



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

January- March , 2003 Vol. 13/No. 1

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## TASMAN SPIRIT OIL SPILL CATASTROPHE: LESSONS LEARNED AND THE WAY AHEAD

The grounding of the **Tasman Spirit Oil Tanker** near the approach channel of the Karachi Harbour and the subsequent oil spill and the mishandling of this environmental disaster has brought to focus yet again the need for a comprehensive and cohesive disaster management plan for Karachi city. **Shehri-CBE** analyses the issue and calls for effective planning for meeting any future environmental emergency

A little more than two months ago, an oil tanker named Tasman Spirit ran aground near the approach channel of the Karachi port. What happened as a consequence has been termed as one of the worst environmental disaster ever faced by Karachi city.

During the past two months, much has been written about this incident, we have had numerous talks, discussions on the subject on the electronic media, and the issue has received wide coverage in terms of its causes, impacts and consequences. The blame game has started and so has the passing of the buck from one concerned organization and individual to another. The

environmental, public health and financial impacts are also being discussed with a passion and intensity probably not witnessed before in connection with any environmental issue. Lets analyse some of these circumstances that led to the grounding and subsequent mishandling of the Tasman Spirit oil spill.

The tanker apparently ran aground due to the imprudent decision of intending to bearth in falling tide with disregard to the prevailing weather conditions, particularly the high monsoon swells, strong winds and above all, the strong ebb tide due to the receding waters. For this, the ship's Master, being the owner's representative primarily responsible.



Clifton beach: Once full of beach visitors, now lies deserted

## TASMAN SPIRIT: SALIENT FEATURES

Name of vessel motor tanker

### Tasman Spirit

|                 |  |
|-----------------|--|
| Official number | 6034 of Valletta, Malta  |
| Year of Built   | 1979, Built at Onomichi Dockyard Co. Ltd. Japan  |
| Gross Tons      | 45,603   |
| Net Tons        | 38,281   |
| LOA             | 236.85 mtr   |
| Beam            | 40.04 mtr  |
| Summer DWT      | 87,584 T   |
| Summer Draught  | 14.226 mtr   |
| Master          | Capt. Karystinos, Dimitrios  |
| Owner           | Assimina Maritime Ltd. Exchange Bldg. Republic Street, Valletta, Malta Operator Polembros Maritime Co. Ltd. Sachtouri Str 11, 185-35 Piraeus, Greece Owners' P&I American Steamship Owners Mutual P&I Association Charterers & Pakistan National Shipping Corporation, Vessel Agents Karachi Charterers P&I Steamship Insurance Management Services Ltd. □ |



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### Contributions are welcome

Interested contributors should contact the SHEHRI office for writers guidelines. SHEHRI newsletter readership is from students, professionals, environmentalists, policy makers, NGOs and other organizations.

Views expressed herein do not necessarily express the views of the Editor/Editorial Board.

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## EDITORIAL

# No more Tasman Spirit Fiasco Please!

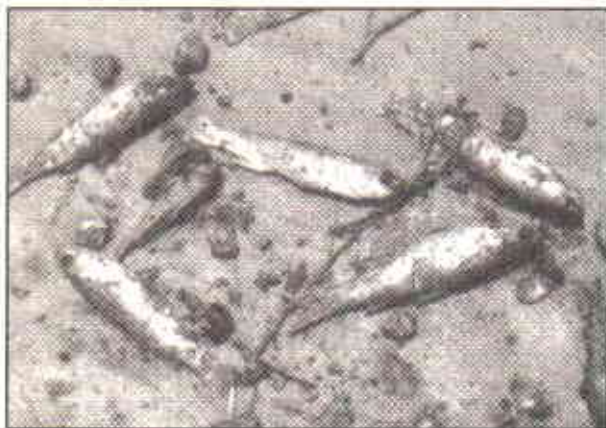
The physical and financial well being of Karachi city is at risk from a variety of man made and natural disasters. Karachi lies in an active seismic zone. The city has witnessed incidents of severe flooding in the not too distant past. Nuclear power plant, oil refineries and vast industrial zone are located within or in the vicinity of Karachi city. Traffic chaos, crime, environmental degradation, to name a few of the crisis besetting this megapolis add to the long list of potential and actual urban emergencies and contingencies faced by this city of over 12 million.

However, no civic, land owning or administrative agency operating within the city is equipped with any comprehensive emergency response, disaster management or contingencies planning mechanism. The recent oil spill disaster and its subsequent mis handling by the relevant agencies and authorities brought this seri-

ous shortcoming of urban policy, planning in sharp focus. The running aground of the Tasman Spirit oil tanker was followed by a complete lack of coordination between the concerned agencies and mishandling of the media and inhouse information dissemination process. The organizations involved were found lacking both in trained manpower and equipment, technology for dealing with such emergency situations. As there was no comprehensive or integrated disaster management planning, instead of resources being pooled, organizations were found working at cross - purposes.

What is needed is the preparation of integrated disaster management planning for Karachi city which links all the various agencies and authorities in a combined and coordinated network so that we can avoid another Tasman Spirit fiasco. □





Ecological and financial damage

KPT too, is equally guilty (*if not more*) for instructing the ship to enter port, despite being fully aware of the above circumstances.

KPT further guilty of contributory negligence for not arranging for an adequate number of assisting tugs beforehand and instructing the ship to proceed in the entrance channel, only in anticipation that *some* tugs would become free by the time the ship nears the bend.

Immediate attempts should have been made on the ship's grounding using more and stronger tugs. But this was evidently not done.

Subsequent attempts to re-float the ship too, were apparently made half-heartedly and without regard to the possibility that such reckless and uncalculated pulling by the tugs could cause further damage to the ship's bottom. This may have aggravated the ship's bottom condition and contributed towards her eventual breaking apart and the resultant oil spillage.

Apparently, little attention was given to the fact that there is high Naphtha content in this crude oil and with its presence, the friction and heat generated by the violent tearing apart and twisting of the steel plates and girders under extraordinary stresses could have resulted in a catastrophic explosion. This possibility still exists, particularly with regard to the precarious

condition of the after half portion of the ship.

Salvage operations were commenced very late and remained very slow and sluggish throughout. Only one lighterage ship *Fair Jolly* was employed despite the fact that several suitable lighterage ships were available in nearby ports.

Even barges were not employed until only recently. Had these operations been carried out efficiently and speedily, a lot more quantity of crude oil would have been saved and hence a far less quantity would have been spilled.

Normally, for such operations, the services of a Naval Architect are employed who can accurately work out the stresses on the various parts of the grounded ship's hull (*Bending Moments & Shearing Stresses*).

These calculations are imperatively taken into account when taking the decision on which cargo tank of the grounded ship should be emptied first and how? Such facilities can be provided not only by the ship's *Classification Society*, but also by the *Lloyds* at London who have super computers and can carry out such calculations easily. This was apparently not done.

The night before the morning when the ship started breaking into two, some *internal transfer* of the crude oil cargo or the ship's bunkers from one tank to the other was possibly attempted.

This may also have aggravated the situation (*as well as the apparently reckless sequence eventually led to the breaking apart of the tanker with the consequent heavy spillage*).

Even subsequent actions cannot be described prudent. The Salvagers were apparently more concerned with the quantity of oil they were able to off-load, in order to claim for a maximum amount of Salvage Award. So they were continuing to discharge oil from the forward half of the ship first, which is well dug into the sand and is clear of sea water in very low water (*i.e. after every six hours*).

The frequent, highly irresponsible and largely unwarranted statements (*rather miss-statements*) by the high ups of KPT as well as the Ministry of Communications, may be used not only to the prejudice of KPT itself, against a major claim for pollution, these may also be cited as the defence by the ship owners and their contractors.

Salvagers (*to the advantage of their Oil Pollution Liability Insurers!*), who are primarily responsible for causing suffering to literally millions of citizens, causing loss of livelihood to our fishermen and their families, loss of Foreign exchange to the country by exporting fish, shrimp and other sea food, loss of earnings to the poor vendors plying on the Sea View,



The salvage (!) operation in progress



## Chronology of Events: Tasman Spirit Oil Spill

| Date                  | Time           | Events   |
|-----------------------|----------------|--|
| 27-07-03              | 1:30 p.m.      | The ship arrived at the outer anchorage, Karachi.  |
| 27-07-03              | 12:30 p.m.     | The ship started entering the buoyed channel of Karachi port, on instructions by K.P.T. The KPT's Harbour Pilot was already on board. High Water time: 10:33 Hrs.  |
| 27-07-03              | 1:00 p.m.      | The ship touched bottom, just east of the channel  |
|                       | 1:00 p.m.      | KPT authorities and the ship captain tried to refloat the ship using the available tugs ( <i>only One at first, subsequently three</i> ), but failed due to the falling tide   |
|                       | 4:30 p.m.      | KPT gave up further efforts for the day.   |
| 28-07-03              | 10:00 p.m.     | Another attempt was made to re-float the ship by KPT and the Captain using five tugs this time, but to no avail. By this time, the ship's bottom had sustained extensive damage, first due to grounding and subsequently ( <i>probably</i> ) due to these re-floating attempts.                        |
| 01-08-03              |                | Another tanker of almost the same size <i>Endeavour II</i> was arranged by the ship owner to off-load the crude oil cargo from the grounded tanker. Evidently she was unsuitable for this operation due to her large size. Thus this idea was dropped after arrival of this ship at Karachi anchorage. |
| 07-08-03              | 11:00 a.m.     | A smaller lighter age tanker <i>Fair Jolly</i> was brought-in by the ship owners' Salvors for off-loading crude oil from the grounded tanker.  |
| 07-08-03              | 9:30 p.m.      | Commenced lighterage of crude oil from <i>Tasman Spirit</i> using <i>Fair Jolly</i> .  |
| 08-08-03              | 6:30 p.m.      | Completed the first round of off-loading operations and <i>Fair Jolly</i> left for the inner harbour to transfer around 6,300 Tons of crude oil into the <i>Endeavour II</i> berthed at the Oil Pier I.  |
| 09-08-03              | 10:00 p.m.     | Second round of lighterage of crude oil from <i>Tasman Spirit</i> was commenced by <i>Fair Jolly</i> .   |
| 10-08-03              | 8 30 a.m.      | Completed lighterage ( <i>second round</i> ); <i>Fair Jolly</i> sailed again into the inner harbour to discharge another 6,300 Tons of crude oil into the tanker <i>Endeavour II</i>   |
| 10-08-03              | 12:00 a.m.     | Third round of lighterage of crude oil was commenced from <i>Tasman Spirit</i> into <i>Fair Jolly</i> .  |
|                       | 12:00 Midnight | Complete the third lighterage operation and <i>Fair Jolly</i> sent over to the inner harbour to discharge a further 6,200 Tons of crude oil into <i>Endeavour II</i> .   |
| 13-08-03              | 6:30 a.m.      | The grounded tanker <i>Tasman Spirit</i> started breaking in two.  |
|                       | 18:15 a.m.     | Ship's staff and all on board abandoned the grounded ship which, by then, had started leaking thousands of tons of crude oil into the sea. This spilled crude oil, with heavy Naphtha content was washed ashore towards Clifton beach. Further lighterage attempts were temporarily given up.          |
| 14-08-03              | 2:45 p.m.      | The grounded tanker 'Tasman Spirit' eventually broke into two parts.   |
| 17-08-03              |                | Another lighterage operation was carried out successfully from the forward part. Around 6,000 Tons of crude oil was off-loaded.  |
| 18-08-03<br>till date |                | Lighterage operations were supplemented by the use of barges by KPT, confiscated by the local barge owners.  |





Marine drive, Boat Basin, loss of earnings to the restaurants in the vicinity, causing severe health problems, especially to the elderly residing in the effected areas, irreparable loss to the environment, ecology and much more.

