



"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

CITIZENS FOR A BETTER ENVIRONMENT

JULY - DECEMBER 2022

## PARKS OF KARACHI - THERE IS LIGHT AT THE END OF THE TUNNEL, BUT MAINTENANCE IS THE KEY SUCCESS FACTOR

Saleka Enver & Hawwa Fazal

All parks in Karachi, whose land size is larger than 1 acre, fall under the jurisdiction of Karachi Metropolitan Corporation (KMC). These parks are held by KMC under the Public Trust Doctrine, the principle of which is that certain natural resources are preserved for the benefit of the general public and for future generations.

According to the KMC website the department is responsible for 46 parks and an area of 831.18 acres.

Over the years KMC has not maintained the parks and the undeveloped parks have been encroached or lie in a state that makes it unusable for the public.

The Bagh Ibn e Qasim and the Jehangir Kothari Park, spread over 130 acres, at one time was a show piece in Karachi, however, today it is in a dilapidated state. The wall surrounding the park is crumbling, the lights are non-functional and the grass looks like it has been growing for years. Hence, not only is the park resembling a garbage dump but it has become a to-go place for drug addicts. The park was first developed in 2007 and again in 2019, but despite millions of rupees



being invested no one bothered to maintain the park. There is a severe shortage of staff and the ones who are currently employed don't show up. The director general parks cites lack of funds being the key reason for undeveloped parks.

Spending millions of taxpayers money to develop a park and not maintain it is a case of severe negligence and downright wrong.

### Misuse of Power

Aladin Park, a 52 acre park located in Gulshan-e-iqbal, was encroached by Aladin Shopping Mall and Pavilion End Club. In an order dated, 14.06.2021, authored by Justice Gulzar Ahmed, the court ordered "Aladin Park

should be brought in the same condition as was originally planned." After several notices by the Supreme Court to KMC administrators for implementing its order the park was brought to its original condition by KMC last year.

### INSIDE

Transgenders...	P-06
Heavy Toll of Development...	P-09
Rehabilitation...	P-16
Will Karachi Pink Bus...	P-18
Illegal Plots Story...	P-22



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**SHEHRI-CBE**

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However, in a meeting on 19th January 2023 of Trans Karachi, Mr. Sharjeel Memon, Minister Mass Transit said that the KMC has handed over a piece of Aladdin Park land to the trans Karachi for the construction of a bus depot and a bio gas plant.

The KMC has no authority to give away a piece of park land to anybody, their jurisdiction is confined to maintaining and developing a park. Under KDA order Rule 5 it is clearly mentioned that there can be no amenity to amenity transfer.

Making a bio gas plant, which could cause explosion, asphyxiation, disease, and hydrogen sulphide poisoning, near a park and in the middle of an urbanised area surrounded by children and civilians could lead to serious issues and it is illegal.

**The Solution is MAINTENANCE**

KMC has time and again failed to do its job in maintaining the parks resulting in loss of millions of taxpayer money spent to develop those parks. The parks of Karachi are a much needed respite for the residents of the city who live in oxygen starved, densely populated and highly urbanised cities. It is essential that the government takes actions to protect these parks.

A community/KMC partnership is essential for maintaining these parks. Civic sense and community service is essential.

Having said all this, there is light at the end of the tunnel!! Some good work has also been done.

**Take the example of KIDNEY HILL.****SHEHRI: CITIZENS FOR A BETTER ENVIRONMENT**

went to court and succeeded in getting most encroachments removed from Kidney Hill, with the result that today the park is a thriving, beautiful urban forest.

KMC has recently made a beautiful waterfall in the Kidney Hill park as well. (Pictures follow)



Kidney Hill Park



Kidney Hill Park



Kidney Hill Park

Plans are also underway to make a bird cage in the park, in order to breed and attract wild birds.



A number of citizens, through their untiring efforts, have collaborated with authorities and made parks in their areas.

An example is the 17th Street park in Bath Island. The park had been vandalised and was in a dilapidated state, as KMC had withdrawn its guards and gardeners for unknown reasons.

After a year of campaigning by

Saleka Enver, a resident of Bath Island and member of Shehri, with the help of a group of students from prestigious Karachi Universities, conducted a study of the area surroundings, requirement of residents and Katchi Abadi.

It resulted in a comprehensive park report along with a park layout. They presented their report to KMC authorities and also gave a copy of it to Mr.

