



Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it's the only thing that ever has.

—Margaret Mead

SHEHRI

July - December, 2010 Vol. 21/No.2

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Assessing the Policy to Implementation Cycle of Commercialization of Roads in Karachi: A Case Study

Recently, *Shehri-CBE* conducted a research study supervised by *Shehri-CBE* Member and Urban Planner, **Farhan Anwar** that analyzed the social and environmental impacts of commercialization of roads in Karachi City placed within the larger context of urban development in the city. The present profile summarizes the key objectives and findings of the Study

Karachi, a city of 16 million is the economic powerhouse of Pakistan spread over 3,600 sq.km. Varied physical and ecological landscape, a vibrant and educated populace, an important geo-strategic locale, and a rapidly growing services sector are a few of the many attributes that provide the city with the potential of competing proudly with any other large urban center of the world. Very few large cities in the world can boast of possessing such a diverse physical and ecological landscape as Karachi. Karachi also houses a rich architectural heritage.

Karachi is also the main commercial and industrial center of Pakistan. In 2007, its per capita output exceeded the countries by 50 % and the provinces by 80%. The city accounts for a third of the total national output in large scale manufacturing, 24% in finance and insurance and 20% in transport, storage and communications. However, despite all the positive indicators, it is unfortunate

that due to bad governance that include unplanned and unregulated physical development and the associated pollution threats, both the natural and built environment is equally threatened. Land is no longer considered a social asset to be used for public benefit, rather it has become a commercial commodity – function having the most financial benefit, that too to a select few in society determines the land use.

The study profiled the process of unregulated commercialization of land parcels in Karachi within the backdrop of the policy decision of the City District Government Karachi (CDGK) to allow for commercialization of various traffic corridors within the city under the CDGK Change of Land Use and Master Planning Bye-Laws 2003, notified on February 12, 2004. The various planning interventions are analyzed and it is argued that urban development plans have exercised no real control over the way the city has developed other than



identifying some growth corridors. As a consequence of various loopholes in planning and development, land is acquired and developed through illegal means and through a powerful nexus between private land developers, politicians and bureaucrats.



The most potent manifestation of this unfortunate trend is termed as commercialization of land. It basically means converting an existing land use from residential or amenity/recreation to commercial usage. A Case Study is made of the commercialization process of Shakra-e-Faisal while tracing the overall trail of commercialization in the city. Some important contributing factors to the crisis that are cross cutting in nature, having political, financial, and administrative implications are highlighted such as growing demand for commercial land parcels, weak city



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Editorial

The Governance Context: Fixing the Institutions

The urban water & sanitation sector in Pakistan is faced with a number of challenges that find a context that has both internal and external dimensions. What makes the situation more complicated is that they cannot be tackled and resolved in isolation and the linkages that exist more often have implications that result in hindering and harming the utilities functions rather than being facilitative. The issue of technical incapacity would link with political appointments of staff bypassing requirements of merit and relevance. Financial non-viability may find roots in the political inertia that is rooted in the belief that any enhancement in tariffs would lead to a fall in popularity ratings of the decision makers – the elected representatives and so on and so forth. The lack of political ring fencing and continuous interference of political entities and powerful stakeholders may not be the only reason for the continuous decline in performance levels nevertheless it both promotes the development of debilitating characteristics and restricts chances of reforms in utilities that can be sustained over the long run. An ambiguity and multiplicity in policy making and accountability levels characterizes the institutional placement of say the WASA's in Punjab and the KW&SB in Karachi within the relevant governance framework. This may be by design or default, however, whatever may be the case, the dysfunctional governance dynamics is another contributing factor in the limited independence that the water

utilities enjoy in terms of policy making and financing for actions for which

ultimately they themselves are held accountable. There is a need to look into options and strategies that lead to greater autonomy and independence of the utilities and enhanced political ring fencing. We need a new governance framework that offers a new paradigm, a new vision and a more facilitative institutional skeleton that can sustain long term and viable reforms.

If we look at the solid waste management sector than the related components are linked in the form of a chain, starting from working to reduce generation levels to ultimate disposal of the generated load, problems within the sector are also not isolated within a particular sphere. As serious problems exist all along the chain, it is difficult to prioritize sector investment.

As was the case with the water & sanitation sector, there is a need to promote the understanding that the "government" need not "provide" for all, rather it should ensure that all are "provided for" – that means opening up to large scale outsourcing options. There is a huge potential in recycling waste – a process that the government can facilitate and the Bank can push for. Conversion of the so called "landfill sites" (actually dumping sites!) into properly "engineered landfill sites" with options for say methane recovery (carbon credits!) is another potential area for investment. Sector documentation, the lack of which prohibits the chances of success of any viable planning process is another urgent and pressing need. □



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unplanned and unregulated physical development and the associated pollution threats, both the natural and built environment is equally threatened. Land is no longer considered a social asset to be used for public benefit, rather it has become a commercial commodity – function having the most financial benefit, that too to a select few in society determines the land use.

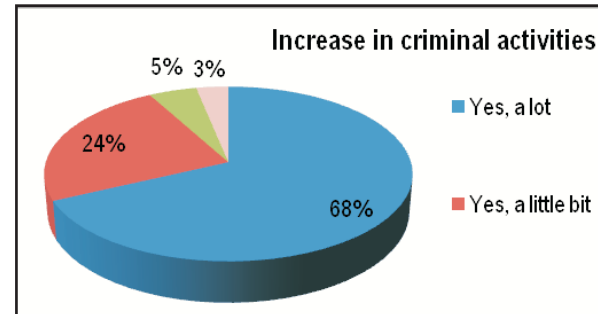
The study profiled the process of unregulated commercialization of land parcels in Karachi within the backdrop of the policy decision of the City District Government Karachi (CDGK) to allow for commercialization of various traffic corridors within the city under the CDGK Change of Land Use and Master Planning Bye-Laws 2003, notified on February 12, 2004. The various planning



process of Shahra-e-Faisal while tracing the overall trail of commercialization in the city. Some important contributing factors to the crisis that are cross cutting in nature, having political, financial, and administrative implications are highlighted such as growing demand for commercial land parcels, weak city governments, planning and development inadequacies, mal-administration and corruption practices. The study also analyzed the Karachi Development Plan 1974-85 and Karachi Strategic Development Plan 2020 to assess how government response has changed or adapted to accommodate and plan for this phenomenon. A Public Opinion Survey was also carried out for a few commercialized roads. The main objective of the survey was to collect views on the commercialization of some selected major traffic corridors in the city in terms of the resulting impact on the quality of lives of the residents.

Key findings and implications for policy – An assessment

The data generated in the survey offers a majority view against commercialization and endorses generally held perceptions relating to the adverse impacts. It nevertheless offers some interesting variations. It is quite clear that a much higher level of opposition has been voiced against commercialization and a significantly greater concern has been shown on the adverse impacts by the respondents residing along the three surveyed roads in P.E.C.H.S (Jamshed Town) – Allama



national output in large scale manufacturing, 24% in finance and insurance and 20% in transport, storage and communications. However, despite all the positive indicators, it is unfortunate that due to bad governance that include



interventions are analyzed and it is argued that urban development plans have exercised no real control over the way the city has developed other than identifying some growth corridors. As a consequence of various loopholes in planning and development, land is acquired and developed through illegal means and through a powerful nexus between private land developers, politicians and bureaucrats.

The most potent manifestation of this unfortunate trend is termed as commercialization of land. It basically means converting an existing land use from residential or amenity/recreation to commercial usage. A Case Study is made of the commercialization



on both sides. In this regard, it should serve as an eye opener for the urban managers that 100% of the respondents surveyed along Khalid Bin Walid Road identified car showrooms as the worst culprits among the various commercial activities taking place in the area.

The heightened concerns related to increase in traffic were further endorsed when the respondents were asked to rate on a scale of 1-10, the various possible consequences of commercialization of roads in terms of their severity of impact on the quality of lives of the respondents. It was found that three consequences, related directly and indirectly with increase in the traffic volumes in the survey areas scored the highest namely,

worst rating to degradation in air quality and increase in noise levels in relation to adverse impacts of commercialization. It is interesting to note that apart from Allama Iqbal Road, a direct relation is established between the reporting of increase in traffic to the most severe concerns regarding air quality degradation and increase in noise levels. Allama Iqbal Road stands out as an exception. One possible reason could be that Allama Iqbal Road, housing the busy commercial center of Tariq Road, already prior to the 2004 commercialization catered to a heavy traffic load. As such a significant change in traffic levels may not have been felt though the quality of life



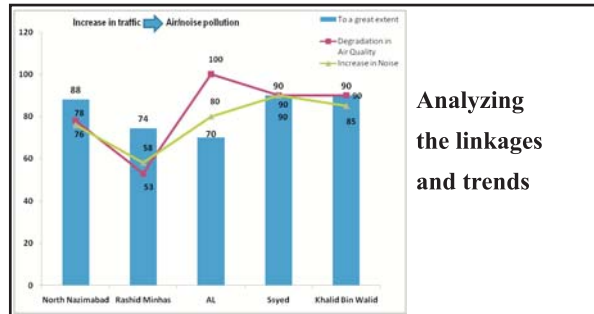
Secondly, it may also be due to the fact that as compared to other services such as power supply and solid waste where more consumption and generation respectively takes place in the commercial outlets, lesser use of water is made during the daytime when measured on a comparative scale.