Assigning proper roles and responsibilities to the various sectors, inter and intra departmental and organizational coordination, long term vision, goals, objectives and the planning and regulating rules, procedures, laws, policy frame works and regulations needed to facilitate the objectives of sustained and people friendly urban growth are the fundamental requirements of urban management which have in our case been replaced by shabby adhocism.

When such is the case, what to talk of Disaster Management Planning for the city. However, the Tasman Spirit incident and what followed in its wake has highlighted is no uncertain terms that we can ill afford to do without one either.

There is a need for formulating some mechanism whereby all the urban land owning and management agencies can sit together and discuss options and possibilities of preparing integrated, cohesive and coordinated *Disaster Management* plans which can then hopefully be linked with the overall future master planning exercise for the city.

It is hope that in the backdrop of the Tasman Spirit case and now with lesson learned, the proper way ahead will be charted towards affectively tackling such emergencies in the future. □

## Raising some pertinent questions...

It may be mentioned that while primarily the liability lies with the ship owner, it would seem hard to justify the lethargy on the Karachi Port Trust's part in failing to take any steps themselves to remove the oil from the Oil Tanker once the ship had been grounded. We may also refer to the obligation of the Board of Trustee including its Chairman under the Karachi Port Trust Act, 1886, sub-section (f) of Section 90 of which states that:

*The Board of Trustee shall be responsible for maintaining the marine environment of the Port's limit from pollution of the sea.*

Quite clearly, a statutory obligation has been imposed on the Board of Trustees including but not limited to the Chairman of the Karachi Port Trust to insure the same, in any case to act fast to insure that the marine environment of the Karachi Harbour is not devastated.

The KPT and its Chairman have downplayed the Tasman Spirit grounding, and continue to do so, despite the fact that Karachi's coastline has been decimated. KPT has demonstrated complete insensitivity. No attempt was made by KPT or MSA (also headed by navy men and equally responsible) for trying to empty the tanker. They waited for 18 days for disaster to strike. The only salvage that took place was by private salvors.

The Chairman PNSC has also not informed the nation why they deemed it safe to bring tons of crude oil into Karachi Harbour on an aging tanker? The said tanker was bringing in much needed oil. Does it not amount to treason, or at the very least betrayal of national security when the accessibility of the channel is put to risk trapping in the entire Naval fleet.

Regarding the Pakistan National Shipping Corporation, one may question as to the NEED to charter ships in the first place. A question that needs to be asked is why does not the Pakistan National Shipping Corporation own an oil tanker of its own... Is it more profitable not to have one i.e. for Pakistan National Shipping Corporation, or its executives.

We also take this opportunity to raise the following questions:

1. Is the defence of the realm a part time affair that serving admirals are heading civilian organizations?
2. Are PNSC and KPT not important enough to demand full-time leadership?
3. Do the present leaderships have the expertise to head either PNSC or KPT, and if so, what is the criteria for heading such important commercial organizations which are the back bone of our commerce?
4. Does an inquiry conducted by a single individual Captain inspire confidence? Should not there be experts also part of the inquiry?

It is in the supreme national interest that the aforesaid questions are answered. This is far too important and crucial a matter to be jettisoned into the Arabian Sea. □

Shehri-CBE



General Pervez Musharraf

**Mir Zafarullah Khan Jamali**

A catastrophe of gigantic proportions has just occurred at the mouth of Karachi harbour. The environmental consequences of this man-made disaster will affect the economic health of Karachi (and Pakistan) for years to come.

We request that detailed independent investigations be conducted immediately to cut through all the cover-ups and lies emanating from the KPT, the Environmental Protection Agencies, the Ministry of Communications, the PNSC, the shipping agents, and the local administrations, etc.

The culprits, at the highest levels, must be brought to book, and made to pay compensation!

[illegible]

Send your completed forms to Shehri-CBE by Fax, Mail or E-mail





## SHEHRI ADVOCACY

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

### Issues to be tackled by the City Government

**D**evelopment of a park at *Gutter Baghicha*, as promised by President Pervaiz Musharaf and Nazim Naimatullah Khan.

- \* Removal of encroachments on 50 acres by the UC-3 (*Jahanabad*) Nazim of SITE Town.
- \* Compliance with recent Supreme Court directive to settle, within three months, all outstanding issues in Human Rights Case No. 6-K/1993. (*see box*)
- \* Commencement of planning the layout of the park. Task may be assigned on a pro bono public basis to the Institute of Architects, Pakistan (*IAP*).
- \* Commencement of construction, including boundary walls/fences, in immediately available sections of the park.

Alongwith the lease by CDGK in 1998 of a petrol-pump plot on the 100 foot road running through the centre of *Gutter Baghicha* and the offending construction be removed.

Other leases issued within the amenity park space should also be cancelled, including, but not limited to the following:

- a) Plot 108/4 (7.02 acres) allotted to Ismailia Garden Cooperative Housing Society.
- b) Plots 108/2 (35,625 sq yds) and Plot 108/3 (7,253 sq yds) allotted to Safia Begum & others.

The numerous water-hydrant established in *Gutter Baghicha* by various parties, with or without the consent of CDGK, be removed.

The discharge of poisonous /untreated effluent by SITE industries into the *Gutter Baghicha* sewage system should be stopped, as this is adversely affecting the growing of vegetables, etc., using *Gutter Baghicha* waste water.

The CDGK, should undertake to prepare a master-plan for the entire *Gutter Baghicha* amenity space, and then begin construction of the public park on the areas that are immediately available. ☐

#### Mending the affairs of KBCA

**T**ackling of increasing illegal construction in the city. This will help reduce the number of cases that the citizens are compelled to file in the courts (*despite the Nazim's promise in 2001*) in order to protect the built environment of the city.

Taking to task corrupt KBCA officials who are

- \* colluding with the illegal builders in fresh illegal construction
- \* regularising illegal constructions in blatant violation of the applicable laws

Opening of a Nazim's Help Desk at KBCA to assist the citizens and professionals with their numerous problems in the building control

#### Human Rights Case No. 6-K/1993

**T**he CDGK, should recognize that the 1017 acres of *Gutter Baghicha*, the pre-Independence municipal sewerage farm located in SITE Town along the Manghopir Road, is a public amenity space.

*And that this amenity space cannot be converted to industrial, commercial, or residential use, but must be used for the public welfare of the citizens of Karachi in general and the residents of the surrounding areas in particular.*

*Also in keeping with the commitment of the government, as expressed through the promise made by President Pervaiz Musharraf at a public gathering at Karachi 28-5-2002 to establish citizens' park on Gutter Baghicha, immediate steps should be taken to resolve all the related pending issues.*

*The CDGK should undertake constant vigilance to ensure that no further encroachment on and misuse of the amenity space is carried out at Gutter Baghicha.*

*The auction in 1993 by CDGK of industrial plots within Gutter Baghicha should be declared null and void, and the deposit monies of the applicants be refunded.*

*Also, the lease in 1993 by CDGK of 200 acres within Gutter Baghicha to the KMC Officers Cooperative Housing Society be cancelled ☐*



authority. The performance of the KBCA and the progress of various applications/cases must be monitored on a regular basis. The assistance of *Transparency International Pakistan* may be sought in this regard.

Re-opening of the *Public Information Counter* at KBCA, so that building plans and documents can be easily made available. This is the key to transparency and reduction in corruption.

Notification of an *Oversee Committee* for the KBCA, comprising of engineering/architectural professionals, concerned citizens, builders, councilors, NGOs, government officials, etc.

Similarly the leases granted over the period of 1990-94 by SITE (*in collusion with KMC/CDGK officials*) of 8.3 acres within *Gutter Baghicha* for ten industrial plots on the 200 foot road (*extension of Shahrah-e-Altaf Ali Baralvi*) would be cancelled.

### Commercialization Policy for Karachi: A triumph for citizen activism

The High Court of Sindh recently ordered the Government of Sindh to resist from initiating any actions for commercialization

### The Court Decides....

**L**earned counsel for the respondents state that no action towards commercialization of roads alleged is being taken for the time being and no such action shall be taken till such time that the Respondent No.1, which is the competent body to deal with these matters, frames appropriate regulations/rules/bye-laws for doing so. Only thereafter, decision, if any, will be taken in accordance with the rules or bye-laws so framed.

The above statement is taken on record and the petition stands disposed of accordingly. The petitioners may, if aggrieved by any subsequent unlawful action, approach the court at appropriate time.

SD/- Sabihuddin Ahmed, Judge

SD/- S. Ali Aslam Jafri, Judge

In the High Court of Sindh C.P. No. D-515 of 2002/2003

of roads in Karachi, till such time that the competent body frames appropriate regulations/rules/ bye-laws for doing so.