Najmi Alam, former UC Nazim and a senior leader Pakistan People's Party.

Mr. Najmi Alam took the initiative and decided to rebuild the park. He got the funds allocated for it and successfully made the park. It is presently being maintained by the Society's Managing Committee with guidance from Saleka Enver.



Before: State of park before it was redeveloped



After it was developed



Before: State of park before it was redeveloped



After it was developed



Since the inauguration of the park, the society residents make full use of the park: starting from Fajr when a number of residents come for their morning walk

after prayers, and then in the evening one can see the park full with children playing around, ladies and gents enjoying the breeze and walking around the

park in a safe environment. The guards are provided by the government, but the gardener's salary must be paid by KMC.



Before: Mali (gardener) room before the park was redeveloped



After: Mali room after the park was redeveloped



Fruit trees and shady trees have now started to grow well with the advent of spring and warmer weather. There is also a small vegetable patch. Work is on-going.

Another good park was completed with the untiring efforts of Mrs. Amra Javed from Shehri, in KAEHS. It is an established park and frequented regularly by residents



Women Park, KAEHS



Women Park, KAEHS



Another good work done by the residents of Hali Road, PECHS by planting trees on the road median. Road medians are very important in the context of today's dispensation. We have global warming knocking at our doorsteps with its destructive forces across all paradigms.

Medians provide an opportunity for road beautification and landscaping with many ornamentals and other tree species being planted along the earthen pathway.

In addition to beautifying the

environment, these plants will also absorb carbon dioxide as it is released from vehicles. It will help with cool shade in the environment, thereby reducing the urban heat island effect.

Trees along road medians are a source of beauty and calm.



Hali Road, Block-2, PECHS

Mr. Taha Saleem, Deputy Commissioner Central, has revamped all the parks under his jurisdiction and they are being maintained too. This success story proves that

where there is a will there's a way to get things done even against all odds.

Parks are essential for having a healthy

community. The key to its success is having a good and environmentally friendly park, focusing on its continuous MAINTENANCE.



## Transgenders: MISUNDERSTOOD AND BULLIED

ROSS MAHTANI



The transgender community in Pakistan, has long been a subject of discrimination and prejudice. They face exclusion on a regular basis. The government has taken steps for inclusion of transgender community, however much more is needed to bring transgender community in the mainstream.

In a positive step, Transgender community was counted for first time in last census held in 2017 in Pakistan. Supreme Court had directed NADRA to introduce third gender in CNIC cards. Pakistan has introduced a landmark law Transgender Persons (Protection of Rights) Act in 2018. The salient features of law are: It allows self-perceived gender identity. The law prohibits discrimination, the law also gives reference to grounds of discrimination, for instance, unfair treatment in educational institutions, employment, healthcare, travel, to hold public or private office. The law also demands government to take steps for welfare of transgender community, including ensuring right to education, health, inheritance, and all fundamental rights. Compelling someone to beg has also become an offence as per the law.

The law is federal law and applicable to whole of Pakistan. However, with reference to



"Utilizing Government Schemes for Economic Empowerment of Vulnerable Groups" session with Transgender Community (2<sup>nd</sup> July 2022, Hyderabad)

certain sections, concerning education, health, prisons, the need is for legislation from provincial assemblies as they are provincial subjects after 18th Amendment.

Sindh Assembly recently, became the first provincial assembly in Pakistan to reserve 0.5% job quota for marginalized transgender community through amendment in Sindh Civil Servants Act 1973. This means, that when 200 seats will be announced in any one position, one seat will be reserved for trans-community. However, in order to fully benefit from this job quota, there is need to promote awareness on education for transgenders, so that there are qualified candidates, who can benefit from it. The other provinces should also follow suit and reserve job quota for transgenders.

The recent announcement of

Sindh government to reserve one seat in every local county, in local government could not be materialized. If it would have gone through, it would have helped in introducing the voice of transgender community in local councils.

Sana Khan, a transgender activist shared that, "when government starts accepting us the society will follow the same. Therefore, the onus of responsibility is on our government, it should draft special policies to encourage and mainstream transgender community.

