



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, 2007 Vol. 18/No. 2

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Reforming the Police An Agenda for Citizen-Police Cooperation

Shehri-CBE in collaboration with the National Endowment for Democracy launches a project for building trust between the citizens and police and reforming the police for better policing of human

Shehri-CBE specializes in managing dialogues and interactions between local people and government agencies on issues and concerns that require joint action and participation. One such pressing area is to address the trust deficit between police and the citizens which the National Endowment for Democracy (NED)-Shehri-CBE's project, *Participatory Citizen-Police Interaction and Training for Improved Policing of Human Rights Violations* attempts to do.

The problem

According to Transparency International's - *Pakistan's National Corruption Perception Survey of 2006*, respondents ranked the police as the most corrupt institution

in Pakistan by a wide margin. In addition, two nation-wide opinion polls conducted by the *International Republican Institute* in 2006 showed that the public viewed the police least favorably among national institutions such as the army, government, NGOs and the media.

One possible reason for this could be that the police have not received the level of government priority in terms of funding for institutional infrastructure, technology and human resource development as merited by an institution of such critical importance. Politically motivated appointments/transfers of staff have adversely affected the performance and damaged the credibility of the institution in the eyes of the public. Over the

The Project...

The project *Participatory Citizen-Police Interaction and Training for Improved Policing of Human Rights Violations* aims to strengthen the institution of local police by enhancing the capacity of the law enforcement officials to deal with human rights violations. Within a coherent framework outlining a set of interrelated activities involving training/capacity building of the police officials, joint community policing projects and stakeholder consultations, project objectives would be achieved. Jamshed Town's *Ferozabad Police Station* has been selected as the project base. Jamshed Town is the largest of eighteen townships in Karachi, with an ethnically diverse population of more than 730,000 people. It is pertinent to mention that Shehri-CBE enjoys a good working relationship with the Ferozabad Police Station as a result of Friedrich Naumann Foundation supported work on gender sensitization.

The main target group for the NED-Shehri project is the local police. However, it is important to mention that while they are the main focus group, it is envisioned that the project would also positively impact trust building between citizens and police by facilitating a positive interaction between the local community and law enforcement officials. This is considered essential for sustainability of actions as lack of trust and absence of meaningful communication between the two is mainly responsible for the existing disconnect. □



Citizens and Police: Working together - Building Trust



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EDITORIAL

**May the 'Master Plan 2020'
rest in peace... Amen!**

It would appear that efforts at preparing 'another' Master Plan for this beleaguered city have been aborted and instead of the 'grand' and all conquering Master Plan, the CDGK would probably now be coming out with a much watered down document - the 'Karachi Strategic Development Plan 2020'. Few would mourn the aborted demise of the so called 'Master Plan' given the non-serious and closed door nature of the whole exercise that lacked a strategic foresight and the requisite technical, planning and engineering support that could have ensured the preparation of a worthwhile planning document.

In any case, for the time being, putting the argument about the quality and nature of the planning exercise aside, it may be stated with some degree of merit that given the shameful history of the master planning exercises in the city, the very idea of coming up with an overarching and all embracing planning document was at best, ill conceived.

The earlier 'Master Plans' were either not adequately implemented or not sanctioned at all (e.g. the 1973 and 2000 Master Plans). Given the highly decentralized and fragmented nature of policy, governance and land control in the city, no 'Master Plan' can ever hope to have any substance or meaning that is reflected on ground and beyond the written word unless it is sanctioned and fully authorized by the various stakeholders that define and control the city's growth and development.

It is non-practical and utterly inconceivable to assume that CDGK with control over 31.9% of the city's land can ever sanction and implement a 'Master Plan' that has ambitions to define and strategically plan the development shapes and contours of the entire city. Just a cursory glance at the ongoing and planned 'coastal and waterfront development' schemes mostly being authorized by land controlling agencies and backers other than the CDGK should lend credence to this argument. These schemes/project provide sufficient proof and enlightenment on the realities associated with the urban growth dynamics of the city that finds no relevance to the concept of an integrated and all embracing planning philosophy for the whole of the city.

Unless and until the city government is sufficiently empowered in terms of control over land and the associated policy making and governance it is recommended that public funds are not wasted any more on initiating grandiose efforts at preparing 'Master Plans' for this city that promise much but can deliver nothing. Instead, attention needs to be focused on developing a 'vision' for the city - the values, rationale and purpose that should drive its engine of growth and development and that are shared by all that matter. Till then, lets for the sake of keeping our sanity, forget about 'Master Plans' and give the much betrayed citizens of this city a well deserved break! □

Member of





years the institution has been used by the governments in power for political victimization of their opponents. This has also served to erode the image of the institution. All these factors have combined to severely limit the potential of the police to effectively tackle the rising crime graph in the country that includes human rights violations against the vulnerable sectors of the society such as women, children and minorities.

This has been especially true in Pakistan's largest city, Karachi, which has a history of violence between rival political factions. In addition, the police in Pakistan have been implicated in human rights violations against women, children and ethnic and religious minorities.

Goals for the first quarter (July- October 2007)

The project *Participatory Citizen-Police Interaction and Training for Improved Policing of Human Rights Violations* is a year long partnership between NED and Shehri-CBE. The overall project objectives can be defined as (a) to strengthen the capacity of law enforcement to respond to human rights violations and (b) to promote greater citizen-police interaction and strengthen the public accountability of the police.

Goals for the first quarter have been defined as:

- * Organizing stakeholder consultative workshop
- * Developing training module for policemen and
- * Conducting capacity building workshop for policemen/women based on the training module.

Activities during the first quarter:

Three major first quarter goals were fulfilled. Following is the time line of the activities that have taken place

during the first quarter. It is important to note that the activities are spaced out so as to allow ample time for preliminary in-house activity evaluations.

- * *July 2007:* Stakeholder consultative workshop held at Hotel Regent Plaza, Karachi.
- * *July - first half of Aug 2007:* Development of training module 1.
- * *August 2007:* Improved Policing of Human Rights Violations - Understanding Human Rights and Relevant Policies, Rules, Legislation operative in Pakistan
- * *September 2007:* Participatory Citizen - Police Interaction for Improved Policing of Human Rights Violations

Project Activity No 1. Stakeholder Consultative Workshop July 21st 2007.

In order to introduce the objectives of the program to the wider community and get input from all concerned parties, Shehri-CBE during the first quarter of the project organized a consultative workshop. This workshop of citizens and the police personnel was organized on July 21st 2007 at Hotel Regent Plaza Karachi. The consultative workshop brought together government agencies, the judiciary, citizen groups, donors, independent experts, academia and other stakeholders.

Proceedings of the workshop

The first consultative workshop of the project was meant to share with the stakeholders the goals of the project and how the project has been designed in order to have maximum impact. The participants were briefed by the Shehri-CBE team that the project involved:

- * Development of four Training



Modules which will be used to conduct a Phase-Wise Training Process of the law enforcement officials in dealing with Human Rights Violations.

- * At the conclusion of the four Training Modules, a special Training program would be held to train selected officials from amongst the police officials who would have successfully participated in the Training Modules to act as "Master Trainers".
- * The team of Police officials selected initially for the Training Module Phase-I will be same throughout for Module Phase-II, III and IV.

As mentioned earlier in the report, there is a huge trust deficit amongst the public and the police. The NED-Shehri project aims at sensitizing police officials on human rights importance. However, this has its basis in improved citizens-police interaction.

The first stakeholder workshop was also designed to determine the baseline against which the impact of the project could be determined at project conclusion as well as know as to how deep is this trust deficit amongst the citizens and police.

For this purpose, a series of questions were put to the workshop participants by the workshop moderator. Following are the questions and



answers which draw for us a baseline of citizens-police interaction:

Question 1 What thoughts the word "Police" or "Thana" invoke in your mind.

Negative/Positive

* Trouble, Fear, Intimidation, Corruption, Injustice and Sense of insecurity

* We are frightened and afraid after hearing the name of Police Station etc.

* The Citizens should know about their rights and get work from Police.

* In case the Thana Staff is well educated, away from corruption and do not support the anti-social elements.

Question No 2: What will happen if the Thana staff is well paid, well trained and well educated?

There should be change in Police Station culture by recruitment of well educated constables. Crime rate will be decreased and sense of security.

In response to the question, "what do we want our thanas to be?" participants declared that they wanted them to be (a)helpful for citizens and communities (b)free from political pressure and most importantly to have a separate room for females to register their complaints with the police in a safe environment.

**Project Activity No 2
Development of First Training module**

Following the first consultative

workshop which succeeded in giving Shehri-CBE the chance to brief stakeholders about the project and also establish a baseline for citizens-

In response to the question, "what do we want our thanas to be?" participants declared that they wanted them to be (a)helpful for citizens and communities (b)free from political pressure and most importantly to have a separate room for females to register their complaints with the police in a safe environment.

police interaction, a training module was developed. Under the "Training and Capacity Building" section of the project a series of 5 training workshops would be organized with a selected group of police personnel from Karachi Police. In the view that human rights education is a broad field the trainings have been planned in a way where the participants would be provided space and opportunities where they would be able to comprehend the human rights issues by enhancing their understanding of both national and international human rights perspectives.

The training modules would cover the following areas:

* *Training Module 1:* Detailed appraisal of all the relevant policies/rules/legislations pertaining to human rights violations operative in Pakistan.

* *Training Module 2:* The religious dimension and understanding of human rights (with a particular focus on human rights and Islam)

* *Training Module 3:* Human rights within the context of the vulnerable sectors of society (training based on specific case studies dealing with human rights violations of the rights of women, children and minorities)

* *Training Module 4:* Human rights within the global context (the issue of human rights as it is understood and acknowledged

within the global context - Pakistan's commitment to global compacts such as the UN Declaration on Human Rights)

The first module was developed and administered during the first quarter which is covered by this reporting period. The module was developed with the following objectives:

- * To create awareness and help participants to develop a common conceptual clarity of human rights
- * Increase understanding and knowledge of participants about existing policies/ rules/ legislation pertaining to human rights in Pakistan
- * Discuss with participants different forms of human rights violations in Pakistan and highlight the role of police to protect and promote human rights.

It is important to mention that this module is the first of the series and covers fundamental human rights prescribed in the constitution of Pakistan and safeguards of human rights provided in the Police Ordinance 2002.

**Project Activity No 3
Capacity building workshop "Improved Policing of Human Rights Violations - Understanding Human Rights and Relevant Policies, Rules, Legislation operative in Pakistan Aug 10-11th 2007"**

A capacity building workshop of police personnel from the Ferozabad Police Station was conducted for which the first training module was used.