### A valuable suggestion from Shehri-CBE!

## Nazim's Help Desk at KBCA for the Citizens of Karachi



1. In order to facilitate access of the citizens of Karachi to the public services of the KBCA/CDGK, the Nazim will establish a Help Desk near the CCOB's office at the KBCA, 2nd floor, Civic Centre Annexe, Gulshan-e-Iqbal. This facility will report on a weekly basis directly to the City Nazim.
2. Manned during office hours Monday to Saturday, the Help Desk will provide the following services to the general public:
  - \* Monitoring citizen's access to the KBCA *Public Information Counter*, including the prompt procurement of copies of plans, documents, forms, instructions, procedures, laws, regulations, etc.
  - \* Monitoring speed to internal processing by KBCA of submitted applications, forms, plans, etc.
  - \* Registration of public complaints and tracking of follow-up actions by KBCA

The officials of the KBCA will provide immediate cooperation to the Help Desk.

3. Initially, the venture will be launched by the City Nazim in a simple ceremony where the various Town Nazims, concerned City/Town officials, professionals (PCATP, PEC, IEP, ACEP, engineering/ architectural institutions) and concerned citizens will be invited. The Help Desk will be publicized regularly in the press, and at the offices of the TBCO's in the eighteen Towns.
4. The Help Desk will be manned by two city government employees and public volunteers from professional and citizen groups. The desk will be equipped with two telephones, a fax, a computer, and a photocopier.
5. Progressively, all information and data on status of applications, approvals, complaints, etc. will be posted on the CDGK web-page for immediate retrieval by all citizens. □







## Chronology of Commercialization of Roads Policy

| Date     | E V E N T S   |
|----------|---|
| 19-04-03 | Daily DAWN reports on proposed commercial zones along six roads of Karachi, and plans for a future nine roads.  |
| 21-04-03 | Shehri writes letter to 253 members of City District Council objecting to the <i>commercialization of roads</i> and detailing the drawbacks.  |
| 22-04-03 | Shehri receives agenda of next day's City District Council meeting to discuss <i>commercialization of roads</i> along with MPO (CDGK) detailed policy document.   |
| 22-04-03 | Shehri writes another letter to members of City District Council.   |
| 22-04-03 | Shehri and six concerned citizens file a Constitutional Petition No. 515/03 in the High Court of Sindh against the proposed <i>commercialization of roads</i> . Case is fixed for April 25, 2003.   |
| 23-04-03 | At meeting of City District Council, which notes Shehri's protests, a 21 member sub-committee is formed to thoroughly investigate the issue, and to submit report within a month.   |
| 25-04-03 | Daily DAWN reports on <i>commercialization of roads challenged</i> .  |
| 03-04-03 | Hearing of public interest petition comes up in the High Court, Advocate General of Sindh undertakes to organize a meeting between concerned authorities and petitioners.   |
| 03-04-03 | Shehri writes to the members of Sub-committee inviting them for discussion on <i>commercialization of roads</i> .   |
| 03-05-03 | Shehri writes to citizens who live near the affected roads, and requests them to write to the CDGK about the present situation of their area along with their opinion about the adverse effects of the proposed commercialization of roads, etc.                          |
| 06-05-03 | Meeting is held at Shehri office between the members of Sub-committee ( <i>only six attend</i> ), concerned citizens and planners/architects regarding the commercialization of roads.  |
| 09-06-03 | Shehri writes to Federal Secretary, Ministry of Housing & Works, protesting the <i>commercialization of roads</i> policy that will affect the built environment on federal societies areas.   |
| 02-08-03 | Meeting is held between, KBCA officials, Advocate General, and Shehri.  |
| 09-08-03 | Another meeting is held between EDO (MPO), EDO (Law) CDGK, KBCA officials, AG, and Shehri. AG agrees to organize meeting with CDGK commercialization sub-committee.   |
| 11-08-03 | Shehri writes to Abdul Rashid Beg, Chairman commercialization sub-committee and requests for meeting to discuss CDGK's policy.  |
| 15-08-03 | High Court disposes off Shehri's petition after the respondents inform the court that no action towards commercialization of roads is being taken for the time being, and that no such action shall be taken until the CDGK frames appropriate regulation/rules/bye-laws. |

Shehri-CBE had taken the lead in preventing illegal commercialization of roads in Karachi and with the help of concerned citizens has put a halt to the immediate illegal commercialization of roads, as the Sindh High Court has upheld the arguments of concerned citizens. (see box)

We take this opportunity to thank each and everyone of the concerned citizens who helped us in this public interest litigation. □

### Hawkesbay Scheme: Citizens Beaware!

Shehri-CBE would like to inform the public that Phase-2 of so-called K-28 Scheme along Hawkesbay Road has been carved out illegally by the Sindh Board of Revenue (SBOR) from Hawkesbay Scheme KDA Scheme No. 42.

The KDA Hawkesbay Scheme was notified in 1984 and includes plots alongside Hawkesbay Road. Sindh Board of Revenue under the orders of Commissioner Karachi transferred all the land under its jurisdiction in Scheme 42 to KDA in 1985. Once Sindh Board of Revenue (SBOR) had transferred all the land to KDA, layout of plots was done by the KDA Master Plan Department and subsequent balloting was also done based on the same layout by the KDA.

Now much later, SBOR cannot take back the land on either side of Hawkesbay Road to carve out its own scheme and sell it as Phase-2 of K-28. Hence the whole Phase-2 of K-28 on either side of Hawkesbay Road is illegal.

The public is therefore advised not to buy these illegal plots. □

### Freedom of Information

Can the National Reconstruction Bureau (NRB) please tackle this critical issue affecting transparency and corruption in a local government institution?

Closure of the 6-year old KBCA Public Information Counter (which used to give plans and documents to the public at nominal cost) is against the principles of the

- \* Devolution Plan Strategy
- \* Freedom of Information Act 2002

Over the past years, the Public Information Counter has facilitated the reduction of corruption in KBCA and a significant decrease in the amount of illegal construction that is ravaging the built environment of Karachi. □

We look forward to your intercession.

## SHEHRI-CBE LOSES A VALUABLE MEMBER AND THE CITY A COMMITTED CITIZEN ACTIVIST...

*Joseph Eugene, an active member of Shehri-CBE and a tireless citizen activist lost his young life in an unfortunate incident recently. The management and members of Shehri-CBE extend their deepest sorrow and grief at this unfortunate loss to the family members and friends of dear Joseph... May his soul rest in peace. Amen*

Joseph Eugene S/o. A. G. Eugene, and his brother, Shams who was visiting from Khanewal, were driving on motorcycle, KCW 558, on M. A. Jinnah Road (16-07-03) opposite Tibet Centre, heading north. A wind/rain storm started at about 2:30 and Joseph turned into Maclean Street in Preedy (commonly known as Plaza) Quarters, looking for shelter.

He halted his motorbike in front of Central Auto Stores, a spare-parts shop located on the ground floor of the G + 4 floor Farooq Mansion (formerly Madina Mansion) at Plot 37/14/PR-1 Preedy Quarters.

With a loud noise, the dilapidated parapet wall from the roof of Farooq Mansion collapsed and large piece of the brick masonry fell on the heads of Joseph and Shams, after bouncing off the overhead KESC wires. Joseph was killed instantaneously, and his brother sustained head and back injuries. Most of the debris of the collapsed wall fell on the roof of the adjacent building, which is one floor less in height.

After some time, Shams recovered consciousness and was assisted into Central Auto Stores whose proprietor Abdul Waheed (his father, Abdul Majeed, had left the shop fifteen minutes earlier) and employee, Mohammad Saeed, phoned for the ambulance (Tel: 115). In the meanwhile, a resident of a first floor flat, Fateh Sher Khan (former Chairman, KCCI Law & Order Committee, called the police (Tel: Madager 15). The police, on arrival at the scene, were apprised of the situation by Fateh Sher Khan and an Inspector Butt, who lives nearby. They removed Joseph's damaged motorbike to the Garden P.S. (and eventually returned it to Joseph's family some days later).

Mohsin Ambulance Service took Joseph's body to the Civil Hospital, where the Medical Legal Section issued a death certificate. The body was then kept in Edhi's morgue at Sohrab Goth.

Joseph Eugene was buried at the Christian Cemetery at Khurumpura in Khanewal at his ancestral home.

Joseph Eugene (42) left behind a wife, Aneela D/o. Robert (27) and two sons, Joshua (4 1/2) and Aaron Jasper (2 1/2). □







## MEETING

# Shehri Annual General Meeting

The 13th Annual General Meeting 2003 of Shehri-CBE was held at the Shehri office on Saturday June 7th, 2003 at 5:00 p.m.

The following Managing Committee members were present.

1. Mr. Khatib Ahmed  
*Chairperson*
2. Dr. Syed Raza Ali Gardezi  
*Vice Chairperson*
3. Mrs. Amber Alibhai  
*General Secretary*
4. Mr. Hanif A. Sattar  
*Treasurer*
5. Mr. Roland deSouza  
*Executive Member*

The following General Body members were present.

1. Mr. Farhan Anwar
2. Mr. Rizwan Abdullah
3. Dr. Khairvee A.M.
4. Dr. Mohammad Ismail Siddiqui
5. Mr. Salman Haroon
6. Ms. Victoria deSouza
7. Ms. Naila Ahmed
8. Mr. Maqsood Akbar
9. Mr. Derrick Dean
10. Ms. Bernadette Dean

## A G E N D A

1. To confirm the minutes of the 12th AGM which was held on 11th May 2002.
2. To adopt the Annual Report regarding the working of the society.
3. To adopt the audited Statement of Account for the period ended 31st December 2002.
4. To appoint Auditors for the year 2002 and fix their remuneration.

5. This was an election year, therefore elections were to be held after the AGM to elect a new Managing Committee.

6. Any other business with the permission of the chair.

## M E E T I N G

In the meeting, the minutes of the 12th AGM were confirmed. They were proposed by Mr. Rizwan Abdullah and seconded by Dr. Khairvee A.M.

The report was read by the Chairperson Mr. Khatib Ahmed. He elaborated upon Shehri's efforts in opposing the *Regularization Ordinance* issued by the previous Governor of Sindh, Mr. Mian Soomro which had literally handed over Karachi to the builders mafia. Mr. Ahmed also discussed in detail Shehri's struggle to save the Gutter Baghicha Park from encroachments KBCA Oversee Committee's dissolution also come under discussion and the decision was deplored.

Shehri-CBE was also coordinating with KESC for the normalization of tariffs and finalization of the Draft Bill on this matter. Another issue which was discussed by Mr. Ahmed was the commercialization of roads in the city and the participants were informed that Shehri-CBE was coordinating with local councilors for protesting against this decision of the government.