First and foremost, it is important to provide opportunities to grow financially. Transgender community should not be made only limited to dancing or begging. The government can promote our welfare by introducing loans for trans-community to start small businesses. With reference to



employment opportunities, Sindh government has allocated quota but it should be mentioned in all job advertisements so that there is awareness about it, within government departments also,

Senior citizens from trans community must be provided with monthly stipend, their inclusion in welfare programmes like Ehsas should be ensured and made mandatory. Moreover, shelter homes should be developed in major cities like Karachi and Hyderabad for trans community".

Sana Khan, when talking about issue of social exclusion, shared that when she visited NADRA office, she was interested and curious to find out more about her family tree, and to know whether her brothers and sisters exist. She said, like herself many persons from transgender community do not know about their families. The parents of transgender children



should not disown or reject them. Recently, in Karachi transgender community is found working in different outlets in shopping malls. This should be encouraged so that they get employment opportunities. Corporates should also give representation and encourage transgender community in jobs. Such initiatives can also be done as a Corporate Social Responsibility or (CSR).

It is also encouraging to note that transgender community is also taking efforts to break the stereotypes. Sarah Gill is first

transgender doctor in Pakistan from Jinnah Medical and Dental College, Karachi. Nisha Rao is first transgender lawyer in Pakistan. Kami Sid is transwoman model. Marvia Malik is transgender anchorperson. Sana Khan is a prominent transgender activist. They all are source of encouragement and motivation.

The society also needs to change attitudes and treat them fairly and with respect. The fundamental rights in the constitution assure all Pakistani citizens, equal rights to live their life with dignity. There have been regular cases reported of harassment and discrimination towards transgender community. There should be zero tolerance in such cases. It is high time that Pakistani society should work for welfare of this neglected community. The state must play role to protect and promote rights of transgender community. If trans-community is provided enabling environment, they can also play their part in development of country.





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## Heavy Toll Of Development Frenzy On Karachi Coast

OONIB AZAM



In the rush to build some of Pakistan's most expensive real estate, our investigation reveals that ecosystems and livelihoods are being demolished, and the risk of disaster being heightened

It's a bright and humid April day in Karachi, on the eve of Ramadan. Muslim Ishaq has just returned to the jetty in Ibrahim Hyderi after the day's fishing and is tying up his boat. He and his crew set off at 4 am from the small village in Korangi district on southern Pakistan's coast, where most families depend on fishing.

Inside Ishaq's boat, his catch amounts to only about 700 kilograms of jellyfish.

Despite having been at sea for eight long hours, Ishaq and his three crew members have not been able to catch anything of substance, and they are frustrated. Worse, they say, this has become the norm.

Rivers, creeks and streams run through Korangi, and the district is prone to flooding. For all the difficulties of life here, the fishers don't recall settling for jellyfish catches in the past. Over the last 15 years, they have had to.

In the local market, jellyfish sell for around 30 Pakistani rupees per kilogram (about USD 0.15), Ishaq says. In comparison, the cheapest fish sell for at least PKR 500 per kilogram (USD 2.30).

"A few decades back, fishers wouldn't even think of catching jellyfish," Ishaq says. "It was the most useless thing. Now we don't have any other fish available in this part of the sea.



In the rush to build some of Pakistan's most expensive real estate, our investigation reveals that ecosystems and livelihoods are being demolished, and the risk of disaster being heightened

But thankfully some demand for jellyfish has sprung up from China."

In the past 40 years, as Karachi has urbanised rapidly, a huge area of its coast has been developed. In the 1980s, fishers tell The Third Pole, they first noticed that sections of the coastline were being filled in with rocks, pebbles and sand, reclaiming land from the sea to enable the construction of luxury housing, golf resorts and entertainment venues.

One of the most affected places is Gizri Creek, a tidal estuary that was once part of a unique wetland ecosystem of mangrove forests around Karachi. In 1986, this water channel covered nearly 14 square kilometres, Ibrahim Zia, senior research officer at Pakistan's National Institute of

Oceanography, tells The Third Pole. Zia calculates this has shrunk to 11 sq km. This means that the equivalent of more than 500 football fields has been taken from the waterway to enable construction work by the Defence Housing Authority (DHA), a real estate developer owned by the Pakistani military.

The neighbourhoods built by the DHA in Karachi are now the most expensive places to live in Pakistan's largest and most expensive city. The ongoing development frenzy is not only impacting marine ecosystems and local livelihoods, but also contributes to monsoon flooding, puts the city's residents at risk of sea level rise and is altering the distribution of sediment along this section of the Karachi coastline.