This two day workshop titled "Improved Policing of Human Rights Violations - Understanding Human Rights and Relevant Policies, Rules, Legislation operative in Pakistan" was held from Aug 10 th to Aug 11th 2007 and was attended by twenty five policemen .

Broadly speaking, following are the



points which were the subject of discussion and focus during the workshop:

- * What is a Human Right?
- * How are human rights violated and how can their violation be prevented?
- * What is the role of the police in preventing human rights violation?
- * Which articles of constitution of Pakistan are related and relevant to Police?
- * Discussion on Police Order-2002

The participants were asked to make flip charts on violation of Human Rights under Constitution of Pakistan. They were given examples and asked to identify which Article of the Constitution was violated.

Example of such an exercise are discussed below:

Violator/Violation under Art. of Pakistan Constitution

- i. Ms Amina working as a teacher in a private school and is not being paid as per her skill.
Private School Article-38
- ii. Khalid is serving in Police Dept; His Salary is not sufficient. His working hours of duty is very long and no leave granted.
Police Department Article-27

- iii. Khalid arrested one suspect, during raid one member of Team hit suspect on his head. After arrest of suspect person few days investigated himself.
Police Department Article-9 and 10



The purpose of the dialogue was to increase awareness of police about citizen centric policing like community policing and to facilitate a more cooperative relationship between citizens' and the police. The dialogue was also an attempt to create a feeling of dignity between police and the public and to maintain a better atmosphere and confidence.

- iv. A h m e d wanted to study engineering but his father forced him to join the army. His
Father Article-18
- v. Dignity of woman is affected by her husband
Husband Article-14

The methodology used for this module during the training workshop was interactive. In many activities the participants were given a set of issues to discuss in small groups. While the discussion was going on, the trainer would circulate to help the participants generate ideas and encourage all participants to participate. In some activities, the participants were also asked to individually reflect on and note down their responses to a particular question or discussion point. These were then shared in pairs, small groups or the plenary. Role playing technique was also used during the training workshop.

Project Activity No 4: Participatory Citizen - Police Interaction for Improved Policing of Human Rights Violations Dialogue. September 22nd 2007

To address the trust deficit between police and citizens, a one day interactive dialogue was organized as per the project's first quarter goals on September 22nd 2007 at the Avari Hotel, Karachi.

The purpose of the dialogue was to increase awareness of police about citizen centric policing like community policing and to facilitate a more cooperative relationship between citizens' and the police. The dialogue was also an attempt to create a feeling of dignity between police and the public and to maintain a healthy communication between the police and the citizens for creating better atmosphere and confidence. The dialogue was participated by a significant number of citizens and police personnel and was labeled by one participant as a "first step towards a long and tedious journey of creating better understanding between citizens and the police."

Problems/ difficulties encountered

During the first quarter of the project, there were no significant difficulties encountered by Shehri-CBE in project execution. One significant reason for this could also be the cooperative working relationship and understanding of citizens-police issues that Shehri-CBE has developed over the years as part of its police gender sensitization attempts. □



SHEHRI ACTIVITIES

Shehri seminar on 'Transport Issues in Karachi'

(Thursday, August 16, 2007 - Hotel Avari, Karachi)

The DIG of Traffic and the City Nazim blamed each other for the traffic mess in Karachi at a seminar organized by Shehri-CBE.

The traffic police and city government have been criticized over the worsening traffic congestion. In a bid to discuss the solutions, Shehri-CBE organized the seminar in collaboration with the Friedrich Naumann Foundation.

DIG Durrani said that despite new flyovers, underpasses and bridges traffic problems had not been solved. The traffic and general police have to compromise on several fronts, especially on encroachment removal and law enforcement, due to 'political pressure', he said.

There are 27 points on major roads of the city where permanent ditches have developed, 55 roads where development work is ongoing and after the rains more than 206 points which are inundated, said DIG Traffic Wajid Ali Durrani.

For his part, City Nazim Mustafa Kamal held the DIG Traffic responsible for the crippling traffic jams in the city. He claimed there were not 50 but 500 roads under construction and he asked if the DIG would guarantee that there would be no traffic jams once these roads were completed.

Arif Hassan said that a Light Rail Transit System (LRT) and non-integrated underpasses, flyovers and bypasses would only add to the city's misery as cities worldwide had already experienced the hazardous impacts of such non-planned constructions and 'symbolic projects', rather than sustainable and planned development.



He also criticized the 'Elevated Expressway' and LRT projects, which he feared, would destroy the rich and glorious heritage of Karachi.

Roland DeSouza said that the fate of Karachi must be decided in Karachi rather than Islamabad. He added that the CDGK must never 'buy' projects from foreign sellers without considering their costs and assessing, whether the city really needed them or not. 'We got our 'promised land' in 1947 but turned it into a desert after 60 years by our own hands,' he remarked.

Dr. Noman Ahmad said that CDGK must never limit itself to one 'Master Plan' but rather develop a planning department to keep updating master plans for future needs.

The experts said that an increasing number of the cars, absence of the proper car parking arrangements in commercial hubs and proper land zoning regulations are the actual reasons behind the frequent traffic jams.

The city district government has planned for the first time in the city's history to initiate multistorey car parking plazas at three points, said the City

Nazim. Three car parking plazas, at Shahabuddin Market (adjacent to Empress Market) with a 2,500-car capacity, Lines Area (right behind Rainbow Center) with a 500-car capacity and one in Clifton with a 700-car capacity have been planned. Part of the problem is also that several different authorities (DHA, Cantonment Boards) control different areas generating sewerage and solid waste without paying a single penny to the city government, said the Nazim. He said that there is no mutual understanding between the traffic engineering, traffic department and the city government.

DIG Traffic contradicted a news item published by newspapers saying that the Supreme Court of Pakistan has taken suo moto action over the massive traffic jam in the city this week. "It was a human rights petition filed by a citizen," he clarified.

Arif Hasan said that a lack of proper planning has caused the traffic problem in the city. "At many places, carparks [areas] have been converted into shopping areas," he informed the audience. □



Shehri seminar on 'Managing Cities: The Transport Dilemma' (Saturday, October 27, 2007 - Hotel Avari, Karachi)

Shehri-CBE in collaboration with Friedrich Naumann Foundation held a seminar on Managing Cities with an emphasis on transport in Karachi. There were two (2) sessions. The morning session was attended by a core group of officials and stakeholders. Presentations were given by Mr. Wajid Ali Khan Durrani (DIG Traffic), Mr Zaheer ul Islam (DG Mass Transit), Mr Irshad Hussain Bokhari (President Karachi Transport Ittehad), Mr Rasool Bux Phulpoto (Secretary Transport) and Mr Jameel Hussain. Mr Roland deSouza of Shehri acted as the Moderator.

The afternoon session was open to the public and was chaired by Mrs. Nasreen Jaleel (Deputy Nazima Karachi). The speakers included Mr Arif Hasan (Chairman URC), Mr Tasneem Ahmed Siddiqui (Chairman, Saiban). Mrs Amber Alibhai acted as the Moderator.

Mr Hassan stressed that the system put in place to deal with the transport issues should be user friendly & financially viable. Mr Siddiqui stated that the task force which he chaired a few years ago to deal with megacity problems had done extensive research and identified cost effective solutions which he offered to make available to the CDGK.

Mr Manfred Richter, the former Lord Mayor of Bremerhaven (1995 -1999), a German port city attended both sessions. He shared his experiences and stressed that citizen participation was essential in decision making. As a result, citizens would have ownership of the city. He also stressed the need for the government to be transparent while making decisions.

The participants of the seminar put pointed questions to Mrs. Nasreen Jaleel and she asked Mr Iftikhar Ali Khaim Khani (EDO Master Plan) and Mr Muhammad Athar (EDO Transport and Communication) to inform the citizens on what the city government was doing to address the problems. She acknowledged that they had made efforts but more had to be done.

City Naib Nazima Nasreen Jalil said the forum of the 'City Council' was fully available for open discussion and debate on issues related to planning and master plan development.

She said that besides development of flyovers, bridges, underpasses, the city government had introduced a number of plans and policies for better and effective management of the issues of population expansion, housing needs, drainage and sanitation sys-

tems, garbage disposal, transportation and widespread physical encroachment problem.

She said that over the years the civic problems of Karachi, including transportation and population planning issues, had seriously overgrown and needed consistent and diligent efforts and planning in order to improve the civic and municipal situation in the city.

Renowned architect and town planner Arif Hasan said that the proposed mass transit system for Karachi would not solve major transportation problems of the city mainly owing to its much higher and unreasonable development and operational costs as had been the experience in other mega cities of the regional Southeast Asian countries. He said that the city was in desperate need of building and improvement of the necessary physical infrastructure for the traffic management.

Tansmeen Ahmed Siddiqui, a former senior government official relevant to urban planning, said that the then Sindh government had established a task force for municipal services in January 1999 and it had proposed comprehensive recommendations for solving major urban and civic issues of the metropolis but still a strong political will was needed to implement these recommendations.

Iftikhar Qaimkhani, EDO Master Plan of the CDGK; Ather Khan, EDO Transport CDGK; Roland de Souza; Amber Ali Bahi and Derrick Dean also spoke on the occasion.

The session was concluded with a vote of thanks by the Chairperson Shehri, Mr Derrick Dean who reminded citizens of the need to actively participate in improving their city. □



Shehri Workshop on 'Participatory Citizen-Police Interaction for Improved Policing of Human Rights Violations' (Friday-Saturday, November 2-3, 2007 (Hotel Avari, Karachi)

Speakers in the 'Workshop' jointly organised by Shehri-Citizens for a Better Environment (Shehri-CBE) and the National Endowment for Democracy (NED) briefed participants on effectively dealing with situations where mediation is required.

The two-day workshop titled "Participatory Citizen-Police Interaction for Improved Policing of Human Rights Violation" was the second of its kind.

The resource person for the first day was Father Bonnie Mendes who is director of the Human Development Centre, Toba Tek Singh. He spoke about the Christian perspective of Human Rights. Father Bonnie developed the theme by focusing on the dignity of men and women. He showed how the Universal Declaration of Human Rights was developed and accepted by the whole world soon after it was made official in 1948. The police participated and said that they could serve better if their own working environment was better. They seemed positive about the change in rules that stated that their working hours were now eight hours as opposed to 24 hours earlier.

Former Chairperson of the National Commission for Women, Justice (Retd) Majida Rizvi, spoke about the Islamic viewpoint on human rights and the improvements brought about by the introduction of the 'Women's Protection Act'.