A drastic decline in quality of life indicators

An interesting comparison was designed in the questionnaire when the respondents were asked to rate in relative terms their level of satisfaction or non-satisfaction with a number of services/facilities of their localities when they started residence in the area and same question was then asked within the context of the present day situation. It is interesting that the key performance benchmark i.e. total satisfaction, registered a decline in the case of each service/utility.

To assess the level of degradation that has taken place in the affected areas in the last few years, a co-relation was created between two separate data sets. It was established as to how many of the respondents that had felt totally satisfied with the solid waste and the traffic situation at the time of starting residence in the area had now indicated both solid waste and traffic as most severely and adversely impacted as the result of commercialization.

It was found that 42% of the respondents who were totally satisfied with the solid waste management in the locality gave this sector the worst rating in relation to adverse impacts of commercialization. It was also found that as much as 78% of the respondents who were totally satisfied with the traffic situation in the locality gave increase in traffic the worst rating in relation to adverse impacts of



degradation of air quality (78%), increase in noise levels (76%) and increase in traffic volumes (72%). Owing to the narrower width of the traffic corridors and higher prevalence of automobile related activities, the related concerns were again higher in the P.E.C.H.S roads. Respondents along the Allama Iqbal Road identified the main road as the most encroached upon public space. Car showrooms were identified as the commercial activity causing the most concern by 100%, 80% and 80% respondents respectively that resided along the Khalid Bin Walid Road, Allama Iqbal Road and Sir Syed Road.

An interesting and revealing correlation was established between the increase in traffic and the degradation of air quality and increase in noise levels. A graph was plotted (see Figure 40) where the answers of the respondents were correlated who had reported that traffic has increased to a great extent and had then given the

indicators register a high negative value.

Civic utilities under strain

In response to questions concerning infrastructure rehabilitation work and impact on civic utilities it was interesting to note that the one exception where impact was considered low and lesser concern was expressed was water supply (20%). When the respondents were asked to identify as to which service or activity they were totally satisfied with – water supply scored the most favorable percentage (45%). This higher favorable rating may not imply that water supply situation in the affected areas have not been adversely impacted, rather it may be attributed to the fact that firstly, in case of water supply more options are available to the consumers to employ alternative solutions.



A warning not heeded

One of the overriding concerns expressed in the 1974-85 Plan was to decrease pressure on the metropolitan center and prevent its further densification. It proposed to *strengthen the hierarchy of commercial centers and widely distributed local centers in order to reduce growth pressure on the metropolitan center*. The use of the term *widely distributed* clearly indicated a pattern of commercial development different than the interlinking ribbon commercial development that has now taken place. The *Plan* both anticipated the possibility of ribbon commercial development in case its recommendations were not paid heed to and also warned against possible negative and adverse impacts in the absence of the appropriate planning and environmental controls. In this regard the following recommendations find relevance:

The possibility of development of a future second metropolitan center at the intersection of Rashid Minhas Road and University Road should be evaluated immediately. If a decision is made to proceed with its promotion, action can be taken quickly enough to prevent excessive congestion in the existing downtown area. If such action is not taken, the existing center is likely to be intensified, and as congestion increases it will spread gradually along M.A. Jinnah Road in the direction of the new centers. Such natural extension is likely to be far too slow to avoid the kinds of breakdown that have been experienced in metropolitan centers elsewhere

Sufficient land should be developed in each center to provide a core area that could be expanded to accommodate future growth, but it would be most efficient in most cases to develop considerably less area than will ultimately be needed in each center. Commercial development can spill over into adjoining residential areas with few negative effects.

commercialization. An interesting statistic relates with the impact of growing commercialization activities on the property values. It is generally believed that commercialization of a certain locality increases the land value of the commercialized land parcel. However, 62% of the respondents negated this belief. Does this statistic represent a shift in public perceptions or in the attributes related to land valuation in the city? This finding indicates the need for further research by all concerned. One reason why green environmental issues such as loss of vegetation figured less prominently among the concerns documented by the respondents can be attributed to a lack of or limited scale of availability of green areas and vegetative cover in the first place. However, the data clearly indicates that social issues such as loss of privacy, law and order are matters of growing citizen concern.

The citizen: Standing outside the loop of the policy to implementation cycle!

The survey results in unequivocal terms suggest that a wide gap of communication based on a lack of trust and faith exists between the government agencies/elected representatives and the citizens. This resounding vote of no-confidence on the civic agencies, despite the fact that the much trumpeted Devolution Plan and the resulting LGO 2001 was supposed to have placed the services and service providers at the doorstep of the common man, should serve as an eye opener.

The citizens neither supported the commercialization policy nor are they satisfied with its implementation mechanisms and the resulting impact on their quality of lives. The policy was thrust on them despite their opposition to it and was implemented, as the findings suggest minus the proper infrastructure rehabilitation, planning controls and regulatory oversight. They do not figure in the policy to implementation cycle. It would appear that the citizens when they did voice their concerns, they were not effectively addressed and now seem helpless as the consequences unfold in front of their eyes on a daily basis. □



SHEHRI ACTIVITIES

Shehri Seminars

Following are documented the proceedings of Shehri-CBE Seminars on urban issues held during the period January - June, 2010.

Planning for conservation and sustainable use of Karachi Coast

A Consultative Workshop was organized on Monday, July 05, 2010 (9:30 am – 2:00 pm) at the Avari Hotel, Karachi

mapping, processing and incorporation of available data for the whole project area while it has undertaken base map preparation,

Avari Towers, Karachi. The workshop was organized in partnership with Friedrich-Naumann-Foundation.



Shehri-Citizens for a Better Environment executed a project GIS Mapping of Karachi Coast and GIS based analysis of marine turtle habitat: Sandspit/Hawksbay Eco-system that is being funded under the Indus for All Programm's Partnership Fund of WWF-Pakistan. The project is focused in general on the GIS based documentation of the Karachi coast for facilitating future policy making, planning and conservation. The project area is spread over a stretch of about 70 km (from Rehri Goth, Korangi to Cape Mounze) which is part of the Sindh coast.

The Sandspit/Hawksbay eco-system where extensive project activities are being located comprises of about 5 km long beach strip on the coast southwest of Karachi City. The project has utilized the GIS technology for

retrieval and storage of field data and analysis for recommending conservation measures.

The project holds great importance for the future planning of the Karachi coastline and devising appropriate conservation measures to protect and conserve the sensitive ecological nature of the coastal ecosystem. The project has availed of state of the art technology options in determining the ecological viability of the project area and would contribute to further recognition of the sites as ecological habitats of global importance. □

Freedom of Information

Shehri-Citizens for a Better Environment and the Helpline Trust successfully conducted a seminar on Access to Information on December 6, 2010 (3:00 pm - 6:00 pm) at Hotel

Freedom of information legislation are rules that guarantee access to data held by the state. They establish a "right-to-know" legal process by which requests may be made for government-held information, to be received freely or at minimal cost, barring standard exceptions.

Right to Information is an UN-mandated universal human right. UN General Assembly, 1946: stated "Freedom of Information is a fundamental human right and is the touchstone of all other rights to which the UN is consecrated"

The Freedom of Information Ordinance, 2002 was promulgated by President Musharraf, largely at the urging of the Asian Development Bank making Pakistan the first South Asian country to enact such legislation. Rules were issued in 2004 but without any input from stakeholders. However, till date the



Act has not been fully implemented and accessing information is still difficult. Neither are the information officers fully aware of their roles and responsibilities nor are the citizens aware of their rights to access government –held information.

Interestingly according to the 18th Amendment Bill, after Article 19, the following new article shall be inserted, namely: "19A. Right to information:- Every citizen shall have the right to have access to information in all matters of public importance subject to regulation and reasonable restriction imposed by the law."

Mr Raza Rabbani has stated that for the first time in the country's history access to information had been made the fundamental right of citizens.

The objective of this seminar were to make citizens aware of these laws and encourage them to use FOI in accessing the information.

The effective functioning of democracy depends upon the participation in public life of a citizenry that is well informed. Throughout the world, freedom of information laws are changing the characterization of democratic governance.

The participants included a cross section of civil society, including senior elected representatives from government, public servants, cantonment boards, police etc

Flood Seminar: Land Management and Resettlement in the Post Flood Scenario

During and after the recent catastrophic floods, Pakistan has been confronted with serious challenges related to housing in the wake of disastrous damages caused to human settlements. As the waters are receding, people have begun returning to their older locations of residence in almost all the affected

territories. The respective provincial governments, in association with other stakeholders, have started to formulate strategies to resettle the displaced population. It is however found that most of the attempts in this regard have not incorporated the lessons learned from the housing provision experiences of the past.

Sadly, some of the failed approaches are being applied which are likely to miss the target groups and their requirements. Housing is a process, not a product! It comprises tangible and intangible attributes such as access to livelihoods, safety and security from natural hazards, social and physical infrastructure and more. At present, flood affected areas and population face the grave challenge of destruction of assets, damage to the sites of their habitation and cultivation, destruction of infrastructure, monetary losses and social trauma of an extraordinary nature.