## FORTY YEARS OF LAND RECLAMATION

In 1980, Muhammad Zia-ul-Haq, who at the time was ruling Pakistan as a military dictator, passed a presidential order to create the DHA across

construction was complicated by the coastal marshland terrain.

Phase 8 encompasses multiple projects in varying stages of construction. While roads, a cinema, hospitals, schools,

construction of which started in 2008, as well as the sixth section of the DHA's Phase 8 - another residential development called E8.

Emaar Pakistan, a subsidiary of the Dubai-based real estate



an area sprawling over more than 50 square kilometres in Karachi. The DHA was also given powers of master planning.

The DHA development was not the subject of widespread concern until it started construction work on Phase 8 in 2007. This development, sprawling over a roughly 20 sq km area of land bounded by the Arabian Sea and Gizri Creek, was originally not part of the DHA's masterplan, as

clubs and wedding halls have been built, a large area of land is still lying vacant.

Much of the current construction is taking place on reclaimed land right at the edge of the Arabian Sea and Gizri Creek. This includes two gated high-rise developments, Emaar Pakistan and HMR Waterfront,

development company Emaar Properties, covers over 30 hectares, while HMR Waterfront (part of conglomerate HMR Group) covers more than 13 hectares. Using Google Earth, The Third Pole estimates that the total reclaimed area under Phase 8, from Gizri Creek to E8, is around 6.3 sq km.

**15% Fall in mangrove cover in Gizri Creek between 2000 and 2022, according to estimates from Pakistan's National Institute of Oceanography**



## DEVELOPMENT DEVASTATES ECOLOGY OF GIZRI CREEK

In the 1970s and 80s, fisher Muslim Ishaq says, Gizri Creek was teeming with fish.

Back then, thousands of mangroves grew in the waterways of Korangi district.

man could not pass through them".

Ishaq, who has been fishing since 1975, says that fishers used to get a good catch just two kilometres from Ibrahim Hyderi village. After two hours of fishing inside the creek they would bring back at least 150 kilograms of

Now, Ishaq says, even out at sea "we hardly catch eight to 10 kilograms of prawns... if luck favours us".

Samina Kidwai, director-general at Pakistan's National Institute of Oceanography (NIO), studied Gizri Creek for her PhD. She says that by 2002



Mangrove swamps on the edge of Karachi in 1997 (Image: Mike Goldwater / Alamy)

These trees, with their complex root systems, were nurseries for fish and prawns.

Abdul Majeed Motani, former president of civil society organisation Pakistan Fisherfolk Forum (PFF), fished in these waters for over 50 years. He recalls how the mangroves around what is now the DHA's Phase 8 "were so dense that even a single

prawns.

As more land was reclaimed for development mangroves were cut down, destabilising the delicate ecosystems they sustained. The area of reclaimed land from the creek is now a sea of concrete, wedding halls, clubs and hotels, and the development work shows no sign of stopping.

oxygen levels in the waterway were already very low and there was almost no marine life left. She gave two reasons for this: the presence of sewage and loss of mangroves. Ibrahim Zia, the NIO researcher, says that remote sensing data shows a 15% fall in mangrove cover in Gizri Creek between 2000 and 2022 - from about 260 hectares to 220.





High-rise buildings being built on reclaimed land in Karachi in April 2022. The buildings will look out on the Arabian Sea when complete. (Image: Oonib Azam / The Third Pole)



Land that has been reclaimed from Gizri Creek for the DHA's Phase 8 (Image: Oonib Azam / The Third Pole)

Ishaq blames the military housing authorities, the DHA and Cantonment Board Clifton, for "all the mess" in the creeks and the sea, referring to both pollution and ecological disturbance created by land reclamation.

### Gentrification Excludes Fishers From Waterways

As massive chunks of coastal land have been reclaimed, rapid gentrification has followed. As part of this process, since the mid-1980s fishers have been denied access to Gizri Creek and several parts of the sea.

Flowing parallel to Gizri Creek is the Korangi Creek. Today, fishers are only allowed to use the Korangi Creek - and even then they are surveilled by the nearby Pakistan Air Force Base and Airmen Golf Course Chalet. The fishers allege they are humiliated and punished if they go inside Gizri Creek, near Bundal Island or the Emaar Pakistan and HMR Waterfront projects. "If by mistake we end up being near [...] the security guards confiscate our boats. They force us into a semi-squatting posture as a punishment," says one fisher. The beach for the Emaar Pakistan development, for

example, is heavily guarded. This is despite the fact that in 2007 the Sindh High Court restricted the DHA from any kind of development over the beach that restricts public access, stating that the beach is a "public trust".