The Annual Report for the year 2003 was proposed for adoption by Mr. Rizwan Abdullah and seconded by Mr. Maqsood. The Audit Report for the year was proposed for adoption by Mr. Derrick Dean and seconded by Ms. Victoria deSouza. The Auditors remuneration was set at Rs. 5,500.

It was proposed by Mr. Rizwan Abdullah and seconded by Mr. Maqsood Akbar. The programmes/projects for year 2003 were also discussed. Apart from the projects to be undertaken in coordination with FNF, a project for the conservation of beach habitat of green turtles at Sandspit/Hawksbay (*UNDP SGP/Program*) which Shehri-CBE would carry out in the year 2003-5 was also elaborated upon.

The accounts were proposed for adoption by Derrick Dean and Victoria deSouza seconded them. The accounts were adopted.



The auditors professional fee for the year 2003 was fixed at Rs. 5,500/-. It was proposed by Mr. Rizwan Abdullah and seconded by Dr. Khairvee.

2003 was election year. The following members received nominations.

1. Mr. Navaid Husain
2. Mrs. Amber Alibhai
3. Dr. S. Raza Ali Gardezi
4. Mr. Hanif A. Sattar
5. Mr. Rizwan Abdullah
6. Mr. Rolad deSouza
7. Mr. Derrick Dean
8. Mr. Qazi Faez Isa
9. Dr. Khairvee

Mr. Qazi Faez Isa and Dr. Khairvee's nomination papers were not valid.

For position of Chairperson, there were two candidates, Mr. Navaid Husain and Mr. Roland deSouza. Secret balloting was held and Mr. Roland deSouza won.

The new Managing Committee for 2003-2005 is as follows:

1. Mr. Roland deSouza  
*Chairperson*
2. Dr. S. Raza Ali Gardezi  
*Vice Chairperson*
3. Mrs. Amber Alibhai  
*General Secretary*
4. Mr. Rizwan Abdullah  
*Treasurer*
5. Mr. Khatib Ahmed  
*Executive Member*
6. Mr. Hanif A. Sattar  
*Executive Member*
7. Mr. Derrick Dean  
*Executive Member*

## Programme For the Year 2003

Shehri-CBE will undertake following programmes in the year 2003. This will be done through funding received from Friedrich Naumann Foundation (FNF)

### 1. **Facilitation in formation of Citizen Community Board (CCB)** in Jamshed Town, City District Government, Karachi.

- a) Two Consultative Workshops with Town/Union Council members to work out the modalities of formation of CCB and finalize coordination mechanisms between Shehri/Jamshed Town Union Council.
- b) Consultative Meetings (#4) with local people (selected in coordination with Union Councilor/Local NGO's/Citizen Groups) at Shehri office.
- c) Training/Consultative Workshop for selected group of local people to train them on the working/functions of CCB's.

### 2. **Two seminars** to focus on Shehri's image building. In these seminars, Shehri wish to invite all the stakeholders i.e. politicians, local entrepreneurs, bankers, investors etc.

### 3. **One seminar** to reaffirm our commitment for a *Gun-Free Society* and further distribution of the stickers.

### 4. **Peace and Tolerance**

### 5. **Social Responsibility**

Protection of open spaces (*parks*) and development of a *Park Management Plan* for Karachi city.

Following activities will be undertaken.

- a) Follow up seminar to evaluate status of the *Save Gutter Baghicha Campaign*.
- b) Consultative Workshops in coordination with Parks Department of the City District Government Karachi to be participated by relevant stakeholders to devise plans, and strategies for a *Park Management Plan* for Karachi City.

- c) Preparation (*publication*) of a *City Parks Directory* identifying all the parks in Karachi and identifying salient features of current development status of all the parks (*under the jurisdiction of City Government*) of Karachi city.

### 4. **Consumer Protection**

Advocacy campaign for ensuring quality potable water supply for the residents of Karachi city.

Following activities will be undertaken.

- a) Preparation of a *Brochure/Booklet* providing information about the water supply system in Karachi, (*filter/treatment system/Reservoirs etc.*) including factoids on water quality, water losses and other related issues.
- b) Seminar (*open forum*) on the problems and issues related with water supply quality in Karachi city - modes of public participation/advocacy - launching of *Brochure/booklet*.

### 7. **Help Desk**

Continuation of a *Citizens Help Desk* at the Jamshed Town Office to help and assist the concerned elected representatives in monitoring and resolving constituency problems.

### Shehri with UNDP

Shehri had applied to UNDP under their Small Grants Programme, for The Project: *Helping the Turtles Survive* which has been accepted by UNDP.

This project will run for two years and the object is to help develop sustainable programmes and activities for protecting the Green Sea Turtle Habitat. We have to thank our member, Mrs. Naila Ahmed, whose brain child this project is and Farhan Anwar, Editor & Member Shehri, who gave his professional help and expertise in putting this idea into reality. □



## COMMENT

## Security &amp; Environment in South Asia

*The South Asian Region is among the most deprived in the world in terms of human development indicators. Navaid Husain comes up with some political and financial remedies to improve the situation*

Pakistan's population was 31 million in 1947 and is currently estimated to be above 125 million. The growth rate at the government's estimate is 3.1% but according to other agencies the growth rate is as high as 3.6% with a population of 130 million.

By the year 2000, Pakistan's population is estimated to increase to 165 million. These millions, of which only 31% are literate, will be our voted bank. This population increase of 40 million in a matter of a mere eight years is something no country in the world can cope with. A figure of 40 million represents almost half of Germany's and two thirds of England or France's population.

At today's per capita income of \$400, Pakistan will have to add \$16 billion to its current \$50 billion GNP just to cater to and maintain present living standards for this increase of 40 million persons by the year 2000. That leaves nothing left for development and in fact will take us further down the road of poverty and environmental degradation.

The complex relationship between problems of over population, illiteracy, depleting resources, poverty and environment needs to be examined. More than 1.2 billion people, i.e. one fifth of mankind, lives in South Asia. While not seeking to oversimplify the issues, the principle of good governance and illiteracy have a direct correlation in a democratic order. There is the old saying *people get the government they deserve* which is a bitter reality.

The development of human resources has always taken a low priority in

Pakistan compared to the rest of the South Asian countries. A society that incurs minimal spending on education and health can hardly be expected to develop in the real sense of the word. Greater access to limited material goods should never be equated with a meaningful societal development as has been in Pakistan's case.

In South Asia's quest for development there are lessons we can learn from the New Industrial Countries (NIC's) of the Pacific basin. All these countries had one thing in common which were stable governments which gave these countries time to set out a long term course of development. Technocracy, merit, private enterprise and political stability have been the foundations of the NIC's growth.

Between 15 to 20 per cent of the budgets of NIC's are spent on education which is vital for nation building. The policy of protectionism vis a vis local industries in those countries in the early years has paid off and today the results are evident. Local industries in the NIC's are now competing in the international markets with foreign investments pouring in providing more jobs and prosperity.

On the other hand, we in South Asia have been bogged down with issues of religion, ethnic chauvinism, sectarianism, the *quota system* and other non-issues. Bureaucratic tyranny, militarism and abuse of public office have alienated the masses rather than making them partners in development. South Asia in general and Pakistan in particular had the opportunity to follow the examples of the NIC's but it was lost as a result of the greed and incompetence of successive governments.



Urban Slums of Karachi:  
Shaming a city!

It is time for South Asia to stop and think of the global changes taking place. There is far more to gain through cooperation than confrontation. The \$18 billion being spent by India and Pakistan on militarisation annually has diverted badly needed resources from development which over the years have been largely responsible for the current day situation. Therefore, under the existing circumstances regional co operation and development in South Asia is hostage to Indo-Pak relations and, therefore it is a choice between mindless militarisation or development. And finally it is up to India being the major regional power to eliminate smaller neighbor's fears and misgivings. Inter and intra state confrontation only strengthens the status quo at the cost of the underprivileged.

For the millions of poor there is no other option other than development through cooperation. It is a recognised fact that the poor have always been cannon fodder in internal and external



conflicts which are waged by stronger sections of society in which the underprivileged have no say. The vote and voice of the underprivileged is invariably manipulated and marginalised. For the poor there is neither victor nor vanquished in conflicts as it leads to greater suffering and poverty.

For development to be effective and meaningful, it must be a participatory process for all sections of society. Although NGO's cannot replace state institutions, they can, nonetheless, act as a bridge between the community and the state. Participatory organisations can also act as catalysts and models of development.

Such participatory organisations have the opportunity to tackle the increasing fragmentation of society in South Asia at a grass root level. Whilst it is extremely difficult to halt decay of state institutions, it is possible to organise and equip communities to stand on their feet. Furthermore by organising communities it is possible to create strong pressure groups that force the state to see to the demands of the communities.

Considering the above mentioned issues, regional countries should examine the need to set up a *Regional Development Bank*, the task of which would be to identify problems relating to macro development, draw up strategies and to execute projects that disregard national boundaries. This bank should comprise, purely technocrats who should be free of political affiliations or religious prejudice.

The recommendations of this Bank should be mandatory for all regional countries so that development and cooperation are no longer hostage to the views and differences of politicians, religious bigots and militarists. A differentiation must be drawn up between political confrontations and development. It must be recognised that confrontation hinders development and if anything, cooperation will ease tensions if not necessarily solve

political problems.

The proposed *South and West Asian Development Bank* must have access to funds made available from regional member countries in the manner of United Nations whereby a mandatory amount is contributed by each nation. Foreign donor agencies and countries should increasingly divert funds by contributing towards this Bank instead of passing them directly to belligerent countries or to states that use external assistance in order to divert internal funds towards militarism, oppression of local ethnic, religious minorities and women.

External donors should then require of regional countries to match external contributions through local resource mobilisation. In this manner, regional countries wishing to individually gain access to external support would be compelled to cooperate with each other through the Bank.

The Bank could assist in carrying out macro projects that require a regional approach. Ethnic and religious integration needs to be carried out through integrated community development. Other ways the Bank could help development is to work on regional conservation projects such as the frequent flooding that is taking place in Bangladesh. It requires cooperation between India, Bangladesh and Nepal alike. Deforestation in Nepal in the catchment areas and the dams being built in India have contributed to Bangladesh's environmental problems affecting the nation's ability to feed itself.