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are being applied which are likely to miss the target groups and their requirements. Housing is a process, not a product! It comprises tangible and intangible attributes such as access to livelihoods, safety and security from natural hazards, social and physical infrastructure and more. At present, flood affected areas and population face the grave challenge of destruction of assets, damage to the sites of their habitation and cultivation, destruction of infrastructure, monetary losses and social trauma of an extraordinary nature.

According to the rapid field assessment carried out by various international agencies, the scale of damage has been very severe which has rendered majority of building stock dysfunctional. Given the resource constraints, it will not be possible for the government to rebuild such a vast number of houses which runs into hundreds of thousands.

The government and its affiliate bodies can make a difference by adopting a facilitative approach. Means of housing provision need to be resuscitated. The foremost ingredient is land. Physical damage due to inundation, high water table, impacts due to changed topography, rise in vulnerability and ownership / occupancy disputes are some of the common problems indentified in this reference.

This scenario demanded a policy and program response from the provincial administrations on an urgent basis. A land use policy and plan at the district level is the first pre-requisite. To discuss these and related grave challenges and to strategize for sustainable and appropriate solutions, Shehri-CBE in collaboration with the Department of Architecture &



ADVOCACY

In this section, we highlight some of our ongoing advocacy work and seek active citizen, participation for ensuring protection of public interest

Unlawful Auction of Amenity Plots (Public Building, Library, Clinic, School & Community Garden)

Korangi Township, New Karachi Town, Malir Town.

We cannot understand how CDGK is auctioning 14 amenity plots that are essentially gardens, library, clinic, school and government (public) building plots. This is even more amazing, as the issue is presently the subject of a public interest petition in the High Court of Sindh.

Today, government and municipal officers are being illegally operated in residential plots, police stations are being set up in parks and on green-belts/open spaces, and other similar violations of land use are being promoted.

These amenity plots cannot be converted/commercialized or public auctioned. If the town, or city, or provincial or federal governments do not need the plot, let them be used as parks/playgrounds in the area so that at least some children do not have to play cricket on the public roads.

Complaint Against Town Administrator, Jamshed Town for not giving requested information as per Application for obtaining record under Sindh Freedom of Information Bill, 2006 No. PAS/Legis-B-16/2006, (Published in the Sindh government gazette Friday September 29, 2006) Charged Parking at Tariq Road, Jamshed Town

We refer to our letters received by

Town Administrator Office, Jamshed Town on August 10, 2010 and August 24, 2010 requesting for information under Sindh Freedom of Information Bill, 2006.

Subject matter of Record requested;

- Under which section of SLGO has this temporary charged parking been initiated
- What is the exact jurisdiction of the area of charged parking as the letter only mentions Tariq Road and surrounding street. Such ambiguity leads to corruption as surrounding street can mean anything. The exact jurisdictional boundary should be clearly mentioned.
- Was an open auction held to award charge parking contract, and was M/s Ovais awarded this contract in a transparent and legal manner. How many others bidders bided for the contract and was M/s. Ovais bid the highest. Kindly provide us the record of the action proceedings.
- Under what head will these charges be collected, and under what head will they be utilized.

Please note that as per Sindh Freedom of Information Bill, 2006 13 (1) Subject to sub-section (2) on receiving an application under section 12, the designated official shall, within twenty-one days of the receipt, supply to the applicant the required information or, as the case may be, a copy of any public record. As there has been no response from Town administrator, Jamshed Town, A complaint per 19, (1) of Sindh

Freedom of Information Bill, 2006 is filed..

Commercialization of residential bungalow plot Plot No. 151-S, Block-2, Khalid Bin Waleed Road, PECHS, Karachi

Apropos the public notice in the "Daily Times" of August 25, 2010, we request provision of the following information:

- Copies of the technical Regulation 18-4.2.2. of KBTPR 2002, and other town-planning laws, including availability of utilities (electricity, water, sewerage, etc.), infrastructure (road traffic handling capacity, parking, garbage collection, etc.) and amenities (parks, playgrounds, police-stations, hospitals, schools, etc.).
- Data on the present overloading of the above facilities/infrastructure in the residential area around the proposed conversation
- Copy of the Environmental Impact Assessment (EIA) carried out in accordance with Item H-1 of Schedule-II of Review of IEE & EIA Regulations, 2002 notified under PEPA 1997 (noise, air pollution, utilities, infrastructure, crime, introduction of strangers into the neighbourhood, etc.) of the proposed conversion, with public participation.

This will enable us to submit detailed and proper objections/commens/observations.



Until we receive the data and EIA listed in the first para above, we as citizens of Karachi, visitors to the area, demand that you do not approve this 'ribbon commercialization' of residential bungalow plots (including Plot No. 151-S/2, PECHS, Karachi) on this road, as

- It will become a public nuisance for neighbours and residents of the city
- town-planning laws require that proper urban planning studies be undertaken first and
- prior arrangements have to be made for adequate enhanced civic/municipal facilities and infrastructure in the area.

The city government must implement proper urban renewal and master planning procedures, rather than resorting to such environmentally degrading 'quick-fix' solutions.

Charged Parking at Tariq Road, Jamshed Town

Certain people are roaming on Tariq Road collecting parking charges even before the advent of Ramzan. In support they showed us a copy of order from Town Officer (Regulations Jamshed Town.

- Under which section of SLGO has this temporary charged parking been initiated
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- Under what head will these charges be collected, and under what head will they be utilized.

We are requesting the above-information under Freedom of Information Act 2002.

Amenity space: Plot No. SNPA 23 off Tipu Sultan Road, Karachi

It has been brought to our notice that the above amenity space is being secretly converted into a marriage hall.

According to Karachi Building Town Planning Rules & Regulations 2002, Regulations 2-7, "Amenity Plot" means a plot allocated exclusively for the purpose of amenity uses as define in chapter 19 of these regulations. For example amenity usage is health and welfare, assembly usage, religious usage etc.

A marriage hall comes under the category of commercial.

Regulation 19-2.2.6

Commercial (road uses: normally includes only the land used for the activity in question, though this may be increased by additional open or green space, if the operation of the facility concerned requires it. Commercial (Trade) use includes.

- Catering: including restaurants, banquet halls, marriage hall/lawn, refreshment stalls, buffets.

Commercialization of Road Policy 2001
Plot No. F-S, Khyabab-e- Saadi, Clifton Block 5, Karachi

The City District Government Karachi (CDGK) through a City Council Resolution, passed the commercialization of roads policy in 2001. In June 2005, Khyabab-e-Saadi situated in Clifton Block 5 was added to this list of commercialized roads. Khyabab-e-Saadi stretches from Boat Basin to the Marine Promenade.

Along this road is situated Bilawal House, two sections of Karachi Grammar School, ST-19 and ST-20 both designated amenity plots for schools and many eateries houses. The salient feature of the commercialization policy was that before any road could be considered for commercialization an Environmental Impact Assessment (EIA) would be conducted of the area any adverse impact, this is a mandatory requirement u/s 12 of the Federal Environmental Act 1997.

Prerequisite of commercialization is infrastructure up gradation, public hearings and addressing concerns of the area residents. The commercialization of Khyabab-e-Saadi was done without these mandatory legal requirements. The area residents also gave a negative response to the commercialization of this road.

Plot No. F-8, Block-5, situated on main Khyabab-e-Saadi, Clifton, Karachi, measuring 2000 sqyds has applied for commercialization and NOC to construct a 22 storey tower block. This will be the first of 21 towers block that will come up along this road. An EIA hearing is scheduled for October 14, 2010 (10:00 am) at Hotel Regent Plaza,



CITIZEN ADVOCACY

The suspension of Noman Castello project: A success of informed citizen activism

Recently, informed citizen activism led to the suspension of a project that had the potential of adversely impacting on the social and environmental status of a sensitive locality in Karachi. *Shehri-CBE documents the background of the project and the citizen campaign that led to its suspension*

Recently, informed citizen activism led to the suspension of a project that had the potential of adversely impacting on the social and environmental status of a sensitive locality in Karachi. The project was the 'Noman Castello', residential / commercial high rise being proposed to be built on Plot No F-8, Block-5, Khiyaban-e-Saadi, Clifton, Karachi.

Shehri - CBE, was the first citizen group that raised concerns about the project and submitted a detailed note documenting its concerns to the Sindh Environmental Protection Agency (SEPA). Following are listed those concerns:

- 1) This plot, and the surrounding area, is a 'residential' one for the past many decades (since the formulation of the Kehkashan scheme in the 1970s). Arbitrary 'commercialization' of the roadside plots on Kh-e-Saadi cannot be done without a proper technical town-planning study, and we have objected to this in the past. Please note that at that time the project was only 8 floors!
- 2) Please have the proponent provide a "Full Justification Study Report" made by the proponent u/r 18-4.2.2 of Karachi Building & Town-Planning Regulations (KBTPR)

A settled principle of town-planning (and of law) is that variation/revision of a scheme must be undertaken through the same procedure used as when the scheme was originally established. But, there is an increasing tendency to undertake 'town-planning' through an arbitrary procedure, devoid of any detailed surveys or technical urban-planning studies



- 2002
- b) Comments of the concerned authority (Local UC /Town administration) who have examined the report in the "light of the planning of the area" before sending it to MPGO, and the c) MPGO commercialization NOC for the 22 floors.