She shared her experiences with the police and highlighted the importance of the police being given background information on different religions in order to be able to resolve conflicts



effectively. Rizvi appealed to police personnel to listen to citizens sympathetically and to treat everyone as equal human beings.

In the second half of the programme, Babar Bashir circulated the 'training manual' and dealt with understanding the religious dimensions of conflict resolution, as well as improving interpersonal skills. There are three guiding principles for conflict resolution: be calm, be patient, and have respect," he said. The first step is always to listen carefully to both parties. It is also important to maintain an assertive approach rather than ; submissive or passive-aggressive approach. "The use of statements improves communication," Bashir said.

The next step should be to brainstorm all possible solutions. "Never jump to a solution without thinking it through. "This mode of thinking will not resolve conflicts," he said. After all the possible outcomes are laid out on the table, the next step should be to try to negotiate, a solution. "Solutions should not be imposed, but negotiated," the speaker stressed.

He also spoke about "Alternate Dispute Resolution" (ADR). Panchayats and jirgas fall under this

category, and a participant spoke about how a new system is being implemented at the union council (UC)-level. The system is in accordance to SLGO 2002, and the focus is on settling conflicts amicably.

Bashir then spoke about the dos and don'ts of mediation. "Never mediate an argument if you 'feel' you're biased towards one party. Always ask an unbiased person to be the mediator," he said. "Also, while the mediator needs to control the process, he or she should not rush it. Write everything out on a board so that everyone knows what's going on, and progress is made."

Moreover, Bashir said that if one party seems to be going along and not actually agreeing, stop and state your concern immediately. "Most importantly, always stay focused, don't enter into the fray, and never try to 'rescue' either party," he said. □



SHEHRI ADVOCACY

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

KPT: Trespassing its mandate?

We express our disappointment in KPT's erroneous perception of its function in the city of Karachi.

We attention to the following:

1. The KPT's role, under KPT Act 1886, is not to develop tourist/commercial ventures, but to manage the port and protect its environment.
2. Land in KPT jurisdiction is dedicated for the development of ports and harbours, not for commercial use.
3. Land along the seashore is subject to the 'doctrine of public trust' which mandates that citizens have an unalienable right and unfettered access to the sea-shore. Private beaches cannot be allotted to hotels/resorts or commercial offices & housing. No construction should be undertaken on the seaward side of the beach road.
4. Reclamation of sea-bed may only be undertaken by KPT itself for building port facilities (wharves, jetties, quays, bridges, etc, and not for hotels, entertainment complexes, offices & housing), after carrying out detailed hydraulic studies to define and mitigate adverse effects on the existing harbour.
5. Under the Pakistan Environment Protection Act 1997, a tourist development project costing more than Rs 50 million must first undergo an Environmental Impact Assessment (EIA) exercise involving the invitation & consideration of public com-

ments/objections.

6. The ownership of land recovered from the sea is with the Sindh Government, and falls in a "protected" category which cannot be allotted to anyone.

May we suggest that the KPT works to protect the environment of the seashore in its jurisdiction from exploiters and marauders (including the KPT Officers' Housing Society and the DHA) so that the general public is afforded free access to the entire beach, and a God-given resource is preserved in its pristine state for our future generations? □

Establishment of industries on 68 acres near heritage site 15th century Chaukhandi Tombs in Bin Qasim Town

We are appalled that the sanctity of this heritage site (protected under the Antiquities Act 1975, and notified at Serial 157 dated 7-9-1995 under Sindh Cultural (Preservation) Act 1994) would be sacrificed by the government at the altar of profit and so-called industrial progress.

If we erase out history and obliterate our past, our future is also doomed. It is imperative that we carefully preserve historical sites like the Chaukhandi Tombs for the benefit of future generations of Pakistanis.

Conservation of a historical cultural site includes preservation of the area around it so that the ambiance is protected. Additionally, pollution, effluents, traffic and similar undesirable influences from the new industries will destroy whatever little is left of the graveyard.

Professional and technical advice must be sought from local and international conservation agencies in the matter. The recent closure by the Supreme Court of two industrial steel mills in Islamabad because they were polluting the atmosphere is a case in point.

In the public interest, we ask the relevant authorities to cancel the allotments and maintain the inviolability of the heritage area. □

The Citizen Report Card - Advisory Committee

In Karachi, the Karachi Water & Sewerage Board (KW&SB) with support from Water & Sanitation Program-South Asia (WSP-SA) has rolled out a wide ranging institutional reform agenda. Central to this proposed transition was the growing emphasis to bring in strong elements of community participation and consumer voice to the reform processes. In this context, WSP-SA decided to pilot a 'Citizen Report Card' (CRC) project based on user feedback on water and sanitation services in Karachi.

Evolved from the pioneering experience of Bangalore and disseminated in many countries such as the Philippines, Vietnam, Ukraine, Ethiopia and Tanzania, the Citizen Report Card (CRC) is an international best practice tool for improving service delivery. By means of collecting citizen feedback on the quality and adequacy of public services from actual users,

An important consideration for the success of the process was the ownership by local stakeholders, through transparent monitoring of the CRC process. To ensure this, an 'Advisory Committee' comprising relevant stakeholders was constituted by the KW&SB for this purpose. During the first meeting of the 'Advisory Committee' Shehri-CBE was elected by the members of the 'Committee' to 'Chair' the Committee. □



**CHRONOLOGY OF WEBB GROUND (PLOT # 148/1, TUNISIA LINES)
"MAKRO-HABIB"
Jamshed Town, UC 8
Area: 4.958 acre (24, 000 sq.yds.) (360' x 600') Population 2.5 lakhs**

DATE	EVENT	COMMENT
Circa 1975	Lines Area Rehabilitation Project (LARP), Scheme # 35 (Gulshan-e-Zahoor) was conceived by KDA	<ul style="list-style-type: none"> 191.73 acres of Karachi Cantonment Land was transferred by MEO to LARP Webb Ground was absorbed into LARP in Block 7 of Sch.35. Approximately 200 acres of land to be handed over to LARP.
12-08-76	Min. of Defence letter # 18/170/LJ/AD/(A)/Mlec/72	<ul style="list-style-type: none"> Lists all the areas retained by the Min. of Defence from the land transferred to LARP Webb Ground (148/1) does not figure in this list. Therefore, is clearly indicated that Webb Ground (148/1) stands transferred to LARP. Land is not transferred to Gov.of Sindh, being an institutional area.
30-08-78	Works Division letter to Min. Of Defence.	<ul style="list-style-type: none"> Rs. 30 crores paid for 200 acres.
16-02-82	Letter # K-24/45/153/148/105 from MEO containing details of land handed over to LARP.	<ul style="list-style-type: none"> Land handed over includes 148 & 153.
Circa 1982	Lease Of Karachi Grammar School allegedly cancelled by MEO	<ul style="list-style-type: none"> KGS was using the Webb ground as a playground.
Circa 1990	Part plan of Karachi Cantonment by MEO shows the plot as Grammar School Playground.	
27-05-91	LARP letter to MEO clarifying the ownership Grammar School Ground.	
21-10-02	With the sanction of President of Pakistan, the property reclassified from A-2 to B-4, vide letter # 55/79/Lands/2002-G/2198-A/D-12/ML&C/02	<ul style="list-style-type: none"> Sanction valid only for 6 months.
16-12-02	Development charges of Rs. 30 lakhs (@ Rs. 125/sq.yds) paid by AWT to Karachi Cantonment Board.	
19-12-02	Commercialized by Min. Of Defence, and leased out to AWT for 90 years @ Rs. 8.31/sq.yds.	<ul style="list-style-type: none"> Lease was done under Sec. 280 of the Cantt. Act of 1924 (para 16 of the lease deed dated 31/07/06 Lease granted on terms of Schedule X of the CLA Rules 1937.
Dec.'02	Rangers are posted.	
15-01-03	Nazim Jamshed Town, Arif Ajakia's letter to AWT stating that the land belongs to MEO.	
16-01-03	Extract from the GLR	<ul style="list-style-type: none"> Land classification is B-3.
13-10-03	Letter from Station Commander to City Nazim	<ul style="list-style-type: none"> Grammar School Ground is excluded from LARP, being an educational institutional area. Land was A-1.
31-07-06	Sub-lease by AWT for 30 years to Makro-Habib @ 1% of the annual turnover with a minimum of 17.5 million per annum with 100 million as advance rent.	
Nov.'06	Construction work for Makro-Habib begins	
01-12-06	City Nazim's letter to AWT regarding handing over of 148 & 153 to LARP	
08-02-07 09-02-07	Shehri-CBE's letter to concerned Government agencies and Makro-Habib.	
17-02-07	Project Director LARP's letter	
27-02-07	Shehri-CBE's letter to concerned Government agencies and Makro-Habib.	
06-05-07	Makro Ad in Daily Dawn & Jang, advertising for vacancies.	<ul style="list-style-type: none"> Each outlet to have 200 employees. AWT & Makro Vs. Shehri, Amber Alibhai & Cowasjee No restraining order is granted.
09-07-07 13-07-07	Shehri-CBE's letter to concerned Government agencies and Makro-Habib.	
16-07-07	Suit 926/07	
06-08-07 14-08-07	Area residents' complaint. Soft Opening of the store.	<ul style="list-style-type: none"> Construction is still far from complete. No sewerage drainage or link-up with KESC. How did Makro occupy the premises without an occupancy certificate. The purpose of soft-opening is to defeat the stay-order. In the Suit # 927/07, it is stated that the opening of the store is due for the end of August. Why the rush?
22-08-07 26-08-07	Stay granted in CP # 1740/2007 Construction work in defiance of stay-order.	
27-08-07	Ad in Daily Dawn asking people to register themselves as customer.	<ul style="list-style-type: none"> Changing the status of their client base, thus again allegedly violating the stay-order.
30-08-07	Construction work in defiance of stay-order.	
31-08-07	Area Residents complaint.	



ENVIRONMENT

Tackling the menace of coastal pollution

A Report by the Standing Committee of Senate on Defence and Defence Production on Pollution in Karachi Harbour and areas around Pakistan Airforce Bases in Karachi recommends various measures to tackle the challenge of coastal pollution. Shehri-CBE was a member of the committee.

Pakistan Navy and Pakistan Air Force raised the issue of environmental degradation with Senator Nisar A. Memon, Chairman Standing Committee on Defence and Defence Production, during the Committee's visit to Karachi in December 2006. The Senator was told that the pollution at Karachi Harbour and the Naval Dockyard was damaging Pakistan Navy equipment, including ships and submarines, worth about one billion dollars over their life span. It was argued that of a total life of 25 to 30 years of a large platform, 30 percent is curtailed due to pollution.