Regional resources are meant to be shared in an equitable manner. Failure to do so will lead to confrontation, environmental degradation and

greater poverty. With growing population pressures and depleting resources there is bound to be competition for scarce resources. In order to protect the interests of the smaller partners of the South Asian countries and to give such a development bank credibility, smaller countries should be given added weightage in order to give them a stake.

Other obvious solution would be to move out industries from the North into the South thereby dispersing growth. This can only be done through an agenda that sets limits on growths of industrial countries, a concentration of industries resulting in a high level of prosperity in a few countries is neither environmentally sensible nor socially desirable and will result in greater disparities and international confrontations.

Development strategies in South Asia must carry an entire development package that includes project monitoring, management, accountability and institutional reform by independent and impartial organisations that oversees corrupt and incompetent governmental agencies that have squandered billions over the years and are a key factor in under-development.

Indigenous people, oppressed ethnic groups, minorities, nationalities, women and children have invariably been left behind in the development process. Therefore, strategies must take into account the interdependency between human development and that of natural resources. If in the Third World and South Asia, these policies are to be effective then a new thinking needs to be adapted and this will be the challenge of the 21st century. □

**Considering the above mentioned issues, regional countries should examine the need to set up a *Regional Development Bank*, the task of which would be to identify problems relating to macro development, draw up strategies and to execute projects that disregard national boundaries.**





## URBAN RENEWAL

### Addressing informal processes for the rehabilitation of the City Centre: Saddar Bazaar, Karachi

*A team of prominent architects and researchers evaluate various options for the revitalization and rehabilitation of the Saddar and adjoining areas of historical and architectural importance in the backdrop of the historical development process of Karachi City.*

The migrant communities have given Karachi its cosmopolitan nature, urban culture, physical and social infrastructure and some of the better-planned settlements and exquisite architecture, of which it can still boast.

However, conditions in the city and its

centre have deteriorated due to the population increase instigated by the refugee influx of 1950's into the newly independent state of Pakistan and later the rural - urban migrations of 1960 onwards, instigated as a result of the industrial revolution introduced in the country.

The demographic change resulted in an unplanned expansion of the city limits, break-up of old community systems, feelings of apathy and alienation amongst the new communities, exhaustion of the governing institutions and existing infrastructure and moving out of the political power and interest groups.

#### CHRONOLOGICAL DEVELOPMENT OF KARACHI

| Period                               | Migrant Communities  | Developments  |
|--------------------------------------|--|---|
| Till late 17th Century               | Local fishermen clans  | * Fishing village of a few hutment called 'Kolachi jo Goth'   |
| Early to mid 18th Century            | Hindu, Sindhi and Baluchi merchants of Kharak Bunder   | * Establishment of a trading port and fortified town <i>Kurrachee</i>   |
| Mid 18th Century to mid 19th Century | Local feudal lords including; the Baluchi tribes of Khan of Kalat and the Sindh Talpurs and Mirs | * Establishment of <i>Manora Fort</i>   |
| Mid 19th Century to mid 20th Century | British colonials, military personnel, traders, businessmen and port labourers                   | * International trading and defence port<br>* Development of railway, road network and grid iron planned residential and commercial areas |
| 1947 - 52                            | Refugees from India including; civil servants, bureaucrats, intellectuals and businessmen        | * Encroachments in the city centre<br>* Emergence of suburbs  |
| 1960's - 80's                        | Rural - Urban migrants; mostly port, construction site and industrial labourers                  | * Development of satellite industrial towns<br>* Peripheral and inner city slums, further degradation of the city centre                  |
| 1990 to date                         | Consolidated third generation migrant communities  | * Multi-centered city Metropolis containing 16 towns  |



### Emergence as an administrative and service centre of the British empire:

British developed Karachi as an imperial trading, defence port and administrative centre. They invested in the communication and transportation infrastructure, developing Karachi as: one, district headquarters, looking after Sindh, Baluchistan and Punjab as a separate entity from the Bombay Presidency; two, military base and port exporting cotton, wheat and importing arms via the Suez Canal.

They divided the city into native and British towns lying on either sides of the main transportation artery of the city called *Bunder Road* that, connected to the port towards the south and had an intra city tramway running on it.

The old town centre, compact and congested with its winding and cul-de-sac streets, wholesale markets and labourers and workers quarters, brought in to look after the administration, services and infrastructure of the port could not aspire to accommodate the retailing, cultural and social needs of the British.

For this, a new city centre *Saddar* was planned on gridiron and developed with modern infrastructure and buildings to serve the high ruling military and administrative staff of the British Empire, traders, businessmen and some rich and influential locals.

An Inter city, *Sindh Railway* network was laid to link up the port to the wholesale markets of the native town and the railway station, administrative offices and retailing shops of Saddar. *The Karachi Municipal Committee (KMC)*, set up by the British during this period, controlled and maintained all the facilities.

### Emergence as the Capital of the newly formed state of Pakistan

Pakistan gained independence in 1947 and Karachi was made its first administrative and commercial capital. This led the population of Karachi to rise from 450,000 to 1.137 million

between 1947 and 1951.

As the newly created state of Pakistan was unable to cater to the refugee influx, people belonging to destitute backgrounds squatted on all available open spaces, grounds and parks in and around the old town and some areas of Saddar. This resulted in the degradation of the infrastructure and emergence of inner city slums.

Upper class areas around Saddar were mostly occupied by civil servants, intellectuals and businessmen who added to its cultural and social life and Karachi's political and economic power. New schools, colleges, a university, many religious and cultural institutions sprung up to cater to these new multi cultural rich and middle class migrants.

By 1952, the city centre had expanded to its limits and new suburbs developed to the north of it. A Swedish planning company *MRV* was commissioned to design the first *Master Plan* for Karachi to determine the growth patterns and future developments of the city.

### Degradation of the city centre

In 1958, the first martial law administrator Ayub Khan shifted the administrative capital to Islamabad. This followed a decision to resettle the refugees living in Saddar, as labour force in the newly planned industrial satellite towns.

To prepare this plan known as the *Greater Karachi Resettlement Plan (GKRP)*. Greek planner Doxiades was hired. The plan was not successful as industrialisation was slow to develop and people could not afford to live away from the city. This forced them back to form slums in the city centre.

The other problem created by GKRP was that a large majority of resettled



Only remnants of the old architecture remain

population had to travel to their jobs across the city to areas like; the Sindh Industrial Trading Estate (*SITE*), the Port, the Central Business District (*CBD*) and the old town wholesale markets. As there were no alternative roads available, the entire movement was through Saddar.

This transformed Saddar into an unplanned transit zone and transport terminal, encouraging transport related infrastructure, wholesaling, storage and traffic to develop in the area. This resulted in noise and air pollution, difficult accessibility, lack of parking, exodus of elite and a social and physical degradation of the area. The middle class filled in the physical and cultural void left by the elite, keeping Saddar alive.

This situation changed in the 1970's as the construction boom generated by gulf money led to an emergence of high-density high-rise apartment buildings and commercial centres forcing the middle class out. Consequently, the area was taken over by the real estate speculators, labourers and encroachments catering to the growing transport and construction sectors in Saddar. 1980's and Zia's Islamisation saw the last of the bars, billiard rooms and cinemas of Saddar.

Saddar due to its nearness to the port, the Central Business District (*CBD*), wholesale markets and direct transportation link to the two industrial estates; Landhi-Korangi Industrial Estate (*LITE*) and Sindh Industrial and Trading Estate (*SITE*), forms the economic centre of the city. In addition, being accessible by public transport and having some of the remaining rich





architectural and cultural heritage, makes it a frequently visited and de facto cultural centre of the city.

Traffic generated degradation has lead to grave environmental problems which are not only damaging to human health but are also harmful to the architectural and cultural heritage of Saddar.

To safeguard the city centre from further degradation, it is important to analyse the inherent informal and formal processes of change and propose a rehabilitation scheme, which addresses them.

## Transformation of the City Centre: Causes and effects

### a. Landuse in Saddar

**Residential activity:** Saddar has lost its charm as a pedestrian *neighbourhood*. Most of the residential buildings are converted into commercial ones, with retailing on the ground floors and wholesale markets, godowns, warehouses, storage and low income single men dormitories on the upper floors.

Some of the buildings still have families residing in them, who do so either out of family tradition, habit or convenience. They complain of noise and air pollution, solid waste debris, encroachments, hawkers and vehicular congestion, factors which force them, especially, their women, to remain indoors.

These social changes have altered the character of the streets in Saddar, from lively down town shopping and residential areas to deserted and unfriendly spaces in the evening.

**Open Spaces, Institutional And Cultural Facilities:** The only large public open space available in Saddar is Jehangir Park. It is fairly developed with trees and paved areas, but part of it is being encroached upon by a mosque and related facilities.

Cultural facilities including cinemas, bars, billiard rooms, restaurants,

libraries, bookshops and community halls are almost finished, as most of them are being converted into multi-storeyed shopping malls warehouses or apartment blocks by the developers lobby.

Almost half of the old institutional buildings including schools, colleges, hospitals, municipal offices, auditoriums, religious buildings and socio-cultural facilities, have also moved out due to a lack of parking, difficult accessibility and noise and air pollution.

**Commercial Activity:** Saddar lost its charm as a retail centre for shoppers belonging to the upper and middle-income groups due to; One, the emergence of new commercial centres in their local suburbs Two, the increase in traffic congestion and its resultant degradation in Saddar.

Majority of retail shops in Saddar are catering to transport related activities like mechanic workshops, spare parts shops, small hotels, tea stalls and outlets selling cheap consumer goods to the lower income commuters, drivers and conductors. Yet, despite these changes, shopping for specialised items like marriage clothing, jewellery and electronics is still associated with Saddar by the rich and the poor alike.

Shoppers constitute only 14 percent of the population coming to Saddar, the remaining 86 percent are in transit and are catered by the hawkers and vendors, while sitting in or changing buses.

**b. New Land Use Trends in Saddar** Hawkers and vendors are mostly illegal, whereas leased markets are legal and built by the city government (*former KMC*) or Cantonment Board. However, these also form a type of encroachment as they mostly occupy open land such as, the gardens adjoining Empress Market.

Due to Saddar's new type of transit clientele, there is a genuine demand for hawkers and encroachers, which promotes their growth and interest in the area. They can make a sizeable

income of up to Rs. 400 per day in Saddar and form an important part of the employment pattern of the city.