We presume that the above documents have thoroughly examined the availability of utilities (electricity, water, gas, sewerage, etc), infrastructure (traffic-handling capacity of roads, parking, garbage collection, etc) and amenities (parks, playgrounds, police-stations, hospitals, schools, etc) for the proposed increased population generated by commercialization, and have also suggested/planned measures to augment the utilities, infrastructure and amenities.

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A settled principle of town-planning (and of law) is that variation/revision of a scheme must be undertaken through the same procedure used as when the scheme was originally established. But, there is an increasing tendency to undertake 'town-planning' through an arbitrary procedure, devoid of any detailed surveys or technical urban-planning studies, which increases allowable buildings sizes/plot-ratios on the vague excuse that "population has increased". No corresponding enhancement in utilities/ infrastructures/ amenities is provided --- and the environment degrades (as is witnessed all over Karachi!)

Public Opinion

--We can handle criticism too!-- I'm from KGS and I can't study next to... a big building?

Parents of Karachi Grammar School students urge the administration to act responsibly When you live in Pakistan, you are never



short of burning issues that you can spend hours debating. There are floods, corruption and the rising cost of living - but for a select few there is another far more pressing concern - the construction of a next to Karachi Grammar School.

Parents have been protesting and taking to the streets to stop the construction that is to take place right next to their children's private school.

Their concern you ask?

The building, they say, is a security risk and an environmental hazard.? KGS is located next to a nullah, but obviously the trash, dirty water and whatever else is housed within the nullah has never been a health hazard for the kids. Placards at the protest asked the administration to 'protect our national treasure' and told them 'Armed policemen stood quietly in front of the protesters (amusing how when citizens protest power outages and water shortage they usually get a taste of the 'lathi' or are told to clear off.)

Of course, the parents have a right to protect their children. When they protested against the construction of a United States consulate near the campus it was understandable - who would want to live or study next to a structure that represents 'enemy number one'?

But this case is a bit different no? Barring the whole debate about how half the country does not have food, money, education, let us ask the Karachi Grammar School administration and this 'concerned' lot of parents what they were doing when they started jamming the main road (lets not even discuss the side road) with their every day traffic. Cars are sometimes parked up to the third lane, with drivers and mothers conveniently gone to pick up the kids while their car stands in the middle of the road, an obvious 'hazard' to cars and trucks driving on the main road, not to mention noise pollution and an overall negative impact to the environment for nearby residents.

And what about the old Saddar campus?

Pollution? Check. High rises? Check.



And don't even get me started about the traffic jams in Saddar.

These people are either just ignorant or seated too high on their well-fed horses to look around (or down for that matter). Seriously guys, I don't see any schools complaining about high rises, and they're not even located next to a ditch filled with half of Clifton's trash. Let's be fair shall we? I'm sure none of the residents who had to bear with the school when it opened took out a rally complaining about the noise every morning. Some of us who have to travel by Boat Basin have to face some inconvenience while the policemen obediently stand by making sure nobody offends 'the wrong people', even though they're not being law abiding citizens at all. The situation is not only pathetic, it also reeks of the elitist mindset that is so rampant in our country. The one that screams 'We are always right - you shut up and sit down.

Posted by Sheheryar Popalzai on The Express Tribune

Ending Note By Hasaan Haider, an Ex Grammarian:

"It was this Karachi Grammar School that opened its doors to all of us and took us in for an experience worth remembering. We enjoyed every moment of it because it never failed to provide a sense of security and belonging. No one ever bothered with the world outside. If one was in school everything was fine. The building and the ground itself was so colossal amongst all other spaces in

the area that it defiantly and fearlessly always stood strong in the face of any darkness. Never did anyone have to worry about any kind of pollution, or noise, or traffic outside, or suspicious people outside the walls of the school, or random activities happening beyond. It was literally just the school and you.

So now in 2010, out of the blue I hear there is a party out to obliterate everything that Karachi Grammar School ever stood for. This party has developed a word called 'Noman Castello' with the notion to develop a million rupee high rise towering the school with all that it is going to bring with itself during and after construction.

How the school's spirit will be lost is plain and simple and has already been put forward to the Sindh Environmental Protection Agency (SEPA) and the Environmental Impact Assessment (EIA) along with major protests. What is important is that society realizes that it wasn't the name and its high profile students, ex-students and parents that the school stood for and still stands today. It was the principles it believed in and held upright and enforced upon to produce the refined students who are the hope for a better tomorrow. It was and is, a space of experience and opportunity which should be safeguarded and not allowed to be ruined by a high rise that will overlook into the school's premises." □



URBAN DOCUMENTATION

Documenting the ground realities: encroachment of open spaces in Karachi

Mustufa Bhutto and Maryam Hamid Shafiq sit with Naila Ahmed of Shehri-CBE and profile her work of documenting the status of open spaces in Karachi - A first of its kind research and documentation work in Karachi

While talking about the essence and need of the study - 'Parks and Open Spaces in Karachi', Naila Ahmed says, "Open space plays an important role in any country's landscape: the patterns of development, economy, culture, environment and well-being of its people. When our nation was young, the notion of open space conservation would have seemed unusual. The country was predominantly rural and agrarian; human settlements were often surrounded by wilderness and people were directly dependent on our state's fields, forests and waterways."

The research carried out in the making of this book has taken more than three years. A lot of man hours have been invested in the collection (from various sources in multiple government offices), compilation, scrutiny and analysis of the data used.

The purpose according to her is "to provide concerned citizens with a document that will assist them in understanding the locations and types of amenity, public utility service plots and other plots, and the rules and laws governing their usage. It is

imperative that the citizens of Karachi work together to protect the parks, playgrounds and other amenity plots in their areas from marauders and land-grabbers."

An insightful moment was when she divulged the disappointments she came across in the process: "One of the most depressing part while doing research for this book was realizing how good master plans were manipulated, mistreated and eventually distorted. Perfectly planned areas, with spaces designated for parks, schools, playgrounds etc were slowly but surely encroached upon.

Many of these encroachments are more than ten, twenty years old. Many have been occupied in the past decade and heartbreakingly so many, many more are disappearing right now as we go into print. Mehran Town Korangi is prime example of



a society gone berserk. Surjani town in Gadap, one of the best planned areas in Karachi is being encroached upon at an alarming rate. Don't our citizens, no matter how poor they are need space for parks, playgrounds, clinics schools and other public utility functions? Can any of this be done without the connivance of the local municipal administrations and the police? Certainly not. There is obviously political patronage involved!"

When asked what common misconceptions exist regarding the subject of her study in the general population, she notified, "A common misconception regarding encroachments and encroachers are that they are the poor and dispossessed who are occupying land illegally. Though that is true in a large number of cases, in many more it is the rich and the influential who are occupying lands meant for the



public. No clearer example of political patronage in land grabbing can be seen than in the parks on Shahra e Noor Jehan in North Nazimabad. Reported widely in the press in 2007/8, these blatant

encroachments have established a dangerous precedent whose repercussions can be seen in Gadap and Surjani Town.

Yet another attention-grabbing piece of information revealed by her was: "Another land grabber that often goes unreported is the mullah and his mosque.

The Prophet of Islam specifically prohibited any wrongdoing especially in the pursuit of religion, and directed that mosques could only be built on land that had been paid for. Yet I can quote example after example where mosques have taken over community gardens in North Karachi, PECHS, Clifton, Saddar and numerous other places, or far exceeded their boundaries if located next to a park.

What are the reasons for the proliferation of mosques is beyond the purview of this book yet it is evident that the master planners of yore did not envision a mosque for every sect!"

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(sources have been mentioned where necessary). Some schemes have been left out (for inclusion in the next edition) owing to paucity of time as the relevant maps were not available.

The information given in her study is based on the KDA/CDGK layout maps that were provided to us (sources have been mentioned where necessary). Some schemes have been left out (for inclusion in the next edition) owing to paucity of time as the relevant maps were not available. The areas of plots mentioned have been taken directly from the maps wherever they were given; otherwise, they have been estimated. The CDGK maps have many deficiencies and contradictions as some ST numbers (Special Type, generally amenity) cannot be located while others

The areas of plots mentioned have been taken directly from the maps wherever they were given; otherwise, they have been estimated. The CDGK maps have many deficiencies and contradictions as some ST numbers (Special Type, generally amenity) cannot be located while others are repeated. Wherever such errors occur ST numbers have been put in brackets. Many plans surprisingly do not specify the nature of amenity plots, hence are marked as Not Specified (NS). Additionally, not all the maps are the original 'notified' layouts. "Over the past four to five decades, the KDA and their successor-in-interest, CDGK, have been arbitrarily amending, subdividing and changing the land-use of many plots, all in violation of the applicable laws" she informed.