Pakistan Air Force submitted that huge dumps of garbage deposited near its bases in Karachi were attracting large birds, which fly across landing and take off path, posing serious threat to aircraft and pilots. Some serious accidents had occurred, resulting in loss of precious lives of pilots and damage to high cost aircraft.

The issue was made part of the Committee's agenda to understand and discuss it at length. The Committee, on the recommendation of Senator Mushahid Hussain Sayed supported by the Committee Members and Ministers of State for Defence and Environment, constituted a two-member Sub Committee, headed by Senator Memon, to study the issue intensively, and make recommendations for improving environmental conditions at the Harbour and around PAF Bases in Karachi. The Sub-Committee, which included Senator Engr. Rukhsana Zuberi, held six meet-

ings in Karachi and Islamabad, and interacted with about 60 individuals belonging to civil society and various government departments to find an amicable solution. The Sub-Committee also went around in Pakistan Navy boat to see the situation at the Dockyard and Fishing Harbour and also had an aerial view by a PAF helicopter, of the environmental situa-



Effluent from a factory in the S.I.T.E. area that ultimately drains in the Arabian Sea

tion around PAF Bases: Masroor and Faisal, and Pakistan Navy Airbase Mehran.

The stakeholders unanimously pointed to Lyari River, Malir River, Hub River, Hingol River and four nullahs - Habib Public School Drain (HPS), Wallace Drain, Nehr-e-Khayam and Jungle Shah Drain as main culprits, which transported pollutants to Karachi Harbour. Karachi's industrial areas have approximately over 6000 small and large industrial units. Grouped into different industrial zones like Sindh Industrial Trading Estate (SITE), Landhi Industrial and Trading Estate (LITE), Korangi Industrial and Trading Estate (KITE), Federal B Industrial Area Industrial Estate, North Karachi Industrial Area and industries at KPT and Port Qasim

Industrial Area, they discharge large quantities of industrial waste and toxic effluents into these rivers and nullahs opening in the Harbour.

Moreover, oil pollution, including effluent discharges from mechanized fishing boats, cleaning of bilges, tank washing by a large number of merchant vessels, and oil tankers that pass through Pakistan, compound the problem. The untreated municipal and industrial wastewater enriched with a variety of marine pollutants affects the vessels berthed in the harbour, and the harbour infrastructures are seriously affected. The indiscriminate disposal of untreated liquid and solid waste generated from domestic sources into these rivers and nullahs create havoc in the coastal environ-

ment. Presently there are three sewage treatment plants in Karachi with total capacity of 151 mgd and about 300 mgd untreated wastewater escapes into Malir and Lyari rivers before falling into the sea.

Moreover, Chakora Nullah running through Shah Faisal Colony and coming towards the runway is a major source of pollution near Masroor Base. The residents of these localities dump garbage and wastes in this Nullah and along the boundary wall of the Base. Besides a number of marriage halls and weekly Bachat Bazaars are present in the undershoot of the runway. The leftover garbage and waste food by marriage halls attract birds, a hazard for all aircraft approaching for landing. Chakora Nullah, which meets Malir River near

Korangi Industrial Area, is a major source of bird breeding. The place provides a combination of food and water as an ideal breeding ground for birds in the localities around Faisal Air Base. Similar problem is present in localities around Baloch Colony where unattended garbage dumps attract birds. Few unauthorized buildings have come up on approach funnel - a problem that should be addressed to avoid any unforeseen incident.

Many buildings in Saddarand P.E.C.H.S. have been converted into jewelry and gold workshops. They pump toxic chemicals and fumes into the air and sewers, and pose a fire/explosion hazard. They are also used for warehousing and re-packing of chemicals, food, and clothing. Textile and stitching factories are housed all over P.E.C.H.S., Nazimabad, Saddar North Karachi, Landhi, and Malir, to name a few areas. Golimar and Pak Colony in SITE Town are home to big marble and stone processing factories. They pollute air, water, and nullahs, and dump waste into Gutter Bagicha. Meat, poultry and fish stalls open on every corner, in violation of municipal regulations, pollute the area with offal and waste, attracting carrion birds.

The Sub-Committee studied the existing laws to ascertain if new legislation was required to control environmental pollution on land and in Karachi Harbour. It was found that there were at least 13 Laws and Conventions which govern the issue of environment. Of them the Pakistan Environmental Protection Act 1997 is the most comprehensive. Other laws like National Environmental Quality Standards 2001, Karachi Port Trust Act 1886, Maritime Security Agency Act, Pakistan Merchant Shipping Ordinance 2001, Ports Act 1908, Fisheries Act 1897 and a number of Conventions were in place to check degradation of environment. It was therefore considered unnecessary to propose enactment of more laws.

Separate laws exist for environment protection on land and for the harbour and the fishing harbour.

The Committee was of the view that non-implementation of the laws had led to the present situation. A close scrutiny of these laws suggested that there was no loophole in any of these laws and if implemented properly, there would be no cause for concern about pollution. For instance Section V of the Environmental Protection Act 1997 established the Federal Environmental Protection Agency, which is responsible for administration and implementation of the Act and the enforcement of the National Environmental Quality Standards. Section 10 of the Maritime Security Agency Act 1994 stipulates that MSA is responsible to assist other departments and agencies of the Government to maintain and preserve the quality of marine life and to prevent and control marine disasters, including maritime pollution in and around the ports, harbours, coastal areas, estuaries and other areas of maritime zones. Moreover, powers under Pakistan Environmental Protection Act 1997 have been delegated to Maritime Security Agency to check environment at the harbour.

Section 554 of Pakistan Merchant Shipping Ordinance 2001 stipulates that the discharge of sewage and disposal of garbage into the sea is prohibited. Similarly, Section 54 of the Ports Act 1908 clearly states that if any person disobeys any rule or order he shall be punishable for every such offence with fine which may extend to 50,000 rupees. The Ministry of Ports and Shipping, which is the implementing agency of these Acts, needs to rise to the occasion and implement the same. Additionally, Part XII of the United Nations Convention of Law of the Sea (UNCLOS) deals with protection and preservation of the Marine Environment. Article 194 of the Convention enumerates measures to prevent, control and reduce pollution

in a Maritime Environment. The Fisheries Act 1997 also deals with environment degradation of the fishing areas.

Besides non-implementation of existing laws, the present undesirable situation regarding environment degradation on land is the result of lack of coordination between EPA, Karachi City District Government, FPCCI, KCCI, DMA and Cantonment Boards. Similarly, lack of coordination between Pakistan Navy, Karachi Port Trust, Karachi Fishing Harbour and Maritime Security Agency has resulted in degradation of the environment of the harbour and dockyard area. A Marine Pollution Control Board, established in June 1994 and functioning under the chairmanship of Chief of Naval Staff, was transferred to the Ministry of Communications in 1999 and remained functional under the chairmanship of Minister for Communications till September 2001. Thereafter the Board was disbanded and its functions were assigned to National Environmental Coordination Committee (NECC), which is headed by DG Pakistan EPA. Not a single meeting of this Committee has been held so far because of bureaucratic wrangling among the members of the Committee. Presently DG MSA and DG Ports and Shipping, who are members of the Committee and two star officers of Pakistan Navy, may not like to sit in a Committee headed by a BS-20 officer. Therefore whatever minimum coordination was available due to the NECC is presently non-existent, resulting in the present malaise. Pakistan Environmental Protection Council, which is headed by the Prime Minister, has also not met frequently to address environment as a national issue.

It is apparent that the Pakistan Environmental Protection Council, which is the only competent forum to resolve conflicts between numerous agencies responsible for controlling environmental degradation, has not



performed that function, leading to disbandment of the Marine Pollution Control Board and the non-operation of the National Environmental Coordination Committee. In order to establish a proper conflict resolution mechanism some agencies at the federal, provincial and the local levels need to be entrusted this role to amicably resolve any conflict of interest or conflict of duty. It is also evident that too many agencies are mandated to improve the environment. Their duties and responsibilities overlap whereby responsibility is shifted between agencies and in such cases the polluters are at an advantage. Proper delineation of responsibilities and duties is needed so that accountability of the agency and punishment of the polluter is made transparent. Multiple agency approach would not be in the interest of the problem at hand. Pakistan EPA, MSA and port authorities should ensure policing duty in their respective jurisdictions.

The question of resources available to the agencies was never raised in the meetings by any stakeholder except FPCCI, which complained that funds promised by the Ministry of Industries for setting up five industrial effluent treatment plants were not provided. However, the Ministry of Finance informed the Committee that funds allocated in PSDP during the last four years are as follows:

Pak Rs.	
2003-04	445.386 million
2004-05	355.254 million
2005-06	2930.648 million
2006-07	5804.175 million

After intense discussions with the stakeholders, the Committee made 19 recommendations. Some of the key recommendations are:

i) The Prime Minister of Pakistan should at his earliest convenience call a meeting of Pakistan Environmental Protection Council to consider this report

Shehri Recommendations

- i) All land owners and municipal agencies of the city must adhere and strictly follow their lease conditions and zoning/land use rules.
- ii) Industrial parks must be established and all illegal small and large industries be shifted to these parks. These industrial parks must have their collective treatment plants, and each industry must be made to comply with NEQS 2001.
- iii) The existing industries established in SITE, KITE, Landhi Industrial area, Federal 'B' Area Industrial Area, and North Karachi Industrial Area must have collective treatment plants, and monitor the compliance of their individual industries with NEQS 2001.
- iv) A public education campaign ('safai nisf iman hai) must be mounted for at least ten years to reduce the buildup of public pollution and garbage all over the city. This is specially so with regards to food and related items.
- v) Unlicensed and unhygienic food outlets and meat/poultry/fish stalls must be shut down.
- vi) The siting of locations (industrial areas, markets, etc) that generate excessive solid waste must be made keeping in view the flight path of defence and other aircraft.
- vii) The establishment of proper landfill sites, and the setting up of an effective garbage collection system (probably in the private sector) is required immediately. Since "garbage is gold" this should not be impossible.
- viii) To reduce volume of solid waste manufacturing units which supply goods in cartons should use plastic cartons which are reusable. This will cut costs and make goods cheaper.
- ix) Garbage should be colour coded for proper disposal. After segregation some solid waste can be turned into manure which can be used for gardens and plants. In Europe segregation is done at the household level where bottles, organic and paper related garbage are disposed of separately. Recyclable waste is recycled while organic waste is compost, and the rest is taken to landfill. Every pit has a life of 50 to 100 years from which biogas is produced which can be sold. Secondhand clothes can be recycled into car seat covers etc.
- x) Landfill sites should be carefully selected. These should not be too near to the populated areas and the airports, and not too far away to discourage garbage trucks to travel far off distance in which case most of these vehicles make one trip a day saving fuel of the department or contractor.
- xi) Decision makers must see Al Gore's movie, An Inconvenient Truth. □



and direct all concerns to implement the acceptable recommendations of the report.