Before the formation of the DHA, there was an ancient fishing village called Gizri Village. Abdul Majeed Motani of the Pakistan Fisherfolk Forum (PFF) says that this village used to be home to at least 800 families and thousands of fishers. Now, he says, only 50-60 families and 100 fishers remain. The massive land reclamation and construction around the village led to communities moving or being

displaced.

Before the development work ramped up, the fishers of this village had a small jetty. "That is now Marina Club where the rich enjoy, and we are denied entry," Motani says.

After 1985, when they were barred from Gizri Creek, the fishers protested against the DHA with the support of the PFF. Eventually the DHA agreed to build a jetty near Marina Club where the fishers could keep their boats and continue their livelihoods.

To date, no jetty has been constructed by the DHA and fishers are still barred from Gizri Creek.



A jetty in a wedding hall next to Marina Club. Marina Club was once the site of an ancient fishing village and is now a club for Karachi's elite spread over more than 5 hectares of reclaimed land. (Image: Oonib Azam / The Third Pole)



## Land Reclamation Exposes Karachi To Disasters

To minimise risks to life and damage to property in coastal regions, city planners recommend that developers leave a buffer zone between the urban and natural environments.

The original masterplan for the DHA development from 1975, which The Third Pole has seen, does include a coastal buffer zone, with a roughly 40-metre-wide road, footpath and expanse of beach between properties and the sea. In this plan, the DHA development finishes at Muslim Commercial Area, at the end of Sea View beach.

But Phase 8, which begins at Muslim Commercial Area, has gone far beyond the original plan: the Emaar Pakistan and HMR Waterfront developments are roughly 8 metres at most from the shoreline.

"The biggest problem of the DHA masterplan is that they change it on their whims," says architect and heritage enthusiast Marvi Mazhar, who has written a report on land reclamation around Karachi's coastline.

The DHA's waterfront projects, she says, which are built on soft ground, are a rupture from its original masterplan.

In October 2021, the Sindh High Court issued a stay order to the DHA, barring it further land reclamation. It also restrained the DHA from "granting any reclaimed land to anyone, or creating any third-party interest on these lands or properties built thereon, or changing such

lands' use". The DHA is additionally barred from using such lands for any commercial purpose, "as well as for holding any functions, including marriage or social functions".

This means there cannot be any sale of property within the DHA's Phase VIII development.

However, when The Third Pole visited the Emaar Pakistan gated housing project in April, estate agents were not only selling apartments but also said they can finalise any deal within just two weeks. According to one estate agent, 33 buildings are being built under the project, of which seven have been completed and are partially occupied. The Third Pole also visited several wedding halls, which were continuing to rent out space for weddings and functions.

A simulation exercise organised by the United Nations and officials in Karachi in September 2014 found that a tsunami could "wipe out" the city. With entire housing colonies built on reclaimed land, such an event could be a humanitarian disaster in the city of more than 16 million people.

In light of this, architect Mazhar stresses the need for coastal buffer zones, which she says can save lives and property from cyclones or the huge waves from a tsunami. Only dense mangroves can reduce such impacts, she emphasises.

Currently, more than 80,000 families live in DHA residential developments in Karachi. With Phase 8 due to be the largest phase, tens of thousands of families living in the new neighbourhoods will be at risk

if a disaster like a tsunami does happen.

Against such an event, a seawall has been built for the DHA Phase 8's waterfront projects. Tariq Alexander Qaiser, an architect and environmentalist who has spent decades documenting changes to Karachi's creeks, says that such constructions cannot withstand a substantial wave. "The wave will hurl the wall up in the air and will break it," he says.

Another disaster that has been heightened over the past 40 years is flooding. The Korangi and Gizri creeks are the final points of the Indus delta. The Malir River, a tributary of the Indus, flows into the creeks. In the past, Qaiser recalls, during heavy rainfall in Karachi the "floodplain of the Malir River [would become] visibly wide and it used to get filled during massive rainfalls in the city". Now, due to development and land reclamation, he says the creeks have been narrowed. "Developments took place at the expense of floodplains."