In conclusion Naila put her gratitude into words as follows: "When I had begun this journey I had no idea how this book would

ever take shape as there was a total lack of funds as well as of manpower. In fact it soon became clear that there was to be just one man (rather, woman) expected to carry out the task, and that was me! For a year I struggled alone but by a fortuitous meeting with Prof. Dr. Noman Ahmed of the NED Department of Planning and Architecture changed everything.

I cannot emphasize enough the gratitude I owe to Prof. Dr. Noman Ahmed and his five hundred or so maps that were digitalized by competent draftspersons, Annie Naz, Samina Kamran, Waqar Afreen, and Anila Rahim, who were ably supervised by Azeem Ahmed Khan in the Archives Department. Sofia, an NED graduate, painstakingly went over each and every map with a magnifying glass to check and double check that we had not missed out anything.

I would specifically like to acknowledge the contribution of Younus Khan who helped in the procurement of many maps of Scheme 33 and Lyari.

I cannot appreciate enough the generosity shown by Engr. Aleem Khan of A.A Associates, who scanned hundreds of maps, many with sizes above 60 inches by 45 inches. Most scanning was however done commercially.

I must acknowledge the financial contributions of the Friedrich Naumann Foundation (FNST) who bore with us for three years. Without their support, this book would not have been possible. However, the bulk of the money spent in the collection and digitalizing of the maps came from well wishers.



URBAN PROPERTY RIGHTS

Granting residential security for the marginalized in Karachi: A case study

Farhan Anwar writes for the Economic Freedom Network Pakistan publication Property Rights in Pakistan on the issue of securing residential rights for the marginalised communities in Karachi.

Karachi, a city with an estimated population of 18 million (the last census was held in the year 1998 according to which the population was 9,856,318) is the economic powerhouse of Pakistan spread over 3,600 sq.km. and is also Pakistan's largest city. Karachi is the main commercial and industrial center of Pakistan. Karachi is Pakistan's only port city and contains 10% of the total population of Pakistan and 25% of its urban population. It is the capital of the Sindh province and contains 30% of the province's population and 63% of the province's urban population.

The city has a high concentration of secondary and tertiary sectors, draws labor and raw materials from the rest of the country, and acts as the conduit for modern economic services. 'In 2007, its per capita output exceeded the countries by 50 % and the provinces by about 80%. The city accounts for a third of the total national output in large scale manufacturing, 24 % in finance and insurance, and 20% in transport, storage and communications. While it accounted for 14.5 % of domestic output, approximately 54 % of all central government tax revenues were collected here'.

Even before the creation of Pakistan, the growth in population has primarily been due to migration, linked with economic and military reasons. Being a port city having a favorable climate enhanced its economic potential, while its strategic location added to its military significance. To cite an example, between the years 1911-1941, its population increased by 133.4% and it has been estimated that 90% of the growth between 1921 and 1941 was as a result of migration

However, despite all these strong financial indicators, the city has failed to realize its full growth potential and is presently facing a number of challenges

that if not tackled effectively threaten the future sustainable growth of the city. One major challenge faced by the urban planners and city managers all through Karachi's various historical growth and development phases has been the exponential rise in population caused mainly due to migration.

The associated challenges have been manifold in terms of provision of services and infrastructure, provision of land and residential security and ensuring social cohesion and sustainability in growth amidst the rapidly changing demographics of the city. There is inequity in growth with a sizable proportion of the population not even having legal tenure over land. These

migration waves and resulting changes in the socio-economic and political dynamics of the city have also largely shaped the urban development trends that have emerged over the years.

Even before the creation of Pakistan, the growth in population has primarily been due to migration, linked with economic and military reasons. Being a port city having a favorable climate enhanced its economic potential, while its strategic location added to its military significance. To cite an example, between the years 1911-1941, its population increased by 133.4% and it has been estimated that 90% of the growth between 1921 and 1941 was as a result of migration. In 1947, the population of Pakistan was 450,000 that swelled to 1.137 million by the year 1951 due to the influx of 600,000 refugees from India. By 1972, the population stood at 3,606,746 and the major cause of the increase was migration of labor class (Pathan/Punjabi communities) from upcountry.

As Arif Hasan has analyzed in his work *The Social Causes of Urban Change in Pakistan* (2006), during the time period between the last two censuses we find that 38% of the population increase between 1981 and 1998 was due to migration. It is estimated that 50% of this increase was mostly due to migration from other rural and urban areas of Pakistan. In addition, between 1972 and 1978, an estimated 350,000 refugees from Bangladesh (formerly East Pakistan) moved into Karachi, while between 1977 and 1986, about 300,000 Iranian and Afghan refugees also settled in the city in the wake of the Soviet invasion in Afghanistan.

One major challenge that faced the government as a result of these phenomenal and continued migration cycles, was in providing housing/land tenure and services to these migrating communities. Failure to tackle this issue or realize the gravity and extent of its resulting implications that extended beyond the realm of the marginalized migrant communities and their abodes



and incorporate the relevant policy and strategic framework for addressing this urban development challenge led to the establishment of squatter settlements in huge numbers. As of now, half the urban population lives in 'informal' settlements without legal tenure posing as a significant challenge for the government in ensuring the sustainable growth of the city. This Paper looks into the historical development of the squatter settlements in Karachi, the various government responses, lessons learnt and assesses the relevance of the interventions within the context of the social, political, legal and administrative triggers and dynamics that have characterized the nature and content of this urban development challenge.

As the focus of this paper is on discussing the cycle of land settlement to land acquisition and the related contextual framework then if we direct the implications of migration with land it is seen that within Karachi's context urban development plans have exercised limited direct control over the way the city has developed. As a consequence, land has been acquired and developed through means legal and illegal through a powerful nexus between private land developers, politicians and bureaucrats.

Land use is often violated through encroachment of land meant for recreational and amenity purposes, encroachment of drains/nullahs and infrastructure provisions, converting land use from residential to commercial, changing of the plot ratio and other building regulations such as reducing the compulsory open spaces etc. Land is often sold at throwaway prices as a means of political patronage. One impact of all this has been the proliferation of katchi abadis (squatter settlements).

A comparative analysis of the 1981 and 1998 housing census conducted by Arif Hasan for his work *Participatory Development*, 2010 shows that 30,000 units per year were constructed against a demand of about 50,000 housing units per year. Building permits were issued for no more than 25,000 units per year during this period. The demand-supply gap was accommodated in katchi abadis which have grown at twice the rate of the planned areas. In 1998, 50% of the

population or 700,152 households lived in katchi abadis. This population has now increased to 61% or 1.2 million households. In addition to katchi abadis a sizable population of poor communities lives in over 1,800 goths (villages) and in the inner city 'slums'.

The migration waves and the government response

In 1947, Karachi became the capital of Pakistan, having a population of 4, 50,000 while in 1951 the population stood at 1,137,000 as over 6, 00,000 refugees from India moved into the city. The vast majority of them were poor and destitute. They occupied all the open spaces in the city center, including parks, playgrounds, school buildings and cantonment lands with the government spending about 70 to 80 million rupees (US\$ 388,888) during this period on providing water and sanitation infrastructure for the squatters.

Since then a number of master plans and structure plans have been prepared for Karachi, mostly with the assistance of foreign consultants and multilateral agencies such as the UNDP. These plans have largely failed to find a solution to the problem of squatter settlements mainly owing to the fact that they failed to account for the significant interventions being made within the informal sector, lacked government sanction and were devoid of cohesion and continuity in the recommended visions and policy/strategic frameworks. They also based their work on an inadequate and faulty data base with the planning assumptions not taking into account the dynamics of urban growth in Karachi having continually changing political, financial, and administrative cross currents.

For example in the MRV Master Plan developed by Swedish consultants for the Karachi Improvement Trust (KIT) in 1952, an adequate data base was not established for the preparation of the plan with the MRV plan being designed on the assumption that Karachi's population in the year 2000 would be 3 million, a figure which was reached in the year 1969! In this plan the decision makers and planners focused on building houses for the migrant settlers. However,

the requisite finances for implementing the plans were linked with the development of a new administrative center in the city that never happened as a decision was made in 1958 to shift the capital of the city from Karachi to the newly developed city of Islamabad'.

A new policy shift was also then witnessed as the first Martial Law government in Pakistan decided that squatters within the inner city gave the city an ugly look and needed to be moved to the outskirts of the city. This shift in the policy focus got reflected in the Greater Karachi Resettlement Plan that was developed for the Government of Pakistan by the Greek consulting firm Doxiades Associated in 1958. This planning document proposed to create two new Townships – Korangi and New Karachi on the outskirts of Karachi (15-20 miles from the city center) and in the vicinity of these townships, large industrial areas were also planned and incentives provided to the industrialists to develop these areas. Clearance of the inner city slums and the shifting of the residents to the new sites was an integral part of the plan.

However, development in the industrial areas near the townships did not materialize at the required pace. Thus 50% of the people that were moved shifted back to squat in the city center, or on the fringes of the city, so as to be near their places of work. As a consequence to the failure of this plan a few critically important processes, that are listed below were set in motion that were to characterize the fault lines to be witnessed in all future government attempts at provide low cost housing to the landless in Karachi till such time that regularization of katchi abadis became part of government policy.