- ii) Marine Pollution Control Board (MPCB) should be revived with Minister for Environment as the Chairman in place of Minister for Communications as was previously the case.
- iii) National Environmental Coordination Committee (NECC), which has been given the mandate to control marine pollution, is presently headed by Director General Pakistan Environmental Protection Agency (BS-20). The level of the Chairman of this Committee should be elevated preferably to that of Secretary Environment, and Pakistan Navy and Pakistan Air Force should be included as Members in the Committee.
- iv) The Ministry of Environment should invoke the clauses of Pakistan Environmental Protection Act 1997 in letter and spirit and on war footing. This includes enforcement of National Environmental Quality Standards for the wastewater in Karachi by relevant agencies. The Ministry should hold quarterly meetings with Provincial Environmental Protection Agencies to monitor the situation of environmental conditions. National Environmental Coordination Committee should submit quarterly progress report regarding harbour pollution to the Senate Standing Committee on Environment.
- v) Pakistan Navy should improve its environment protection organization by creating an additional post of a Commodore to be known as Assistant Chief of Naval Staff, Maritime Affairs and Environmental Control at Naval Headquarters, Islamabad. Moreover one post of Captain and two posts of Commander may also be created to strengthen the existing set up both at Islamabad and Karachi.
- vi) The Ministry of Defence should declare Masroor Air Base and its surroundings as Cantonment area. □

Discovering the wonders of Karachi

by Bilal Mustafa, City School, Multan

As our plane prepared to land, my eyes were wide open. Sitting in the corner seat, I tried to look out from the window. My heart began to beat furiously fast with happiness, what I saw was a glimpse at the lights of Karachi. It was so wonderful....as it seemed as though stars have reached the earth! The lights of the city were glowing and sparkling as far as the eye could see, like the milky way of the sky.

These were my first sight of my hometown after seven years. A thought came to my mind, "Karachi, the city of light". As we proceeded to our lodge, it indeed proved to be true.

As I took my first step out of the plane door, I felt the warm gentle breeze. As we proceeded, I looked here and there, the won-

ders of the famous Jinnah Terminal of Karachi and Pakistan. It was so grand! Finally, we started our journey on a broad new metro. Slowly we left the surrounding area of airport, we started to travel on Shahrah-e-Faisal, the most famous road of the city. I was astonished to see so much traffic on the road at midnight, it seemed I was in Miami!

On the way as we went, I took my head out of the window to view the jungle of flats in Karachi. They stretched till the limit of my eye. On the road we passed the famous P.A.F. museum, dozens of KFC's, car showrooms and thousands of shops. Just on this road, I saw the biggest commercial zone of Karachi. We saw the famous 'teen talwars' round about made by Bhutto, with dazzling foun-

tains, Karachi's 100 year old clock tower, on I. I. Chundrigar Road, Habib Bank Plaza and MCB Tower, indeed the skyscrapers of Pakistan. Then we took a turn to right and then reached on the famous Netti-Jetty bridge, its shape like that of snake and with the backdrop of the decks of cargo ships loading nearby. Finally we reached our lodge.

Next day we visited Tariq road, Civic Centre of Karachi, the Expo Centre, Karsaz Naval Museum, National Stadium and the old famous Elphinstone Street, now named the Zainab Market.

Finally in the end, it seems all of Pakistan is present in Karachi, every community, language, buildings, vehicles, religions and cultures...in my hometown... Karachi the city of lights! □



TRAFFIC MANAGEMENT

Traffic Jams in Karachi

Shehri-CBE is notified as a Member of a Committee appointed by the Governemnt of Sindh to seek solutions to the traffic crisis in Karachi.

The Government of Sindh recently constituted a 'Committee' for monitoring the Traffic Management in City District Government Karachi. Shehri-CBE was notified as the civil society member in the 'Committee'. The following terms of reference were identified for the 'Committee':

Terms of Reference

- * To work out pragmatic solutions to the problem of Traffic congestions/gridlock
- * To propose efficient and convenient Public Transport System in the City through Mass Transit and CNG Buses.
- * To propose the effectie measures for removal of encroachment, illeal parking and unauthorized bus terminal.
- * To get the building laws strictly enforced in collaboration with concerned nation building departments/agencies including KBCA.
- * To coordinate with concerned agencies for expeditious rederssal of the traffic problems, in order to improve traffic flows.

:

Shehri-CBE identified the following reasons for traffic jams in Karachi and recommended suggestions for improving traffic congestion in Karachi:

A) Major reasons for traffic jams

- 1) Lack of affordable, convenient, and widespread public transportation system for the city. Only 60% of trips are made by public transport: this must be

- 2) Lack of enforcement of basic traffic laws on the roads
- 3) Proliferation of encroachments on the roads and pedestrian foot paths (including illegal parking, ad hoc bus terminals, school pick-up/drop, etc)
- 4) Inadequate provision of parking within buildings
- 5) Reduction in road-capacity by prolonged excavations for municipal development work
- 6) VIP & VVIP movements
- 7) Lack of a proper storm-drainage system, thus inundating (and destroying) road surfaces
- 8) Inadequate traffic engineering measures, including mal-functioning of traffic signals
- 9) Mushrooming jay-walkers (pedestrians crossing anywhere, hawkers/ beggars atintersections)

B) Persons/departments responsible for traffic management & related issues

- 1) City Traffic Police (DIG Traffic & team)
- 2) City District Government (Nazim, DCO, EDO (Transport & Communications), DG (Mass Transit), EDO (Revenue), EDO (Works & Services), EDO (Master Plan), CCOB (KBCA)}
- 3) Provincial Government (Chief Minister, Chief Secretary, Secretary (Labour, Transport,

Industry), Secretary (Local Government), CCOB (K.BCA)

C) Applicable Jaws

- 1) Sindh Local Government Ordinance 2001
- 2) Police Order 2002 (which also provides for removal of traffic obstructions)

D) Some short-term corrective measures

- 1) Remove encroachments on roads and pedestrian footpaths (khokas, thelas, workshops, illegally parked cars/motorcycles)
- 2) Restore illegal conversion of mandatory parking spaces within buildings
- 3) Stop approval of multi-storied building plans without lawful parking spaces
- 4) Stop 'commercialization' of residential/other plots mid conversion of land-use without area traffic studies
- 5) Implement basic traffic laws (driving in lanes, slower traffic (including buses, rickshaws, motorcycles) on left, stopping at red lights, no left-turn on red light, no driving against one way, no jay-walking, signaling while turning, observing speed limit,
- 6) Remove ad hoc bus terminuses and workshops from all over the city roads (Lea Market, ?Lines area, etc)
- 7) Establish priority methodology



- for emergency vehicles (ambulances, fire-engines) in traffic
- 8) Driver education and revamp of driving-licence issuance procedures
- E) Some medium/long-term corrective measures**
- 1) Introduce affordable, convenient, and wide-spread public transportation systems (bus rapid transit, newer conventional buses, circular railway, etc.) to increase percentage of trips made in high-occupancy vehicles.
 - 2) Minimize single-occupancy vehicle use (car-pooling, no-car days, special charges to enter (CBD), encouraging people to use public transport.
 - 3) Integrate Traffic Police with City Transport Planning/Management departments into a Central
- Transport Authority
- 4) Ensure coordination between land-use planning and transport/traffic infrastructure
 - 5) Introduce computerized traffic control & management systems.
 - 6) Re-plan the Central Business District (CBD) with pedestrianization, re-routing of buses, introduction of shuttle buses, parking lots, etc
 - 7) Establish missing road links and ring roads
 - 8) Establish multi-storied parking plazas in commercial zoned areas and not convert public parks for this.
 - 9) Provide for loading/unloading spaces in commercial buildings as mandatory
 - 10) Establish and implement drainage
- master-plan for the city
- 11) Establish hawkers zones with strict control
- F) Other issues related to traffic**
- 1) Improvement of pedestrian safety (footpaths, overhead pedestrian bridges, zebra cross walks, citizen education) and vehicle-related fatalities
 - 2) Reduction of air pollution (CNG buses/ rickshaws/ taxis, catalytic converters, etc.)
 - 3) Reduction of noise pollution (horn use, silencers, major roads away from residential areas
 - 4) Inadequacy of compensation of police officers and other officials

KARACHI MASS TRANSIT CELL (City District Government, Karachi)

TRAFFIC BOTTLENECKS ON NATIONAL HIGHWAY/SHARAE FAISAL

1. **Dawood Chowrangi:**
 - o Broken Roads
 - o Encroachment
 - o Illegal stopping of Buses
 - o Accumulation of rain water
2. **Railway Bridge over Landhi / Quidabad:**
 - o Poor maintenance (Broken surface)
 - o Loose expansion joints at bridge
 - o Nonfunctioning of street lights
 - o Absence of reflectors
3. **Portion between Bridge and Quidabad Junction**
 - o Over Flowing of Sewerage Water near old DC office / Revenue Office
4. **Quaidabad:**
 - o Temporary Encroachments
 - o Illegal Bus Stand
 - o Mix of Traffic / Jay walking
 - o Undulated / Broken roads
 - o Encroachment (Temporary & Permanent)
 - o Debris / Constrictions Material
 - o Poor enforcement of Traffic regulations
 - o Unregulated parking
 - o Accumulation of rain water
 - o Illegal Bus Stand at Bismallah Depot, Almadina Hotel, old DC Office and Hamid Hospital
5. **Swedish Pak Institute at National Highway:**
 - o Improper filling of road trench
 - o Accumulation of rain water
 - o Pedestrian-Jay walking
6. **Malir-15/MalirCity:**
 - o Illegal Taxi stand at intersection corner
 - o Encroachment (Temporary / Permanent), Pathara, Garage, workshop
 - o Unauthorized bus stop
 - o Spillover of traffic due to closure of level crossing
 - o Improper function of Traffic signals
 - o Undulated / Broken roads
 - o Accumulation of rain water
 - o Traffic Mix & Jay walking
 - o Poor enforcement of Traffic regulations