Hawkers, vendors and leased markets are also a cultural need for the middle and lower income groups visiting Saddar as they provide services as well as amusement to the transit and shopping population.

Due to this demand there are approximately 3,000 semi-permanent cabins, hawkers and vendors and 2018 leased shops present in Saddar. The number of hawkers and vendors can double during special occasions and festivities in the city.

These encroachers have become fairly organised over the years and have registered associations. These associations take care of their social welfare, solid waste management, storage and security requirements for merchandise and pushcarts and provide funds for rehabilitation in case of evictions.

Successive city administrations have attempted to remove these encroachments by force. This has proven to be of no avail as they all operate under the protection and sometimes collaboration of the corrupt government officials, who extort bribes or *bhatta* from them.

The hawkers, encroachers and shopkeepers of leased markets, although, tired of these periodic evictions are unable to have a dialogue with the government as their unions are not technically equipped to make alternative plans for rehabilitation and or negotiate.

Keeping in view, the close relationship hawkers and vendors enjoy with the commercial and cultural life of Saddar. Any proposal for the revitalization of Saddar should include a rehabilitation scheme for them to make it realistic and successful.

**Transport and Traffic in Saddar:** As a result of the traffic network of the city, approximately 3,50,000 buses, mini-buses and cars are entering Saddar daily. The increase in traffic

intensity has been unavoidable and irreversible as the number of buses and cars going through Saddar have increased by an alarming 40.7 percent in the last 6 years.

The reasons for this high number of mini buses and buses plying through saddar and their resultant congestion are that:

- \* There is no government provided public transport system available in Karachi. Almost all the busses in Karachi are owned and operated by the private sector or what is commonly known as the *Transporters Mafia*. The government has very little control over the illegal routes and large number of buses plying in Saddar as the transporters can and do call for a strike, immobilizing the city. Being in a strong position to monopolise and buy off officials they do not only control but also interfere in the planning of the routes.
- \* Almost all the bus stops and terminal facilities in Saddar are ad-hoc and illegal. Bus stops are usually at intersections where buses stay for unlimited time causing delays and congestion. These are operated through a system of bribing the traffic police, police and the related department's officials.
- \* There is a conflict between vehicular and pedestrian traffic, as there are 5,49,843 vehicular trips going through Saddar daily, coupled with 1,00,000 pedestrians. The absence of a pedestrian network incorporating footpaths, signals, and vehicle free zones adds to the problem.
- \* There are thousands of ill-managed encroachments on pavements and roads catering to and blocking

the traffic.

- \* There is no traffic management due to the corruption and inefficiency of the concerned authorities and lack of negotiations with the transporters lobby.



Traffic chaos at Saddar

#### New Traffic

**Trends:** There is a spatial interdependence amongst the vehicular, pedestrian traffic and the hawkers, vendors and leased markets of Saddar. Hawker's and leased shop's businesses who get down in Saddar to change buses or walk towards their businesses and homes, hop along the way to conserve time and money. Vendors on the other hand approach the

transit population for service provision and merchandise, as they do not have the time to get down and shop.

The ad-hoc bus terminal near Empress Market plus all the ad-hoc bus stops in Saddar and their surrounding hawkers, vendors and leased shops, are such examples. Cross sections, footpaths along roads and open plots are attractive locations for hawkers, vendors and leased markets; as these are in the hub of bus routes and pedestrian flow and are visible, accessible and appropriate for a quick wind up in case of police action and evictions.

This strong spatial and economic relationship existing between vehicular and pedestrian traffic and land use changes has not been understood and addressed by the state planners and relevant agencies, resulting in non responsive plans and continuous degradation.

#### Conclusion

For a rehabilitation scheme in Saddar to be successful, the concerns of all actors have to be addressed and made a part of the plan through a process of

negotiations. This plan than has to be implemented with the joint efforts of planners of relevant agencies, stakeholders in Saddar and a neutral body like a committee of concerned professionals and or a development NGO, which would be neutral and instrumental in resolving any issues which may arise.

A revitalization plan for Saddar primarily requires re-organization of traffic, in keeping with the rehabilitation of hawkers, vendors and leased markets. For this, at city scale a rationalization of routes through a revised transportation plan is needed, in order to reduce the number of vehicles going through Saddar. In addition, the major mass transit schemes in Karachi should be tied up with an area level transportation plan to relieve the load of the through traffic. Within Saddar, segregation of local and through traffic, vehicles and pedestrians, relocation and planned resettlement of hawkers, vendors and leased markets and the construction of a bus terminal are needed to relieve the situation.

Being the nerve centre of the city, housing many interest groups and strong lobbies, it is not easy to initiate a project in Saddar. Therefore, above all a political commitment and good will is required from all concerned. □

The case study discussed is taken from the research. *Revitalization and Rehabilitation Project for Saddar, Karachi: A Research to Formulate Alternatives for Revitalization of its Hawkers, Encroachments and Leased Markets*. This research was undertaken between November 2001 to August 2002 by a research team including Architect/Planner Arif Hasan, Architect/Planner Asiya Sadiq-Polack, Architect/Planner M. Christophe Polack, and research assistants Mohammad Nazeer and Mohammad Jameel. Field assistance was provided by the Urban Resource Centre (URC), Karachi and financial support from the Asian Coalition for Housing Rights (ACHR), based in Bangkok.





## SOCIAL RESPONSIBILITY

### Big business rules - Are multinationals also in charge, or do we need rules to hold them to account?

*As the new round of WTO talks end in chaos and bitter disagreement between the developing countries and the developed world (read MNC's!), Matt Phillips of Friends of the Earth International, raises some pertinent points about issues related with the workings of MNC's and their impact on the global development process*

**M**ultinationals have become devotees of a new cause they promote as eagerly as their products - CSR. It is sometimes hard to tell whether CSR really stands for *Corporate Social Responsibility* or *Corporate Self Regulation*. But the arrival of this fashion has stimulated a substantive debate on the need for multinational rules to deal with multinational corporations:

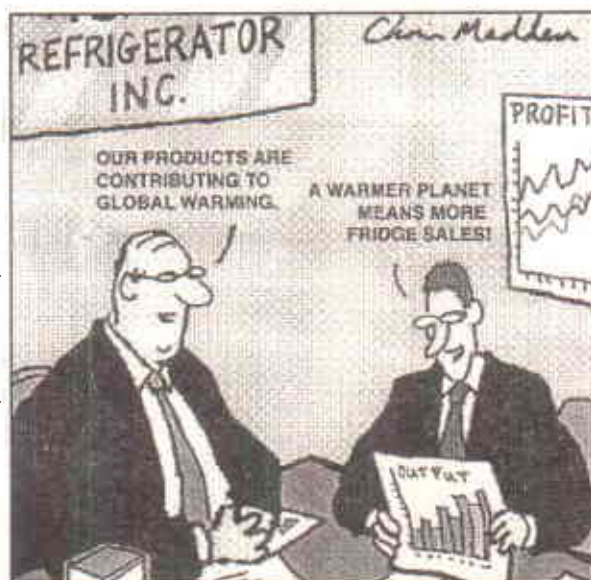
#### Growing power

Recent years have seen the growth in the scale of multinationals. UNCTAD says 29 of the World's top 100 economic entities are corporations. Up five in just ten years. Their power is far greater than that of small and medium enterprises - which cannot threaten to relocate to another country with lower operating standards. Yet there are few controls on this power, so corporations can dwarf countries where they operate and carry huge influence in the Global North.

#### Bad practices

The positivism of big business PR has seduced governments. Proponents of corporate social responsibility indicate. It is a process of moving forward. This process, however, is all too often presented as proof that all business is already behaving responsibly. According to UNEP the majority of

corporations have not embraced sustainability (see [www.unep.org](http://www.unep.org)). The oil, mining, forestry, clothing and a host of other sectors have all been subject to extensive detailed and robustly researched criticism (see for example FoEI's report *Clash with Corporate*



*Giants at [www.foei.org](http://www.foei.org)) Yet the policies of governments and corporations are the same - it should be up to the voluntary will of chief executives to change this situation.*

#### Nature of multinationals

Governments talk about businesses being Indonesian, or British. But such terms carry little meaning when companies can be listed and operate in many countries. Society hands corporations the right to limit liability.

Liabilities are further hidden behind a corporate veil of subsidiaries, affiliates and investments which mean a multinational can avoid being liable for bad practices. Corporations are principally accountable to their shareholders. Not to workers, consumers, suppliers or affected communities. As a result there has been a fundamental failure to secure justice for affected communities and individuals. In comparison, no corporate veil is shed over the repatriation of profits to shareholders.

#### Business-friendly government

International lobbyists such as the International Chamber of Commerce argue business should be regulated, but only at the national level. National lobbyists argue national regulation makes it impossible to compete with cheaper foreign countries. Because business has such a powerful voice this twin-track in favour of business interests and the economic environment they promote is designed to attract multinationals. The consequences are felt by overwhelmed local economies and through the inability of the public to democratically decide the laws and standards they want.

#### Corporate rights

The growth in scale of multinationals has occurred because governments,



not markets, made it happen. The World Trade Organisation has liberalised markets in the interests of multinationals. The IMF has forced countries to privatise services in the interests of multinationals. The World Bank and other International Financial Institutions lock in the power of multinationals by providing them with public money - corporate welfare that helps them take increased share of markets. The allocation of rights to corporations has been in stark contrast to the lack of accountability.

### Reliance on voluntarism

Governments have relied on voluntary measures such as the Global Compact and OECD Guidelines for multilateral enterprises as mechanisms for change. But such mechanisms are rarely independently verified, are often devised by corporations themselves, do not empower affected citizens to challenge claims, are not enforced and have plainly not been sufficient to

deliver sustainable development.

### What is needed?

Three principles govern what is needed to respond to these trends. Rules to secure accountability need to be international. The corporate veil, the existence of international agreements and the downside of economic globalisation all mean international rules are essential. Secondly the failure of voluntarism demonstrates the need for legally enforceable binding rules. The third principle is that fora such as the WTO where rights are being given to transnational are inappropriate for developing such a framework. There are too many problems with the neoliberal model for such a crucial issue to be subservient to free trade dogma.

But what issues should such rules cover? Accountability captures a range of themes: rights for communities to protect their natural resources and to challenge bad practices.