Speculation on property: the people who moved back to the city from the new townships sold their homes to speculators who in turn settled middle income people in these houses. Lack of supporting financial mechanisms: Although there was a heavy government subsidy in the development of the townships, recovery from the users was negligible. In addition, it was seen that in the absence of returns from the users, the government



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However, despite all these strong financial indicators, the city has failed to realize its full growth potential and is presently facing a number of challenges that if not tackled effectively threaten the future sustainable growth of the city. One major challenge faced by the urban planners and city managers all through Karachi's various historical growth and development phases has been the exponential rise in population caused mainly due to migration.

The associated challenges have been manifold in terms of provision of services and infrastructure, provision of land and residential security and ensuring social cohesion and sustainability in growth amidst the rapidly changing demographics of the city. There is inequity in growth with a sizable proportion of the population not even having legal tenure over land. These migration waves and resulting changes in the socio-economic and political dynamics of the city have also largely shaped the urban development trends that have emerged over the years.

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One major challenge that faced the government as a result of these phenomenal and continued migration cycles, was in providing housing/land tenure and services to these migrating communities. Failure to tackle this issue or realize the gravity and extent of its resulting implications that extended beyond the realm of the marginalized migrant communities and their abodes and incorporate the relevant policy and strategic framework for addressing this urban development challenge led to the establishment of squatter settlements in huge numbers. As of now, half the urban population lives in 'informal' settlements without legal tenure posing as a significant challenge for the government in ensuring the sustainable growth of the city. This Paper looks into the

historical development of the squatter settlements in Karachi, the various government responses, lessons learnt and assesses the relevance of the interventions within the context of the social, political, legal and administrative triggers and dynamics that have characterized the nature and content of this urban development challenge.

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Since then a number of master plans and structure plans have been prepared for Karachi, mostly with the assistance of foreign consultants and multilateral agencies such as the UNDP. These plans have largely failed to find a solution to the problem of squatter settlements mainly owing to the fact that they failed to account for the significant interventions being made within the informal sector, lacked government sanction and were devoid of cohesion and continuity in the recommended visions and policy/strategic frameworks. They also based their work on an inadequate and faulty data base with the planning assumptions not taking into account the dynamics of urban growth in Karachi having continually changing political, financial, and administrative cross currents.

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squatters within the inner city gave the city an ugly look and needed to be moved to the outskirts of the city. This shift in the policy focus got reflected in the Greater Karachi Resettlement Plan that was developed for the Government of Pakistan by the Greek consulting firm Doxiades Associated in 1958. This planning document proposed to create two new Townships – Korangi and New Karachi on the outskirts of Karachi (15-20 miles from the city center) and in the vicinity of these townships, large industrial areas were also planned and incentives provided to the industrialists to develop these areas. Clearance of the inner city slums and the shifting of the residents to the new sites was an integral part of the plan.

However, development in the industrial areas near the townships did not materialize at the required pace. Thus 50% of the people that were moved shifted back to squat in the city center, or on the fringes of the city, so as to be near their places of work. As a consequence to the failure of this plan a few critically important processes, that are listed below were set in motion that were to characterize the fault lines to be witnessed in all future government attempts at provide low cost housing to the landless in Karachi till such time that regularization of katchi abadis became part of government policy.

Speculation on property: the people who moved back to the city from the new townships sold their homes to speculators who in turn settled middle income people in these houses. Lack of supporting financial mechanisms: Although there was a heavy government subsidy in the development of the townships, recovery from the users was negligible. In addition, it was seen that in the absence of returns from the users, the government could not raise finances from its own revenues for sustaining the settlement schemes

The planning, implementation failures of the Greater Karachi resettlement Plan made it clear that settlement and providing security of tenure to the katchi abadi squatters was just not a physical problem, instead the sociological aspects and providing financial sustainability to

the initiatives were far more critical in determining the chances of success and failure.

The resulting impacts on Karachi's overall growth were significant. Large areas of the city were cleared of squatters and it became increasingly difficult for the poor to acquire land for building in the city center. This led to the development of illegal sub-divisions on the fringes of the city and in environmentally undesirable land such as flood plains of the Lyari/Malir rivers (carrying most of the urban municipal and industrial waste water).

While the government as yet had failed to develop a policy framework to tackle the issue it did reshape its approach – from constructing houses to providing plots and services. The most significant manifestation of this revised focus that needs a mention here is the Orangi Metroville Project (1973). This was a Utility Wall Development (UWD) scheme for 35,000 persons. Roads, electricity, gas and sewerage were made available for its 4133 plots. Plots for all civic amenities were planned for, and the location of the site was in close proximity to an industrial area. In addition, the price of the plot was kept at 2500 rupees.

However, the scheme failed to attract the target group – it was planned that 94% of the plots in the scheme would be allotted to persons with an income less than 1000 rupees per month. However, people belonging to the middle class moved in to settle who had mostly purchased plots from the original allottees. They demolished the utility walls and constructed houses similar to the ones in the middle class areas of the city. The reasons in this instance could be more financial than anything else. Residents who moved into the metroville had to bring in contractors and materials from other areas of the city as none such facilities were available within the metroville site itself.

This process required substantial financial investments. A proposal for setting up a 'Housing Bank' for assisting the lower income plot owners with loans at low interests did not materialize and the only loans available were from the



INDICATORS OF SUCCESS

Increase in the pace of leasing
Reduction in time lapse between application and leasing
Financial self sufficiency
Sustainability of the organization
Cost effectiveness
Transparency and accountability
Replication of the SKAA system and procedures
Training of other agencies by SKAA and monitoring
Similar cost of leasing and development

arachi, a city with an estimated population of 18 million (the last census was held in the year 1998 according to which the population was 9,856,318) is the economic powerhouse of Pakistan spread over 3,600 sq.km. and is also Pakistan's largest city. Karachi is the main commercial and industrial center of Pakistan. Karachi is Pakistan's only port city and contains 10% of the total population of Pakistan and 25% of its urban population. It is the capital of the Sindh province and contains 30% of the province's population and 63% of the province's urban population.

The city has a high concentration of secondary and tertiary sectors, draws labor and raw materials from the rest of the country, and acts as the conduit for modern economic services. In 2007, its per capita output exceeded the countries by 50 % and the

Another important learning is that for the success of an urban development venture to have a wider impact, it has to be embedded firmly within the larger canvas of the overall development dynamics of the city. While the process of giving land rights to the landless went on a learning curve – from thinking in terms of projects to developing the policy and institutional frameworks and from a detached and bureaucratic planning approach to linking with communities and learning from experiences on ground, the overall planning process for the city failed to account for this parallel development processes

Karachi's various historical growth and development phases has been the exponential rise in population caused

provinces by about 80%. The city accounts for a third of the total national output in large scale manufacturing, 24 % in finance and insurance, and 20% in transport, storage and communications. While it accounted for 14.5 % of domestic output, approximately 54 % of all central government tax revenues were collected here'. However, despite all these strong financial indicators, the city has failed to realize its full growth potential and is presently facing a number of challenges that if not tackled effectively threaten the future sustainable growth of the city. One major challenge faced by the urban planners and city managers all through

mainly due to migration.

The associated challenges have been multifold in terms of provision of services and infrastructure, provision of land and residential security and ensuring social cohesion and sustainability in growth amidst the rapidly changing demographics of the city. There is inequity in growth with a sizable proportion of the population not even having legal tenure over land. These migration waves and resulting changes in the socio-economic and political dynamics of the city have also largely shaped the urban development trends that have emerged over the years. Even before the creation of Pakistan, the growth in population has primarily been due to migration, linked with economic and military reasons. Being a port city having a favorable climate enhanced its economic potential, while its strategic location added to its military significance. To cite an example, between the years 1911-1941, its population increased by 133.4% and it has been estimated that 90% of the growth between 1921 and 1941 was as a result of migration. In 1947, the population of Pakistan was 450,000 that swelled to 1.1 million by the year 1951 due to the influx of 600,000 refugees from India. By 1972, the population stood at 3,606,746 and the major cause of the increase was migration of labor class (Pathan/Punjabi communities) from upcountry.



CLIMATE CHANGE

Adverse Climatic Impacts of Land Use Change – the Shehri Experience

Shehri's experience of working with land use matters in Karachi indicates critical linkages between unplanned land use change and adverse impacts on the environment and climate change.

Shehri-CBE is actively engaged in advocacy work related with the enforcement of proper land use/zoning controls in the urban centers of Karachi, with particular focus on Karachi City. Change in land use can have direct impacts on climate change. We have found during our work that a huge percentage of open spaces in Karachi City that includes parks and playgrounds have been encroached upon or their land use has been altered to accommodate concrete structures.

Green spaces act as the lungs of the city while trees and urban forestation also act as carbon sinks thus acting as a buffer against climate change. In Karachi, in addition to the land based vegetation, the coastal belt is also



adversely impacted the mangroves that straddle Karachi's coastal areas have been severely eroded and quite recently grandiose land development plans have been announced in Karachi City that threaten to further reduce the mangrove growth as coastal land is planned to be reclaimed. The pollution due to the haphazard and unregulated growth of the city also harms the coastal ecology.

In a recent study conducted by Shehri-CBE on the adverse impacts of commercialization of urban land found that the traffic volumes had increased substantially in congested pockets of the city with greater release of associated pollution load that includes carbon emissions that are the worst contributors to climate change.