This shrinking of the floodplain means that water cannot flow through the channels and out to sea, instead entering the city and causing flash floods. At the time of publication, Karachi was still reeling from damage caused by floods triggered by this year's monsoon rains. In 2020, dozens of people died in the floods, with huge damage to infrastructure.

"There's a significant time lag in water drainage due to the narrowing of these channels, because of which the city gets choked for at least six to seven hours," Qaiser explains.



## Waterways Are Less Navigable Now

Reclaiming large amounts of land from the sea has also altered the distribution of sediment along the Karachi coastline - a process called longshore drift.

According to Qaiser, in Karachi water currents move from west to east, traditionally depositing at Sea View beach - just before Phase 8 starts. But this pattern has changed, as land reclamation has changed water flows.

"I have observed extra sand deposition on the southwest side of Bundal Island which is some 25 kilometres from Korangi Creek," says Qaiser.

As the shape of Bundal Island changes, fishers say their boats are getting stuck more often during low tide near Korangi Creek.

Asif Inam, former director-general of the National Institute of Oceanography, tells The Third Pole that environmental impact assessments (EIAs) are not conducted objectively. Because of this, he says it is difficult to ascertain the exact damage caused by land reclamation.

But some immediate impacts can be measured. To ensure that container ships can move through Phitti Creek, east of Gizri Creek, dredging now has to be undertaken by the Port Qasim Authority (PQA). This work comes with a financial cost, Qaiser points out.

Shahid Hafeez, PQA's

## EIAs: Emaar Pakistan and HMR Waterfront

Luxury waterfront development Emaar Pakistan does not have an environment impact assessment. An EIA does exist for HMR Waterfront, according to the provincial environmental watchdog, Sindh Environmental Protection Agency (SEPA).

director of channel dredging, tells The Third Pole that 5 million cubic metres of sand, mud, clay and silt is dredged every year from Phitti Creek. He was unable to comment on if land reclamation had changed the distribution of sediment, adding that hydrological experts need to gather data and carry out huge studies, which the PQA does not have the budget for.

## Legal Challenge Against The Dha's Land Reclamation

In recent years, momentum has been building as legal action mounts against land reclamation in Karachi.

In its October 2021 order against the DHA's land reclamations, the Sindh High Court referred to reports that the housing authority "had occupied 117 acres of land in Phase 8 illegally and it had reclaimed over 300 acres".

## 500 Football Fields

The equivalent area of land that has been reclaimed from Gizri Creek, according to estimates from Pakistan's National Institute of Oceanography.

Last year, six DHA residents filed a petition in the SHC against the housing authority for cutting mangroves and reclaiming land. Their petition linked severe flooding in 2020 within DHA developments to illegal land reclamation and the narrowing of the area's water channels.

According to Muhammad Wajid, an advocate for the residents, Gizri Creek's reclaimed land and all real estate projects being constructed on it belong to Port Qasim Authority (PQA, which was established before the DHA). In 2020, former minister for maritime affairs Ali Zaidi tweeted a picture of PQA's jurisdiction. It showed that all of the DHA's Phase 8 falls under PQA's administrative control.

Legally, land belonging to the port can be used for no purpose other than that of the port, says Zubair Abro, an advocate with expertise in environment-related cases. This was established during a previous Supreme Court case against the Karachi Port Trust.

The DHA, Wajid says, therefore has no legal right to lease wedding halls and residential and commercial projects that fall within the PQA's jurisdiction.

At least five wedding halls have been constructed inside the creek on reclaimed land. The DHA's original masterplan has no mention of these sprawling venues (one covers more than 2 hectares), and Abro stresses that the DHA has no legal right to lease reclaimed land for commercial purposes.



In the petition to the SHC, Wajid contended that no approvals were given; no process for converting the land was granted permission; the public were given no opportunity to object; and no occupant of the project obtained any permission from the provincial environment watchdog, the Sindh Environmental Protection Agency (SEPA).

SEPA, in a response submitted to the SHC seen by The Third Pole, stated that none of the wedding halls, marquees, clubs or Emaar Pakistan have obtained the agency's approval.

For now, the residents' case is pending. Speaking on condition of anonymity, a person with knowledge of the case told The Third Pole that the plaintiffs are planning to file a contempt case against the DHA and Emaar for violating the SHC's October 2021 order.