Empowerment of communities to seek legal redress. Enhanced transparency. Obligations to international standards such as labour and environmental and human rights conventions. Direct liability to puncture the corporate veil. Binding rules such as these would need direct application through an international framework as well as indirectly through national enabling laws with full enforcement.

Such a regime needs international political commitment. The Johannesburg World Summit on Sustainable Development saw some new commitments, but these remain ambiguous. Governments set the international climate within which corporations operate and must deliver sustainable development. It is ultimately up to them to ensure corporations are not left to regulate themselves and are made responsible for their practices. □

## WHAT IS CORPORATE RESPONSIBILITY

The answer to this question tends to differ depending on who answers it. According to FoE-NL, socially responsible corporations, workers, and the environment when making decisions. Besides the regulations and laws of a specific country, the enterprise should respect internationally accepted agreements and treaties relating to taxation, prevention of corruption, and respect for human rights, labour rights and the environment. Also, the activities of an enterprise should not contribute to (an increase in) human rights violations. This especially applies to situations involving armed conflict. Corporations should endeavour to ensure that subcontractors, joint ventures, commercial partnerships, suppliers, and others with whom they agree to conduct activities observe these principles as well. Corporations that are truly responsible and accountable acknowledge the right to people to know what the ethical, social and environmental effects are of their activities, products and services.

Transparency and disclosure of information are services. Transparency and disclosure of information are therefore indispensable elements of corporate social responsibility. Corporate social responsibility also means that a company is also responsible 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.

Companies do not become responsible merely by paying lip service to the values lined out here. Some of the biggest proponents of corporate social responsibility (CSR) combine their verbal enthusiasm with completely irresponsible business conduct. Premier Oil and Total Final Elf are good examples. They both advocate corporate responsibility yet are still active in Burma. According to Friends of the Earth and many others, this means they are not showing corporate social responsibility at all. In our

view, corporate social responsibility cannot just be another way for corporations to ensure a competitive advantage over other corporations. Presenting a 'green' or social image whilst not acting accordingly, is called greenwash, not corporate social responsibility.

Voluntary initiatives and charity can only add to, but not replace the indispensable elements of corporate social responsibility. Socially responsible business practices reflect a company's commitment to do business in a way that preserves or enhances, rather than harms, the surrounding community, employees, the environment and fair economic behaviour. However commitment alone is not enough. It should be accompanied with clear implementation mechanisms, including independent monitoring and verification. □

-FOEI





## CONSERVATION

### Helping the turtles survive

*Shehri-CBE initiates a two year project (a project of UNDP Pakistan/GEF Program) for developing programs and strategies for the conservation of green turtle nesting habitat in the Sandspit and Hawksbay beach area.*

The primary objective of the project is to develop sustainable programs and activities for protecting the Green Sea Turtle (*Chelonia mydas*) and conservation and land use management of the Green Sea Turtle nesting beach habitat in the project area through interventions based on the concept of environmental stewardship and participatory management.

#### Project Activities

Following project activities will be carried under three specific project areas:

##### *Facilitating Public Awareness, Education and Participation*

This will be done through developing and implementing programs and activities that raise the level of public awareness, information and interest in green turtle conservation efforts. Specific tools to be developed include audio-visual material, physical demo kits, portable sea turtle exhibit (for use in schools), informative booklets / brochures/turtle fact sheets and green turtle souvenirs (T-shirts, mugs etc.) A project website will be developed and FM Radio will be used for public involvement. In addition, through establishing contacts with local schools, internship and volunteer programs will be developed for involving students in turtle conservation activities and for providing them with training as future conservationists. During the green turtle nesting/hatching season, turtle watch programs will be arranged for students and for the general public.

##### *Hut Lease Deed Review*

Through interaction with relevant landowners / regulatory agencies and hut owners and based on assessment/review/analysis and the establishment of specific environmental criteria, efforts will be made for suitable modifications/amendments in hut

lease so that it can serve as an effective legal and regulatory tool available for ensuring that both the physical entity of the beach hut and human use of the facility are compatible with the requirements of green turtle species/habitat protection.

##### *Ecosystem Management and Certification Program*

Survey tools like Statistical Program for Social Survey (SPSS), Ecosystem Field Investigation procedures, training programs and modules (Hut Chowkidars Certification Program for Environmental Stewardship) will be developed for facilitation in the implementation of habitat protection and land use management (hut lease deed review) measures and in the preparation of public awareness/education material. In addition, monitoring and surveillance tools will also be prepared. An Environmental Stewards Committee will also be formed.

#### Facts on Green Turtles of Pakistan

##### *The Green Turtle*

Latin name *Chelonia mydas*  
Local Urdu name Sabz Kachwa  
Adult shell length 90-110 cms.  
Adult weight 280-300 lbs.  
Food Seaweed

##### *Interesting Facts*

Green Sea Turtle is the only vegetarian species among marine turtles. They take 12 - 15 years before they reach adulthood. Green sea turtle has the highest commercial value for food among all sea turtles.

##### *How do turtles make nests and lay eggs?*

Turtles come ashore at night and dig a big hole with their powerful flippers to fix themselves in this depression.



Then they use only their rear flippers for digging a 3 ft. deep hole for the eggs and lay an average of 100 eggs at a time. After laying they cover the hole and depression with sand by using both front and rear flippers and go back to the sea leaving a tell tale track on the beach.

##### *What happens after the eggs hatch?*

The eggs usually hatch after 40-60 days due to heat from the sun and chemical composition of sand. The hatchlings as a group make their way to the surface of the sand. They are attracted to the brightest part on the horizon over the sea. If there are artificial lights, the hatchlings become easily disoriented, they may then run inland and suffer exhaustion, death by predators, or accidents by vehicles on the road.

##### *Why are turtles disappearing from our shore?*

All marine turtle species face the danger of extinction due to the following main reasons:

- Commercial trade for turtle skin, shell, medicines and cosmetics.
- Destruction of eggs by predators and poachers.
- Accidental capture of turtles in fishing nets.
- Extensive shore-line development, human disturbance and pollution. □



**Rangers go ahead with unlawful construction**

Daily DAWN: Sep 7, 2003

Karachi, Sept 6: The illegal construction by Rangers at their temporary headquarters - the Jinnah Courts - continues unabated. The Jinnah Courts building is a building protected under the Sindh Cultural Heritage Protection Act, sources pointed out and said that no individual or institution, including owner of such a building, was authorized to carry out any construction, repair, renovation, etc. on its premises without obtaining a prior permission and an NOC from the Advisory Committee on Cultural Heritage, which is headed by chief secretary.

**Surjani Town residents furious over dumping of oil spill waste**

The News: Sep 15, 2003

Karachi: Dumping of packed waste material from Karachi's oil soaked beach at Jam Chakro village in proximity to the densely populated Surjani Town is inviting public wrath.

Residents of Surjani Town and Jam Chakro Goth on Sunday assembled under Pasban's banner outside Karachi Press Club to press the municipal authorities for reviewing their decision of dumping oil-soaked waste from the posh Clifton to middle-class Surjani Town.

**Goldsmith workshops in old city areas causing health hazards**

The News: Sep 06, 2003

Karachi: Toxic smoke-emitting goldsmith workshops, which were illegally established in residential parts of the old city areas, have exposed the citizens to fatal diseases.

The residents of Sunara Gali, Kamil Gali, Gao Gali, Mithadar and Saddar complained this to the members of the city government's Environment Committee who, led by its Chairperson Mehrunnisa Baloch, visited the areas on Thursday.





## NEIGHBOURHOOD WATCH

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

### ILLEGAL LAND USE CONVERSION: KARACHI'S GREATEST CRISIS OF URBAN LAND USE MANAGEMENT

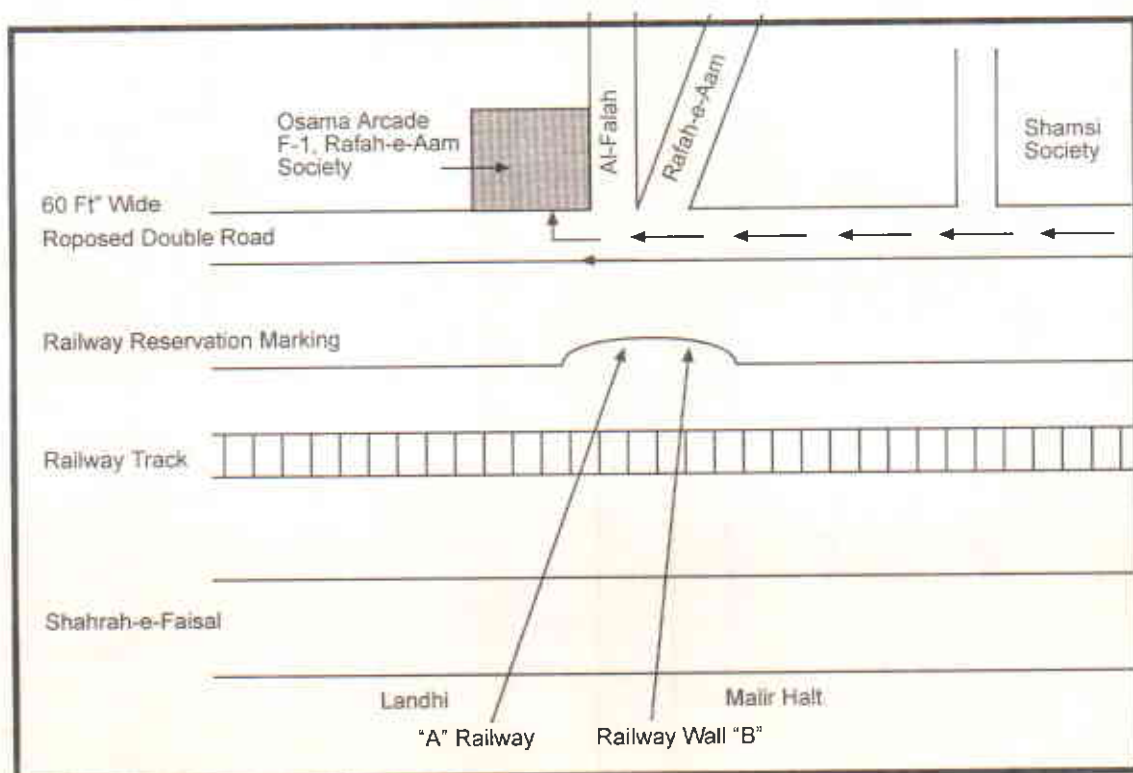
**P**lot No. F-1, Rafah-e-Aam Co-operative Housing Society, located at the corner main road side (*location map*) was being converted into Marriage Lawn. The neighbors appealed in the Court and Court ordered not to construct a commercial purpose Marriage Lawn.