7. **Kala Board:**
- o Unregulated parking & Illegal stand (Rickshaw & Taxi) near Nehal hospital
 - o Presence of six sealers local rickshaw stand
 - o Huge concrete monument obstructing traffic
 - o Improper Bus stop location on side road
 - o Accumulation of rain water
8. **Malir Halt:**
- o KCR level crossing (uneven surface obstructing traffic)
 - o Illegal bus stop at Jinnah road side
 - o Saturday bachat bazaar (posing traffic problem on Saturday)
9. **Wireless Gate / Jinnah Terminal Exit:**
- o Wrong movement of Traffic (from Jinnah Terminal to Green Town)
 - o Encroachment (Temporary / Permanent), Pathara, Garage, workshop
 - o Illegal parking due LPG station on other side of the wall
10. **Star Gate:**
- o Entry and Exit problem at Caltex Petrol Pump
 - o Spillover of cars due to inadequate storage at CNG station
11. **Nathakhan Goth**
- o Accumulation of rain water along PIA Colony side
 - o Double & triple parking at bus stops on both sides
 - o Lack of traffic regulation enforcement
12. **Drigh Road Station / Bridge**
- o Improper placement of overhead Bridge
 - o Double / triple parking of taxis at station
 - o Illegal bus stop at bridge ramps
 - o Uneven surface at level crossing
 - o Improper merging of traffic
- at left hand channel from Rashid Minhas Rd
13. **Karsaz Flyover**
- o Improper merging and U-turning at petrol pump side
14. **Awami Markaz**
- o Pedestrian Jay walking
 - o Illegal Parking on main road
 - o Tug Shop at Bus stop on both sides
15. **Shaheed-e-Millat Bridge**
- o Improper Entry & Exist at ramps with out margining / diverging lanes
 - o Petrol pump entry at the verge of the ramp
16. **Lai Kothi to Nursery**
- o Illegal School Car Parking on main road
 - o Chocking and poor condition of service road
17. **FTC Flyover**
- i) **Along Mubarak Shaheed Road side**
 - o Over flowing of sewerage water, Broken roads / Pot Holes?ii)
 - ii) **Left turn channel**
 - o Narrow left turn channel
 - o Over flowing of sewerage water due to faulty disposal system
 - o Encroachment on service road by FTC
 - iii) **Ramp falling on Shahrab-e-Faisal**
 - o Impediment due to improper location of Bus stop
 - o Accumulation of water due to over following of sewerage
 - o Inadequate curvature at merging ramp
 - iv) **FTC Building Entry & Out Gates**
 - o Over flowing of sewerage water (due to faulty disposal system)
18. **FTC to Metropole Hotel**
- o Traffic congestion on this section Shara-e-Faisal is
- mainly due to inadequate road width, saturation flow and imbalance of lanes
19. **Sea Breeze Plaza**
- o Inadequate curvature at Turning point
20. **Rafique Shaheed Road Intersection**
- i) **Regent Plaza**
 - o Over flowing of sewerage water rendering one lane width ineffective
 - o Presence of pot holes
 - ii) **Intersection**
 - o High traffic level is posing serious capacity problem
21. **Metropole One-Way Couplet**
- o Geometrical problem on service road at Avari side
22. **PIDC Intersection**
- o Pedestrian Jay-Walking
 - o Spillover of vehicles at the gate of Sheraton and Perl Continental due to Security checks
 - o Double parking on Perl Continental side
- Note:**
Intermittent closure of traffic signals by traffic police need to be regulated. Micro processor based traffic controllers are capable to meet the traffic demand (through synchronization under the flexi-link system). In case of any complaint by traffic police, the same be reported to the concerned department for immediate rectification. The maintenance manual designed for this flexi system is quite tight and bind the contractor to attend the major and minor fault with in a given time. The maintenance manual / agreement also contain a penalty clause which may be revoked in case of non compliance on the part of contractor. □

SOCIAL RESPONSIBILITY

Corporate social responsibility: Profiting with Conscience

Farhan Anwar defines the concept and practice of Corporate Social Responsibility within various legal and institutional frameworks.

Corporate social responsibility (CSR) is a concept gaining currency around the globe. The CSR concept frequently overlaps with similar approaches such as corporate sustainability, corporate sustainable development, corporate responsibility, and corporate citizenship and as such does not have a standard definition or a fully recognized set of specific criteria.

While CSR does not have a universal definition, many see it as the private sector's way of integrating the economic, social, and environmental imperatives of their activities while at the same time addressing shareholders' expectations. In addition to integration into corporate structures and processes, CSR also frequently involves creating innovative and proactive solutions to societal and environmental challenges, as well as collaborating with both internal and external stakeholders to improve CSR performance.

CSR is generally accepted as applying to firms wherever they operate in the domestic and global economy. The way businesses engage/involve the shareholders, employees, customers, suppliers, governments, non-governmental organizations, international organizations, and other stakeholders is usually a key feature of the concept. While business compliance with laws and regulations on social, environmental and economic objectives set the official level of CSR performance, CSR is often understood as involving the private sector commitments and activities that extend beyond this foundation of compliance with laws. CSR may also include within its scope a company's respon-

sibility for rectifying the consequences of its misbehavior, for example by cleaning up the pollution it caused or paying damages to those who suffered from their irresponsible business conduct.

CSR commitments and activities typically address aspects of a firm's behavior (including its policies and practices) with respect to such key elements as health and safety, environmental protection, human rights, human resource management practices, corporate governance, community development, and consumer protection, labour protection, supplier relations, business ethics, and stakeholders rights. Corporations are motivated to involve stakeholders in their decision-making and to address societal challenges because today's stakeholders are increasingly aware of the importance and impact of corporate decisions upon society and the environment. The stakeholders can reward or punish corporations. Corporations can be motivated to change their corporate behavior in response to the business case which a CSR approach potentially promises.

Traditionally in the United States, CSR has been defined much more in terms of a philanthropic model. Companies make profits unhindered except by fulfilling their duty to pay taxes. Then they donate a certain share of the profits to charitable causes. It is seen as tainting the act for the company to receive any benefit from the giving. The European model is much more focused on operating the core business in a socially responsible way, complemented by investment in communities for solid business case reasons.



However, it is important to realize that all said and done CSR still remains a voluntary concept and practice. In the absence of any binding regulations at the global level that specifically address the issue of CSR, companies interested in advancing corporate social responsibility and in improving their social and environmental performance as part of their business have developed a wide range of tools available for application.

Tools can vary widely in terms of objectives, scope, costs, and level of formality, partnerships, extent of stakeholder involvement, and many other characteristics. Tools can be applied to one or more of the planning, implementation, checking, and improvement facets of corporate operations.

Businesses have options as to how they can use the tools. For example, companies can use the tools that have



been developed by others or they can develop their own tools - either independently or in partnership with other stakeholders. The tools reflect activity at the domestic and international levels as well as initiatives by both the private and public sectors. In some cases the tools may be focused on one element of CSR such as environmental protection and in others may be more comprehensive such as the 'Global Reporting Initiative.'

Demanding CSR: A rising challenge

There is increasing focus on both the private and public sectors to be proactive in the area of CSR that are being challenged from consumers, shareholders, non-governmental organizations, international organizations, and other stakeholders. Stakeholders challenge corporations to adopt socially responsible business practices - at both the domestic and international levels.

Challenges and demands usually focus on one or more elements of CSR such as environmental protection, health and safety, corporate governance, human resource management practices, human rights, community development and consumer protection. In the absence of binding regulations, the challenges often call for voluntary actions by businesses to demonstrate responsible behavior and effective responses to social and environmental problems - both in the domestic and international contexts. The demands also call upon the governments to reinforce corporate leadership and to enforce other policy tools such as economic and regulatory instruments to encourage CSR.

The demands for socially responsible corporate practices are varying in nature. For example, the demands can range from a call for more transparency and disclosure of information to demands or calling in question

the methods that businesses employ to manage their internal operations such as human resources management. Some may be directed at the ways that a business interacts with the rest of the community and society (e.g. human rights, consumers, and supplier relationships).

Interpreting and practicing CSR within a weak enforcement framework Globalization and trade liberalization has led to a growth in the power and influence of Multinational Enterprises (MNEs). To cite an example, as a result of trade agreements in the World Trade Organization (WTO), and regional or bilateral trade and investment treaties, the rights of MNEs to trade and invest worldwide are increasingly being secured at an international level.

On the other hand the development of an international framework of responsibilities of MNEs regarding human rights, workers' rights and the environment is still weak. In particular, an international enforcement mechanism to ensure standards for CSR for MNEs in worldwide trade is lacking. The CSR is a concept that is yet to find a unified interpretation and lacks support of a strong enforcement framework.

CSR in the World Trade Organization (WTO)

It has long been acknowledged that agreeing on CSR standards in the WTO that is the international forum where trade agreements are negotiated is a sensitive issue because WTO regulates the behavior of governments not corporations. The WTO principle of non discrimination actually conflicts with CSR mechanisms and initiatives that aim to distinguish between corporations which do not comply with social and environmental standards and those companies that do.

CSR at the United Nations level

Within the UN, the 'Norms on the Responsibilities of Transnational Corporations and other Business Enterprises with Regard to Human Rights' (UN Norms), developed within the 'Commission on Human Rights' has the potential to become the leading international framework for corporate accountability. However, the 'UN Norms' have not been formally adopted in their present form.

The 'Commission' has appointed a 'Special Representative' that will undertake research into a number of related issues and the 'Study', has the potential of making a valuable contribution to clarifying the responsibilities of corporations. The United Nations also strongly encourages all vendors to actively participate in the 'Global Compact', which is a voluntary international corporate citizenship network initiated to support the participation of both the private sector and other social actors to advance responsible corporate citizenship and universal social and environmental principles to meet the challenges of globalization.

CSR at the Organization of Economic Cooperation (OECD) level

Another international forum that is active on the CSR issues is the OECD. The Organization for European Economic Cooperation (OEEC) was created after World War II to manage American and Canadian aid for Europe's reconstruction. In 1961, the OEEC became the Organization for Economic Cooperation and Development.

Its 30 member states produce two-thirds of the world's goods and services and have a common commitment to democracy and market economy. The OECD covers economic



and social issues including macroeconomics, trade, development, education and science and innovation. The 'OECD Guidelines for Multinational Enterprises' that are a set of voluntary principles and standards adopted by governments to which multinational enterprises are operating in or from the OECD member countries define the understanding and practice of CSR issues within the OECD.

CSR at the voluntary level

At the voluntary level, a number of initiatives can be seen that address the social and environmental responsibilities of corporations with regard to their suppliers and business partners. While some initiatives showed valuable progress, the impact, in comparison to worldwide trade flows, is very limited. A problem with these private initiatives is the issue of legitimacy and credibility of the monitoring schemes. One way to increase the credibility of voluntary initiatives is to include NGOs and trade unions in the governance structure of these initiatives.