The congestion of the inner city and other pockets in the city with vertical growth patterns being

witnessed without the required planning and environmental controls are also adversely impacting on the urban environment. Stone, concrete, brick significantly change the climate and hydrological energy of a site.

High rise congested dwellings with limited amount of green spaces reduce the amount of evaporation but create massive areas of good heat storage. And with the greater amount of surface roughness created by more numerous buildings walls per unit area, more of the stored heat is transferred to the air by turbulence. In a hot arid climate of Karachi this is a great problem and contributes to adversely altering the surface energy and climatic balance of the urban environment. □





Verdict on Baghicha land case transfer plea reserved

DAWN, Aug 18, 2010

Karachi, Aug 17: An anti-corruption court on Tuesday reserved its verdict on an application seeking transfer of a land scam case to the accountability court.

Some former officials of the defunct Karachi Municipal Corporation (KMC) have been charged with unlawfully allotting 200 acres out of a much larger amenity plot, better known as Gutter Baghicha, to the KMC Officers' Cooperative Housing Society in 1993.

**KWSB, W&SD engage in blame game
Committee formed to probe storm-water drain system failure**

Daily Times: Aug 9, 2010

Karachi: The sewerage and storm-water drain system that had cost the City District Government Karachi (CDGK) millions of rupees has failed to accommodate the rainwater as per defined capacity.

The failure of the system has created a cumbersome situation for the residents of the areas in its vicinity who had already suffered to about a year due to its construction.

Traders violate city govt price list

Daily Times: Aug 9, 13, 2010

Karachi: Traders of fruit and vegetables on Thursday ditched the commitment on Thursday ditched the commitment they had made to the City Administrator Fazl Rehman a day earlier for adhering to the price list.

The vendors avoided displaying the City District Government Karachi (CDGK) price list for fruit, vegetables, beef and mutton, the city administrator observed while visiting major grocery markets.



NEIGHBOURHOOD WATCH

SHEHRI invites the residents of the city to share with us, their concerns, on issues which are adversely affecting their neighbourhood's environment. Please write to us, preferably with a supporting photograph, so that efforts are made and solutions sought - Ed.

**Encroachment of 1st Floor main lobby
“The Square” building Amalgamation of 1st floor,
“The Square” with Citi View**

We the owners of offices in “The Square” Plot No. 156 BYJ shaheed-e-Millat Road, Karachi wish to bring in your notice that we purchased and leased the offices in 2001.

Last week our first floor main lobby was encroached and the stairs coming from the 4th floor were blocked.

Citi View building which is under construction on Plot No. 157, right next to our building “The Square” is trying to amalgamate these two buildings.

We the owners do not want this to happen and strongly object this act.

Citi View building has also made a bamboo wood bridge from their building to our roof top, which is causing a security threat.

We request you to kindly demolish the first floor encroachment on our main lobby and the removal of Bamboo Bridge on the roof top.

Office No. 101
M. Hashmi Tajir Surma

Office No. 201
M. Hashmi Tajir Surma

Office No. 202
M. Hashmi Tajir Surma

Office No. 206
Ashraf Usman

Office No. 207
Imran Ghani

Office No. 208
Amir Hashmi

Office No. 805
Rashid Hashmi

Office No. 306
Rashid Hashmi

Office No. 405
Ahmed Yousuf



URBAN TRANSPORTATION

The transportation challenge in Karachi

The *Urban Resource Centre (URC)* documents and analysis the various challenges facing the transportation sector in Karachi and the associated social and environmental impacts

Effective transport policy depends on effective master planning, infrastructure provisions, and physical and town planning. Since these prerequisites are largely absent in Karachi, effective transport planning cannot be undertaken. Moreover, the resources of the country are dilapidated, with the annual budget comprising only three headings: debt-servicing, defence, and salaries of the administration. The poor macro-economic conditions hit poor householders hardest, so only an approach that is based on economic realities of the poor is feasible. Whatever exists has to be built upon. Based upon these fundamental principles, developed in the study, the following list of recommendations have been generated.

In spite of all the drawbacks, a system of public transport does exist in Karachi with almost negligible support from the public sector. It cannot be suddenly and totally replaced (in the given set of conditions), only a gradual process, spread over a period of time, is feasible. Nevertheless there is room for further improvements in access to and quality of public transport for sustainable livelihoods of the poor

At the policy level certain decisions are required for long-term solutions to the existing problems. Academic institutions are teaching western theory, and therefore not producing professionals who understand the users' point of view and the grass root issues. The curriculum needs to be revised to re-focus attention on the socio-economic realities of the country. There is a need for more transport related course and also for course that could link sustainable livelihoods with transport

One of the major factors behind the lengthy traveling times of the present system is the unplanned and irrational distribution of routes across the city. The findings of the research



revealed a number of examples of passengers having to travel long distances in the wrong direction because there are no connections or direct routes to their destinations. A comprehensive study is therefore needed to overcome this anomaly. This also indicates that there is a lack of professionals, hence there is a need for institutional training.

Reducing travel time, particularly for women, will enable the poor to undertake alternative capital- and social-asset building activities.

The flow of buses on the roads can be made smoother through the introduction of exclusive

lanes in the centre of the main corridors. An existing successful and comparable example is that of Tehran, where the main routes allow unhindered and fast passage to large public transport vehicles. The cross-traffic has been cordoned off because there are at least 1km-long stretches of uninterrupted travelling. This segregation must be located in the centre of the roads, otherwise turning into or from the other major corridors becomes unmanageable. The system could take advantage of a number of economies of scale if larger buses (with seating for 50+) are encouraged.

This can be achieved through exploring possibilities for the provision of credit. Simultaneously the mini-buses can be phased-out or at least redesigned and standardized both inside and out. Also, instead of the individual-ownership system prevalent at present, the formation of large companies or co-operatives with fleets of buses should be encouraged, so that responsibilities and control can be consolidated. The overall planning of the city should be re-oriented towards achieving a pedestrian- and cycle-friendly traffic system. Bicycles can be encouraged by providing well-designed cycle-stands at the railway stations, for example in Calcutta there is provision for hundreds of bicycles with security at every railway



station in the city.

The central part of the city can be made pedestrian only with only public transport feeding certain well-defined areas in the centre. Areas with exceptionally high pedestrian traffic can be developed in a proper manner, including the regularization of space for vendors and hawkers. Plans already exist, they just need to be considered for implementation.

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Licensing policies and mechanisms need to be strengthened, with adequate attention paid traffic and road signs. Drivers need to be educated about following signs and the design of signs needs to be standardized.

The root causes consist of certain grand policy decisions taken in the past. It is clear that that the policymakers lacked vision and an understanding of the reality on the ground. The transport sector is one of many sectors which suffers from this problem.



Measures should be taken to organize the small entrepreneurs and build their capacity to improve public transport services. After the recent recognition of public transport as an industry, benefits such as access to bank loans and insurance services should be made available to the operators at affordable price.

speed, owners should not create

Unstable democratic processes in the country have contributed to the continuation of outdated and incompetent administrative practices. These factors, whether actual or perceived, have led to a common perception that the civic institutions have collapsed. The transport sector, along with other sectors, has also suffered from the effect of poor governance.

Vehicles should be tested properly for fitness. Corruptly issuing a certificate without a proper examination can endanger lives, and should not be allowed to happen.

Traffic police should really control traffic and curb violations, not make the routine check-ups simply a source of bribes. Drivers should not

conditions that force the drivers and conductors to speed.

There is an urgent need to fill the policy vacuum which has existed in this area since the birth of this country. There is a need for a properly thought-out transport policy/plan for Karachi that is based on reality. Operators should be enabled to contribute to such policy formulations. The co-ordination among public agencies should be improved, and the decision-making process should be improved and should invite full and meaningful contribution from operators. Ad hoc decisions should be reduced to a minimum. In some key decisions, such as the fixing of fare, the participation of the operators is crucial.

Measures should be taken to organize the small entrepreneurs and build their capacity to improve public transport services. After the recent recognition of public transport as an industry, benefits such as access to bank loans and insurance services should be made available to the operators at affordable price.

Road conditions should be improved. Operators are incurring huge maintenance costs because of the poor quality roads, which have deteriorated because of the absence of proper drainage, the overflowing sewers, and the poor of the original construction. In addition the roads are frequently dug up by different utilities and then not properly restored. Traffic calming measures should be improved. Traffic-calming humps are badly designed and badly located, causing additional maintenance costs and traffic hazards.



SHEHRI ACTIVITIES

Most residents when faced with any civic problem do not know which person or organization to contact in order to solve their problem. In this column we invite the readers to share their worries with us and seek our help, which is always forthcoming - Ed.

Q. Does Shehri work for Human Rights also?

Yes Shehri definitely works for human rights as well. Recently we resolved a case regarding a Hindu Temple. Also, most of our ongoing major projects such as Enhancing Freedom of Information, and Development of Gadaap Town are strongly linked to Human Rights.

Q. I am a university student. How can I be involved in Shehri's projects?

Shehri needs young and energetic people like you. We currently have two university students working with us on a biweekly basis. Email us your resume and your purpose of joining and we will hopefully work out a flexible work schedule for you too!