Now KBCA has approved a shopping market + 4 floor residential flats which is to be constructed after 60 ft. Double road (*proposed*). (i) 60 ft should start from Railway Reservation (A) and not Railway wall (B) (ii) On the Left Side too he has acquired more than 4 ft. from Main Road going towards Al-Falah.

There is a need to arrange an investigation into the matter to ensure that the full actual 60 ft road is left from Railway Reservation. Proprietor of the Construction Company is a strong man with social contacts in the area and KBCA will only come up to regularize with some penalty. We tried to meet Brig. Nasir, DG, KBCA but we failed.

Thanking you very much for the cooperation you and your friends have given us? □

**-Residents of Rafah-e-Aam  
Cooperative Housing Society**





## YOUNG VOICES

### Editorial

#### *The (M) Animal Factor*

**F**orget the foot-and-mouth disease, the anthrax scare is, thing of the past; the latest virus to hit the world systems with a vengeance is SARS.

Most health officials believe its origins are natural. They think that this is a virus which previously affected animals only but has now become deadly for humans as well. Yet, sceptics abound.

While one group is linking the cause to bioterrorism, which has not been ruled out as yet, another U.S. based vegetarian group has linked it to the effects of eating animal flesh. They feel that all Asians should stop eating meat in order to stop the spread of the disease.

No matter what the international ruling might be, researches conducted on a local level clearly show the unhygienic conditions at slaughter houses, while the contents of chicken feed also remain doubtful.

China, Hong Kong, Hanoi, Singapore, Toronto... if the vegetarians are correct, who's next? □

## TIT BITS

To get more juice out of an orange or a lemon, roll the fruit firmly on a hard surface before you squeeze it.

### Think Awhile

You can always be the master of the situation - its only worry and anxiety that make it seem beyond your control.

### I am turning blue...

I am turning blue  
And my eyes are red  
And turning cold  
My eyes are closed  
And so the life comes to an end  
And so for me the world  
My heart stops  
My lungs pop  
And the brain is sadly closed  
And so the computers are closed  
Just as my soul goes up  
My body starts to fertilize  
And just as I start to fertilize  
The daffodils come up  
And after I am left with bones and skin  
The insects make their home in my  
bones

by

**Yousuf**





## What Are Endangered Animals?

Over the years, the total population of most kinds of animals remains stable. Endangered animals are specific kinds of animals whose total population is becoming steadily smaller, or decreasing. These animals are called "endangered" because they are in danger of dying out completely, or becoming extinct.

In 1966, the U.S. Congress officially recognized our responsibility to protect animals that are threatened with extinction. In that year, it passed the Endangered Species Preservation Act. This Act provides for the identification and protection


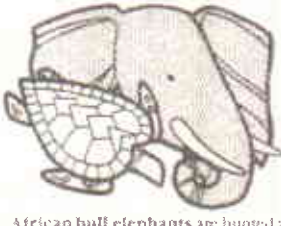


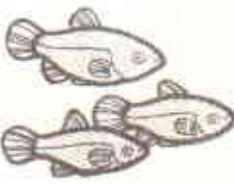
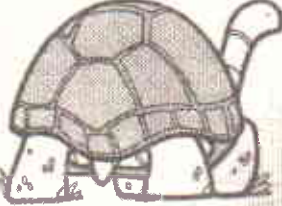
of endangered animals.

According to the Endangered Species Preservation Act, an animal that has been identified as endangered may not be purchased or sold in interstate or foreign commerce. Also this animal may not be hunted, shot, pursued, harmed, harassed, trapped, wounded, captured, or collected.

Today, more than 300 national wildlife refuges throughout the United States are safe havens for endangered animals, but the threat of extinction remains. Over 100 names appear on the list of endangered native animals. □

## Why Animals Become Endangered

*Animals become endangered for many reasons*

|   |  |  |
|---|--|--|
| <p><i>Collection</i></p>  <p>The thick-billed parrot is caught and sold to pet shops.</p>  | <p><i>Hunting</i></p>  <p>African bull elephants are hunted and killed for the ivory in their tusks. Hawksbill turtles are killed for their shells.</p> | <p><i>Poisoning</i></p>  <p>Many California condors died after eating poisoned meat put out by ranchers to kill coyotes.</p>     |
| <p><i>Habitat Loss</i></p>  <p>Jungles that were home to many wild animals have been cut and cleared to provide grazing land for cattle.</p> | <p><i>Limited Habitat</i></p>  <p>The Devil's Hole pupfish is found only in one small pool in the middle of the Nevada desert.</p>                      | <p><i>Introduced Predators</i></p>  <p>Rats brought by ship to the Galapagos Islands ate the eggs of the Galapagos tortoise.</p> |



## 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.** What was the gross tonnage of the Tasman Spirit Oil Tanker and when was it built?  
**Saira Irshad, DHA, Karachi**

**A.** The gross tonnage of the Tasman Spirit Oil Tanker was 45,603 Tons and it was built in 1979 at Onomichi Dockyard Co. Ltd., Japan.

**Q.** Where can one register a Citizens Community Board?  
**Hamid Rizvi, Nazimabad, Karachi.**

**A.** The Citizen Community Boards can be registered at the office of EDO Community Development of the City Govt. as a not for profit body.

**Q.** Which species of marine turtles nest on Karachi Coast?  
**Saba Ahmad, Clifton, Karachi**

**A.** Two species of marine turtles rest on Karachi Coast of Hawksbay and Sandspit beaches, the Green Turtle and Olive Ridley Turtle.



## 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 : 453-0546

With a cross cheque of Rs. 300/- (Annual Membership Fee) in the name of Shehri-CBE with passport size photograph

Name : \_\_\_\_\_

Tel. (Off) : \_\_\_\_\_ Tel. (Res) : \_\_\_\_\_

Address : \_\_\_\_\_

\_\_\_\_\_

Occupation \_\_\_\_\_

**Shehri**  
needs  
**volunteers**  
to work in its following  
subcommittees

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

## SHEHRI MEMBERSHIP

Don't forget to renew your  
membership for 2003!

Join Shehri and do your bit as a  
good citizen to make this city a  
clean, healthy and environmentally  
friendly place to live in!



## RECREATIONAL DEVELOPMENT

### Towards a more greener and recreation friendly Karachi!

*Shehri-CBE highlights a few projects which could provide a significant boost to the recreational infrastructure of Karachi city and make the city more environment friendly*

#### Realization of Dreams

**T**hesis projects provide an arena in the life of students to prove their abilities. It is a chance given once in a lifetime to give physical reality to one's dreams and to capture the fantasy of mind with little lim-

seaside and one five star hotel, which was designed in detail. The approach of design was of local Balochi style with plain facade and small windows.

Another seaside recreational project, *Marina Club Karachi* was designed by

Faiqa Rauf. But there was difference in the scale of the project, as she used curvilinear forms in plan and developed grand structures, facing the magnificent Karachi beach.

The Horticultural Society of Pakistan has been closely associating with the Defence Housing Authority who have joined hands with them to embark upon this project. An MOU was signed on 20th September, 2002 between DHA and HSP. 45.5 acres of land has been allocated by the DHA at the race course area towards constructing this historical Botanical Garden.

An information Technology Park, Playing and Recreation Area are envisaged to be developed later.

With a view to fulfilling their joint objectives it has initially been proposed to include the following features in the plan for the Botanical Garden.

#### Scientific and Research Centre

This centre will provide facilities for acclimatization of various species of plants, identification of new species and preserving them in new environments. This centre will also provide reference material for scientific research.

#### Botanical Garden & Horticultural Complex of Pakistan

Horticultural Society of Pakistan was established under the patronage of the then Governor General of Pakistan in the year 1948.

From its inception it had been a keen desire of the sponsors of the society to establish a center of research, education and promotion of cultivation and propagation of flora suited to the climatic conditions of Pakistan.



Beach Resort

itation. Lets review how the students of final year architecture availed this opportunity for the realization of their dreams. The presentation of projects was held in March 2003, in the exhibition hall of architecture departments. The panel of jury consisted of Dr. Pervaiz Iqbal and Prof. Rashid Makhdom from Lahore and Prof. Kausar Bashir, the ex-Dean of Department of Architecture. Dawood College, was especially invited from Karachi. The internals were Dr. Abdul Rehman and Dr. Yousuf Awan.

Sadia designed the *Beach Resort*, Karachi, like a theme park, with two basic zones, i.e., recreational and residential. Seawater was brought inside the site for water sports and there were clubs, restaurants and shopping arcades for the passive recreation. In the residential zone, there were many low cost hotels and cottages along the



Marina Club



The proposed botanical garden

### **Woodland Garden**

Nature is the provider of all types of vegetation. A woodland garden brings one to the natural environment with profusion of fauna and flora. Such a garden provides relief to one who wants to be close to nature and will be a source of education for those who want to take Botany and the study of plants as a serious subject. Most plants in this garden will need to be identified and labelled for identification and reference.

### **Herbal Garden**

Herbs have been used for medicinal purposes from time immemorial. The need for collection of known medicinal plants is urgent as the knowledge about these plants is diminishing. Collection and identification of these plants particularly those which are found in the wilderness of Pakistan and their scientific analysis will prove to be invaluable to the country.

### **Classical Gardens**

Many classical forms of gardens have emerged in different countries over a period of centuries. To protect and preserve these art forms in Horticulture, preservation of sam-

ples of such gardens is imperative as it could prove an impetus to new ideas, trends and usage of resources.

### **Specialized Sections**

Collection of special types of flowering plants in different sections is a must for a Botanical Garden. It will have such section as roses, cactus, orchids, lilies, aromatic and herbal plants, honsai, green houses etc.

### **Services and Utilities**

The foremost need for a scientific research centre would be a Reference Library, a lecture hall/auditorium which could also serve as a training centre.

For administration of the project an office block is envisaged. Attached toilets to this block would serve the visitors. A water recycling and treatment plant would augment the meagre resources presently available to the city of Karachi. A mosque and cafeteria could be optional. When time and resources permit, a train car for the children, visiting tourist and the senior citizens would be provided for. A small lake would accommodate hydrophiles and add to the beauty of the environment. □