A good example of such so-called multi-stakeholder initiatives is the UK based Ethical Trading Initiative (ETI). The ETI is an alliance of companies, NGOs and trade union organizations working to promote and improve the implementation of corporate codes of practice which cover supply chain working conditions. The ETI is increasingly recognizing the limits of social auditing, and is exploring alternative or complementary models that emphasize education

and training for suppliers, capacity building and worker education.

The OECD Guidelines for Multinational Enterprises: Setting the standards for improved CSR through a participatory approach.

The 'OECD Guidelines for Multinational Enterprises' were drawn up in the 1970s - a decade during which the activities of corporations became a topic of discussion among international organizations. The sometimes negative impact of corporations on developing countries was given increased attention and harmful activities of companies to countries where they were established met growing opposition.

An interesting initiative has been taken at the level of the OECD to structure a comprehensive set of 'Guidelines' for the Multinational Enterprises to facilitate adherence to the key principles of CSR and to establish a framework for voluntary and non-binding implementation of the 'Guidelines.' This process and the resulting 'Guidelines' and their implementation mechanism has been a participatory process and the 'Guidelines' represent a negotiated document agreed upon between the relevant governments, business, trade unions and NGOs. This process, therefore, merits a detailed review given its capacity and potential to influence more such initiatives at other forums and the problems in its effective implementation that share many similarities with CSR implementation efforts elsewhere through other voluntary tools and mechanisms.

The 'OECD Guidelines for Multinational Enterprises' were drawn up in the 1970s - a decade during which the activities of corporations became a topic of discussion among international organizations. The sometimes negative impact of corporations on developing countries was given increased attention and harmful activities of companies to

countries where they were established met growing opposition. The legal regulation of businesses was called for and international guidelines controlling their conduct were set up by international organizations such as the OECD.

The 'Guidelines' were adopted on June 21, 1976 and represent non-binding recommendations addressed by governments to multinational enterprises operating in or from adhering countries. The 'Guidelines' are supported by 30 OECD participating countries and eight non-member countries. They provide voluntary principles and standards for responsible business conducted in areas such as:

- Information disclosure
- Employment and industrial relations
- Environment
- Combating bribery
- Consumer interests
- Science and technology
- Competition and
- Taxation

Originally, the 'Guidelines' only applied to companies operating within the OECD countries. However, the latest review of the 'Guidelines', conducted in 2000, widened their scope to include companies operating in or from OECD member states. The latest review also included supply chain responsibility which means that companies should encourage business partners, including sub-contractors, to do business in a manner compatible with the 'Guidelines'.

The only formal obligation that the Guidelines put on countries is to set up 'National Contact Points' (NCP), whose primary responsibility is to ensure the follow-up of the Guidelines. The NCPs gather information on experiences with the 'Guidelines,' promote them, deal with inquiries, and discuss matters related to the 'Guidelines' and assist in solving problems that arise in matters



covered by the 'Guidelines'. The institutional set-up of the 'Guidelines' consists of these elements: the NCP, the OECD Investment Committee and the Business and Industry Advisory Committee (BIAC) and Trade Union Advisory Committee (TUAC).

OECD Watch

OECD Watch, which was established at a meeting in Amersfoort, the Netherlands, on March 20-22, 2003, groups together NGOs from Europe, the Americas, Australia, Africa and Asia that share a common vision about the need for corporate accountability and sustainable investment. Members of the OECD Watch are committed to the following goals:

- o Monitoring and contributing to the work of the OECD's Investment Committee
- o Testing the effectiveness of the OECD Guidelines for Multinational Enterprises as a corporate accountability tool
- o Disseminating information to civil society groups, particularly in developing countries, about the work of the Investment Committee on international investment, corporate governance and the OECD Guidelines
- o Advising NGOs about filing complaints against companies alleged to have breached the OECD Guidelines

However, six years after adoption of the 'Guidelines' the main findings

offer as a classic case of the difficulty of getting positive results in a non-enforceable and legally non-binding framework of action. There is no conclusive evidence that the 'Guidelines' have had a positive, comprehensive impact on multinational enterprises. Without the threat of effective sanctions, there is little incentive for com-

The concept and practice of CSR are being refined. They are gaining more sophistication with the passage of time. New mechanisms and tools for improved management systems of the corporate operations in terms of environmental and occupational safety are being designed and implemented.

panies to ensure that their operations are in compliance with the 'Guidelines.' However, the 'Guidelines' have served as a useful tool of empowerment to help strengthen civil society' groups' ability to address corporate social and environmental responsibility issues with companies and their own governments. Government and corporate responsibility go hand in hand

The concept and practice of CSR are being refined. They are gaining more sophistication with the passage of time. New mechanisms and tools for improved management systems of the corporate operations in terms of environmental and occupational safety are being designed and implemented. Pressure from concerned stakeholders such as trade unions, labour groups, human rights and conservation groups has increased the stakes for noncompliance with the generally accepted principles of socially responsible corporate practices.

However, various global trading and business forums and mechanisms have failed to agree upon and effectively enforce whatever means are available to ensure socially responsible corporate behavior. There is slow and limited progress in the search for new initiatives. The corporate enterprises have, over the years, assumed extensive political clout and influence in addition to their substantial finan-

cial powers.

The problem gets aggravated and more complicated when dealing with operations of MNEs in what is called 'weak governance zones.' Weak governance zones are defined as investment environments in which the governments cannot or will not assume their roles in protecting rights, providing basic public services (e.g. social programmes, infrastructure development, law enforcement and prudential surveillance) and ensuring that public sector management is efficient and effective.

In such countries that fit the description of a 'weak governance zone,' firstly, the relevant rules, regulations and standards are inadequate and, secondly, the implementation of even that inadequate governance framework is slack, and prone to the risks of widespread solicitation, extortion, endemic. The basic premise behind the concept of CSR is the creation of an environment that contributes to the enhancement of the investment growth hand in hand with sustainable development. In order to achieve this objective, it is imperative that effective institutions of public and private governance are established that lay the groundwork for durable improvements in the wellbeing of the citizens.

While corporate groups have a critically important role to play, creating the conditions that permit this to happen is primarily the responsibility of governments whether in an individual capacity or as part of some international forum or agency. Corporate responsibility goes hand in hand with the government responsibility. □

Farhan Anwar is an environmental and urban planning consultant and Editor Shehri-CBE English Newsletter

Courtesy: NGORC Journal - June 2007



Fed govt housing schemes to be handed to CDGK

Daily Times 20 August, 2007

Control of the federal government administered residences being run in the city would be handed over to the City District Government Karachi, disclosed Federal Minister for Ports and Shipping Babar Khan Ghauri Tuesday.

“The decision was taken to ensure that such schemes are properly monitored,” he said while talking to the media during a ceremony that was held to hand over 300 keys for houses built under the Federal Government Employees Housing Scheme.

Commercial use of beach land okayed

The Daily Dawn 11 Sept., 2007

Amid confusion over a quorum in the City Council on Monday, the house adopted a resolution about the change of land use in the Clifton beach area. The resolution gives approval to commercial use through joint venture for construction of a five car hotel on a piece of land measuring 2.5 acres near Clifton beach in Block 2, Scheme 5.

CDGK, Chinese Co sign accord for solid waste management

Daily Nation, 2 Nov. 2007

City District Government Karachi (CDGK) and Shanghai Shun Gong Environmental Protection Limited Sunday signed an agreement to lift garbage and carry it to landfill site at 20 dollars a ton for the next 20 years and Letter of Intent (LoI) thereof issued to the company.

The agreement was signed by Qian Yu Lin, Managing Director of the company and Masood Alam EDO Municipal Services CDGK at a ceremony held at a local hotel.



NEIGHBOURHOOD WATCH

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

ILLEGAL CONSTRUCTION

We would like to inform you that we are residing in a purely residential housing society St. Plot No. 22A, D.B.H.S., Shabbirabad, Karachi, and our neighbour on Plot No. 21-A, is building a

We feel that the matter is overlooked by the concerned authority on the field, inspite of realizing that the structure is a complete violation and illegal to the approved plan, and see no reason why the soft corner is shown to the builder.



house which is in complete violation and illegal to the 'Approved Plan' by the Authority and is very disturbing, and our privacy is no more as the illegal construction completely overlooks our house.

An immediate action to this matter will be highly appreciated.

*Zehra Fakhruddin
Plot No. 22A, D.B.S.H.S.,
Shabbirabad, Karachi.*



URBAN PLANNING

Jheel Park: A new lease of life?

As the CDGK initiates the rehabilitation of the Jheel Park, Shehri-CBE recounts the history of development in the park

Jheel Park renamed as Saleem-Uz-Zaman Siddqui Park in 1994, is located close to Block 2 and Block 6 of PECHS (Pakistan Employees Cooperative Housing Society). This site was reserved as an amenity plot as authenticated and confirmed by the initial master plan of PECHS of 1959. The actual area of Jheel Park in the Master Plan is 16.90 acres (70,000 sq. yards) while the approximate area of the park in use is 6.57 acres. Present Jheel Park consists of a nursery, 4 lawns and 2 natural topographical troughs or jheels.

History of Jheel Park

The park was conceived and developed by Syed Imam Ahmed, founder of the PECHS Society, as a recreational facility for the residents of the area in 1957. It was initially carved out of barren hillock. Syed Imam Ahmed also supervised the construction of a platform which served as a place of prayer, especially during Ramadan for Taraviah. It had two lakes and water in the lakes came from natural springs.

In 1971, the maintenance and development of societies were taken over by KMC and since then this park has been kept and maintained by the KMC. In 1973, the then administrator of PECHS Mr. R.H.Rajpar entered into an agreement with Awami Construction Co. and gave away 0.65 acres (2700 sq. yards) of Jheel Park, fac-



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ing Allama Iqbal Road. This is in violation of the building bye-law that "no amenity plot can be given for any commercial purposes".

In 1978, KMC started building boundary wall toward the side facing east, to prevent it from encroachment. A suit No. 918/78 was filed in the High Court by Awami Construction Co. on KMC against the construction of boundary wall. A status quo was issued in favor of Awami Construction and construction of boundary wall was stopped.

In 1987, KMC was bifurcated into zones and Jheel Park came under the jurisdiction of Horticulture ZMC (Zonal Municipal Committee), East. In April, 89, Awami Construction Co. built a room and began construction on disputed plot, which was later demolished by KMC.

In 1991, same plot was encroached upon by third party and High

Court ordered both parties to build boundary wall on joint expenses. A lot of correspondence was exchanged between both parties but no boundary wall was ever built.