Q. I was really impressed by how Shehri fought the Makro case. What's the latest update on it?

The Supreme Court has ordered a Makro to close down its huge commercial outlet in the Lines Area in three months and restore the 4.9 acres of land on which the structure was built to its original status of a playground.

'Makro-Habib is allowed three months from the date of this judgment to remove its structures and installations from the playground, restore it to the same condition as existed on the date of the sub-lease and hand over its vacant possession to the city district government, Karachi (CDGK).'

Shehri needs volunteers to work in the following areas

- Legal
- Media & Outreach
- Anti-Pollution
- Parks & Recreation
- Gun Free Society
- Conservation & Heritage
- Fund Raiser

SHEHRI MEMBERSHIP

Don't forget to renew your membership for 2010! (Rs. 1000)
 Join Shehri and do your bit as a good citizen to make this city a clean, healthy and environmentally friendly place to live in!

JOIN SHEHRI To Create a Better Environment

JOIN SHEHRI
To Create a Better
Environment

SHEHRI Citizens for a Better Environment,
 88-R, Block 2, P.E.C.H.S.,
 Karachi-75400, Pakistan.
 Tel / Fax : 3453-0646

With a cross cheque of Rs. 1000/- (Annual Membership Fee) in the name of Shehri-CBE with passport size photograph

Name : _____

Tel. (Off) : _____ Tel. (Res) : _____

Address : _____

Occupation : _____



COASTAL MAPPING

GIS Mapping of Karachi coast and GIS based analysis of marine turtle habitat: Sandspit/Hawksbay Eco-system

Shehri-CBE complete the project of GIS Mapping of Karachi Coast and a detailed case study of the green turtle habitate Sandspit/Hawksbay beach eco-system. Following are documented some key findings and recommendations.

The project goal was to provide a credible and scientifically based planning, management and monitoring tool that establishes a knowledge base for effective and sustainable conservation of the Karachi coast in general (GIS based identification of species/habitats) and the turtle nesting habitat at the Hawksbay/Sandspit beaches in particular and to facilitate in creating the legislative and institutional space for implementation.

The following key objectives were identified:

- Establishment of a framework for the storage and retrieval of spatial data (includes inventory of spatial features and map outputs) – the GIS Map
- Preparation of a tool which provides the functions to do spatial

analysis/geographic modeling on the spatial data thereby gaining an understanding of patterns and processes taking place over a period of time

- Lobby support and implementation of the project recommendations by targeting all the relevant stakeholders

The Field Study

For a detailed analysis of turtle nests large scale ground data is required. For this purpose, high resolution satellites imageries were procured which could identify turtle nesting pits (size ranging from 1-1.7 m). Hence recent imageries of QuickBird were acquired for September 2009 (acquired in October 2009). As it is evident from nesting pits are quite prominent and clearly visible on QuickBird data, showing the details of nests in various years. Through

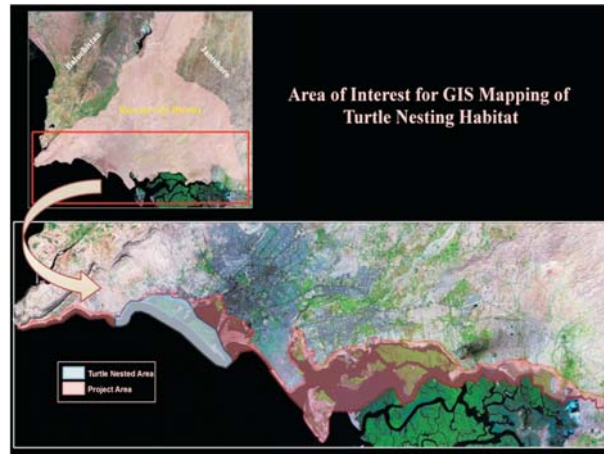
enhancement filters we further enhanced the image to make it more understandable and visible for a layman. Beside this other GIS based thematic layers were developed. Following are some important factors about building a GIS for turtle consumers.

Data has been verified by the field survey conducted by biologist on an interval on 100 m on the nesting beaches quite amazingly the nests which were identified on satellite imageries are a perfect match (100%) with in-situ field data.

Building a GIS

For the development of a comprehensive Vector-Based GIS, enhanced satellite raster data is converted into attribute-based raster data. The raster data first projected onto UTM Coordinates (Zone-42 N) and setup on a scale of 1: 1000. By using ArcGIS, these are modeled as a collection of discrete features in vector format.

Entire GIS data has been mapped on this scale to obtain the thematic layers through on-screen digitization techniques. The main features which have been digitized on priority bases are hut, hut boundary, hut corridor, hut encroachment, roads, garbage points, water line, moisture line, dry sand areas, and nesting sand bars. There are certainly some collietrial information for which need to be integrated for proper baseline studies. Most important of which was hut numbers. Unfortunately, this was difficult to mark as no continuous spatial series of the houses were recorded. To cope with this data deficiency we hyperlinked the photograph of each hut with its polygon. This provided us with authentic information beside coordination and number of the hut. All





data were then merged into one information system.

Ancillary (tabular) Data

The coastal GIS was prepared (zoomed pixels) and digitally classified (classes being mangroves forests, water-covered areas, shallow water, vegetation, settlement areas) satellite images. Most important of all data layers are the themes which are affecting the turtle nests. Turtle nests from 2005 to 2009 were mapped with the help of HRS data. The extent is from Manora in the east to Cape Monze in west. For the year, 2005 mosaic of archived image was used to identify the spatial distribution of turtle nests with the help of visual interpretation, all the nests were marked in appoint theme. A total of 478 nesting grounds were identified in 2005.

Similarly, 2008 nesting datasets were plotted from Google-Earth imageries. Direct KMZ file developed in Google-Earth. This file was then exported into Arc GIS system through "Interportability Tool", which then transformed into a shape file and stored as a vector theme in the GIS database. With increase in nests, a total of 551 emerged. For the year 2009, recently procured image for this project was used to identify nests that were about 534. From the year 2005-2009, there is a little Waxing and Waning of the nests, although Fehmida (1999) has identified 1660 nests during 1985 nesting seasons.

Having an area of 13120 sq.m – length of 780 m, the entire stretch of the beach is approximately 9 km. 52% of the entire documented nests along the 9 km beach strip were located on the 0.78 km sand bar. Legally covered area is 68813 sq.m while the area of actual constructed structure is 189148 sq.m. As such, the area of extended encroached space (car park/fencing) comes out to be 256689 sq.m. (Total beach huts are 823).

This provided extremely valuable information as we found that the turtles are nesting mostly in high sandbar area as they need more to safely dug in their

nests as perfect depth. All the high nesting areas in the sand bar having an average height 3 – 5 meters, where the range of "no Nests zone" is only 1 – 1.5 meters. For the further evaluation of sand bar "Nesting Layers" of all the years, along with water and moisture line, were plotted. The polygons (Sand



bar) are about 24, 447 sq. meters. Sand bar confirmation further strengthened with the help of "Soil and Grain analysis" and peizometer data.

It has been found with the help of "Grain Analysis" that loosely bound fine sand horizon is preferred by the turtles as they quickly dig in the loose dry sand to build their nests and egg-chambers. As it is obvious from figure-10, high density turtles nests were found in the thick layers of sand. About 10 soil cores were collected from Sandspit (Kakapir to Sandspit) to see the composition of soil horizons detailed soil sampling/analysis report already submitted).

Peizometer Survey

Peizometers were used to record groundwater depths at various both in low and high tides periods. It was discovered that at high density turtle nesting points groundwater depths were found at greater depth.

Concluding Remarks

The critical finding of the project is the revelation of the turtle nesting suitability of the Sand Bar Platform. Data generated during the project clearly indicates that the Sand Bar Platform because of its specific physical and natural

characteristics provides the highest level of suitability for turtle nesting. Some key characteristics such as soil composition, ground water level, slope and gradient and high water mark have been studied and linkages established with turtle nesting. Possible linkages with changing coastal and wave dynamics has also been considered and it is recommended that detailed field studies and analysis that are sustained over time are initiated to study this phenomenon with special focus on existing coastal features such as the Kakapir Groyne. Studies have been conducted in the past to determine the turtle nesting patterns and change in densities over time. However, this project for the first time tackles the extremely critical linkages that exist between the turtle

habitat in terms of the physical, ecological and environmental features that determine its landscape and the changing trends and patterns in turtle nesting. The survival of the specie is linked to the protection and sustainable development of its habitat – that would require continued and detailed monitoring of the physical and natural landscape and human influences and appropriate planning to facilitate greater suitability of the habitat to, as is the case in our project area – nesting of green sea turtles.

With regards the documentation of the coastal eco-system other than the turtle habitat, this product – the GIS Map should help through digitized documentation in deterring future non-environment friendly activities such as un-planned land reclamation, land use change, waste dumping, deforestation etc. from happening in some critically sensitive and vulnerable ecosystems identified. The pioneering GIS map that has been prepared during the course of this project, serves as a useful information documentation, analytical and planning tool for policy and decision makers, planners and conservationists alike.