In 1992, Shehri-CBE took this project and motivated the area residents resulting in the formation of a citizen society of PECHS. Shehri along with the citizen society of the area formulated a plan for the renovation of Jheel Park. The administrator of ZMC East joined hands with them for the reconstruction of the park. Extensive repair and renovation of park was carried out. Large hoardings that had been hiding the park from view from its various access points were removed, garbage was cleared and signs forbidding the dumping of the garbage were put up at several places. Pedestrian paths around and inside the park were constructed. Both lakes in the park were drained of stagnant water and sewage and the reeds



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were removed. Soiling of the sides of the lakes in the park was done to prevent seepage of water and retaining wall was constructed to act as safety measure. Shehri-CBE planted two hundred and thirty nine trees at Jheel Park. Mr. Malik, the then Director of Parks and Recreation, personally supervised the construction work and the setting up of nurseries in the park.

In 1994, Jheel Park was renamed as Saleem-uz-Zaman Siddiqui Park after the name of the famous scientist. The development work which was started by ZMC and citizen society of PECHS needed upgradation, maintenance and completion of construction work, but work stopped as ZMC lost its initial zeal for the park upgradation. For 12 years, no further work was carried out on the site of Jheel Park.

The Byelaws of PECHS society

As mentioned in the license agreement of PECHS society,

Terms and conditions

2- The layout plan submitted by the licensee has been revised and approved by the landlord before the execution of these plans. The licensee shall not without the previous consent in writing of landlord or the Karachi Development Authority (KDA) (set up by President order No.5 of 1957 hereinafter referred to as "The Authority" appointed over the development of the area according to the said layout plan) divert any plot to any other uses other than for which it has been

Plot reserved for the public amenities

The licensee shall cause to be erected and completed in and upon the plots reserved for public amenities the buildings for the erection of which the provisions has been made in the scheme referred to in the presents and shall not without the previous consent in writing of the Authority erect or suffer to be erected on any part of any such plot, any building other than recuied under trie approved scheme.

Stakeholders in the violation

Administration of PECHS

They transferred the land of the park to Sultan Nagar and Awami construction.

City District Government Karachi (CDGK}

They did not develop the park which deteriorated the condition of Jheel Park.

Current Situation

Recently in march/ 07, all encroached land was taken back by CDGK. They demolished all the illegal encroachment and opened space for public. In June 2007, the Governor of Sindh inaugurated the park and a budget of Rs. 125 million was approved for its development. The government announced its plans to make the park a beautiful recreational place. Cleaning of reeds and garbage from site of Jheel park has started. □

In 1994, Jheel Park was renamed as Saleem-uz-Zaman Siddiqui Park after the name of the famous scientist. The development work which was started by ZMC and citizen society of PECHS needed upgradation, maintenance and completion of construction work, but work stopped as ZMC lost its initial zeal for the park upgradation. For 12 years, no further work was carried out on the site of Jheel Park.

approved.



ASK SHEHRI

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. How much land within Karachi City comes under the control of CDGK?

Shiraz Qiaser, P.I.B. Colony, Karachi

A. 30.9%

Q. What is the population of Keamari Town?

Qadir Baluch, Keamari, Karachi

A. 583,640 (Year 2005)

Q. What is the total land area of Karachi City and how much of that is built up? Karachi?

Sarwat Siddiqui, P.E.C.H.S., Karachi

A. The total land area of Karachi City is approximately 3600 sq. km. of which about 1300 sq.km. is occupied by the built up area

Q. How much solid waste is generated in Karachi City?

Zafar Ahmed, Korangi, Karachi

A. About 9000 tons/day

Shehri
needs volunteers
be an
environmental activist
work with an
experienced team

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

JOIN SHEHRI

To Create a Better Environment

If you wish to join shehri please send this card to

SHEHRI Citizens for a Better Environment.
206-G, Block 2, P.E.C.H.S.,
Karachi-75400, Pakistan.
Tel / Fax : 453-0646

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 _____

SHEHRI MEMBERSHIP

Don't forget to renew your membership for 2008! (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!



ADVOCACY

Dharti: Striving for environmental protection

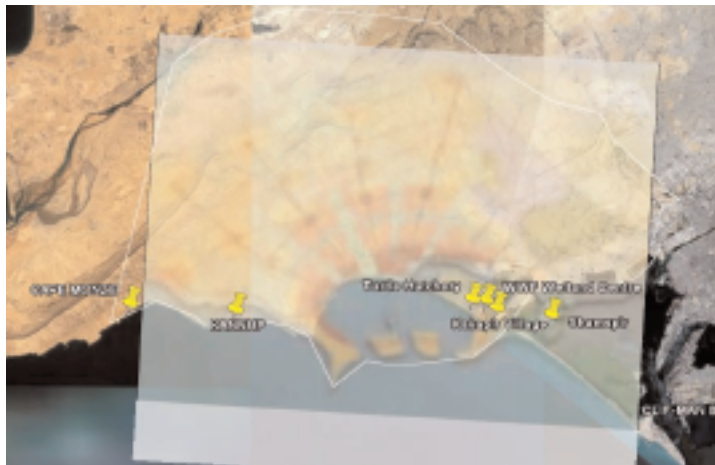
The recent drive for coastal development in Karachi has fueled fears of widespread damage to the ecology of the coast. Dharti, a recently launched coalition of civil society groups aims to safeguard the environmental sanctity of our precious coastal ecology and livelihoods of the local communities.

The Government of Sindh Planning & Development Department recently placed an advertisement in the DAWN (Edition of August 14, 2007) soliciting an 'Expression of Interest' for the Development of Waterfront at Western Coastline of Karachi centered around Hawksbay, Pakistan. This advertisement has confirmed the CDGK's intention to go ahead with its plans to privatise Karachi's coastline.

The Hawksbay/Sandspit beaches are one of the most important nesting sites for the endangered Green Turtles (*Chelonia mydas*) in the world. Virtually all the marine turtle nesting sites in Sindh occur on the Hawksbay/Sandspit beaches, concentrated along one 5 km stretch but extending in some degree along the entire beach strip of around 20 km. Sea turtles enjoy a Protected status in Pakistan, either directly or indirectly through various legal and regulatory provisions.

In addition, a large area of the backwaters supports a dense mangrove vegetation comprising *Avicennia marina*. There is 400 hectares of mangrove forest in Sandspit area alone out of which 307 hectares falls in the category of dense forest. Many water birds of a variety of species are found in this area while in the winter the numbers increase exponentially as thousands of migratory birds visit this ecosystem.

Pakistan is a signatory to the Ramsar Convention on Wetlands. On the basis of the criteria adopted by the Conference of the Parties of the Convention, in Regina, Canada in 1987, a number of global wetland ecosystems were identified as 'Wetlands of International



The proposed Karachi Waterfront Development Project

Importance'. This list includes the Hawksbay/Sandspit area. The Karachi Coastal Recreation Development Plan (1990-2000), an outcome of the study and planning efforts sponsored by the Master Plan & Environmental Control Department of the Karachi Development Authority, proposed a protected status for this critically threatened ecological site and the Hawksbay/Sandspit areas were classified as 'Environmental Planning Zones Level 2' (Conservation Area) with limited infrastructural development but accessible for public to watch and enjoy the unique physical features and natural habitats.

Any project of the magnitude of the proposed 'Waterfront Development

Project' requires public disclosure, consultation and consent prior to its implementation. This need becomes all the more important if the project has the capacity to adversely impact on a sensitive ecological habitat of global importance for example by restricting access of the nesting turtles to the beaches, altering the hydraulic patterns of the impacted coast and by land development, cutting down of the mangrove forestation and increased human interference with the sensitive ecology.

Other than the ecological concerns, it is also feared that this project may contribute to further restricting the already threatened free public access of the common man to the Karachi coast. In addition, the impacts on the

overall urban infrastructure/utility systems, transportation, development patterns etc. in the city require to be evaluated independently by the relevant experts at the earliest.

As a response to this development, a new civil society coalition of organizations and individuals, committed to the sanctity of environmental values has been formed. The coalition named DHARTI, aims to synergize and utilize the diverse capacities of civil society organizations in order to ensure that all actions taken by official and non official sectors in Sindh in particular and Pakistan in general respect the abiding values of sustainable ecological development.



The Dharti Members

The Coalition members are as follows:

- Bahn Beli
- Helpline Trust
- Human Rights Commission of Pakistan
- Indus Earth
- Institute of Architects and Planners
- Karachi Women's Peace Committee
- Maheegir Tehrik
- Piler
- Sahil Bachao
- Shehri
- SPO
- Shirkatgah
- World Wildlife Fund
- Women Action Forum



The Coalition aims to focus on those threats posed by human activity that degrades the environment thereby threatening our present and future generations, and simultaneously choosing alternative paths that ensure environmental health and human well being while also promoting economic progress.

DHARTI has requested the CDGK that prior to embarking on this project all information about the project is immediately shared by the City Government with the citizens of Karachi at appropriate public forums through the print and electronic media and other electronic means such as the opening of a detailed project website. □

DHARTI : Structuring a Coalition

Office Bearers

- " There will be a Chairperson and a Vice-chairperson of the Coalition.
- " There will be one General Secretary responsible for coordination and administrative affairs
- " The post of Treasurer will lie vacant till such time it is deemed necessary to appoint one
- " There will be a postal address and a secretariat assigned for the running of the affairs of the coalition

Members

There will be two categories of members:

- " Institutional Members - Voting Members
- " Individual Members - Non-voting members

There will be 'General Body Members' and a 'Central Committee'. The members would nominate the post of Chairperson

and Co-chairperson, General Secretary and the Treasurer by majority vote. The term of office would be of two years.

The office bearers would have the authority to represent the coalition at all forums or they may nominate any ordinary member of the Coalition to attend on their behalf. All decisions of the Coalition to be made by majority vote.

Sub-Committees

There will be three subcommittees of this broad coalition to allow the members to choose to work in areas of their choice, however all members would be obliged to support the efforts of their member partners in whatever way possible.

Subcommittees

- 1) Coastal areas of Sindh and marine habitat of Sindh
- 2) Urban Sindh
- 3) Rural Sindh

The subcommittee members would have the option to meet and coordinate independently while working on joint issues. They could then present a report of their workings to the Central Committee meeting.

The Central Committee would meet the first Tuesday of every month, the time and venue would be determined by the General Secretary.

Two thirds attendance would constitute as the minimum 'quorum' requirement for the Central Committee meetings

Litigation

In matters relating to litigation if some members of the coalition proposed to go to courts the other members of the coalition would have the option of abstaining from becoming a partner in litigation if they so desired. However being a member of the coalition they will pledge to support the other members in any other way. □