As the legal battles rumble on, to this day the DHA's rampant development and land reclamation continues, and the chance to mitigate a climate change-fuelled humanitarian disaster on the Karachi coast dwindles.

Abdul Majeed Motani, who has fished in these waters for over 50 years, reflects on the decades he has experienced of the DHA's development. "There's no future for us in fishing," he says, adding that his children have opted for different professions. The Third Pole made repeated attempts to contact the DHA's director of marketing and public relations officer, who declined to comment.

The Third Pole also repeatedly approached Emaar Pakistan's marketing lead, but had not received a response at the time of publication. This article will



A wedding hall being built in Gizri Creek on reclaimed land (Image: Oonib Azam / The Third Pole)



Buildings under construction in Phase 8 (Image: Oonib Azam / The Third Pole)



E8 is the sixth section of the DHA's Phase 8 (Image: Oonib Azam / The Third Pole)

be updated if comments from the DHA and Emaar are received.

HMR Group's chair Haji Muhammad Rafiq Pardesi told

The Third Pole that along with approval from SEPA, HMR has an allotment and masterplan approval letter from the DHA and lease issued by the POA.

This article was originally published on The Third Pole



## Rehabilitation

Arif Hasan (Senior Architect/Town Planner)



In 2018, on the basis of a judgment passed by the Supreme Court of Pakistan, according to some estimates, 7,000 hawkers were removed from the streets of Karachi. They lost their source of income. As a result of this, their children could not go to school, many were turned out of their homes as they could not pay their rent, and still others lost their decades-old business relations.

The state had promised them alternatives to what they had lost, but such alternatives never materialised. Importers of various items, from within Pakistan and abroad, manufacturers of the goods they sold, and the supply chain of these materials were badly fractured. Billions of rupees in business and trade ceased to be, and Karachi's formal and informal economy suffered.

In 2019, 1,100 homes accommodating more than 10,000 persons were bulldozed along the circular railway track. Till this day, the residents are living on the rubble of their homes without a proper toilet and cooking facilities. Again, their children cannot go to school. In May 2020, more than a year after their demolition, the Supreme Court ordered that within a year, they should be rehabilitated in a decent

manner with all infrastructure facilities. To date, that order has not even begun to be implemented.

Then 7,500 families were evicted as a result of demolitions of the Gujar, Orangi and Mahmoodabad nullahs so that Karachi may not flood. But it still floods. In September, at a gathering at the KDA Chowrangi North Nazimabad, Bilawal Bhutto-Zardari promised that the government will provide alternative homes to the affected persons. The Sindh chief minister repeated the same thing two or three times.

*Alternatives for the uprooted and evicted have not materialised.*

In the 2020-21 budget, Rs2 billion were allocated for rehabilitation. However, no rehabilitation has taken place and the victims are forced to live in open spaces between their homes or with their neighbours. In the 2022-23 budget, the rehabilitation allocation has increased to Rs. 9bn.

More recently, residents of Mujahid Colony who have lived in the area, many of them since 1947, have had their homes bulldozed. This is because they are considered encroachers.



Thirteen of Mujahid Colony's 28 acres have received leases from the Sindh Katchi Abadi Authority. The demolitions in the colony were carried out in an extremely brutal manner, which included the caning of women demonstrators and the manhandling of young girls by a male police force. No action has been taken so far since this brutality, and no promise has been made of compensation or relocation.

In the process of these evictions, more than 17,000 households in Karachi have been made homeless, and the only option they are left with is to shift to a new katchi abadi or become renters. In addition, about 40,000 students have lost the possibility of continuing with their education.

The government wishes to provide homes and education to its citizens. It also complains of not having enough finances



to do this but, at the same time, it promotes homelessness and illiteracy as a result of its demolition policies.

I have constantly argued for providing rehabilitation to those who are bulldozed. Land, water, transport and a loan for building is what is required, and the people will build their own homes. This is how a katchi abadi is built, and this is what my friend Tasneem Siddiqui attempted through government patronage in his incremental housing scheme, Khuda ki Basti. It's a simple process and it can be easily followed for rehabilitation of the evictees.

However, there is good news. In a document of the Sindh Water and Agriculture

Transformation Project (SWATP), a social and resettlement management plan has been developed for the 1,246 households that have been a victim of the Akram Wah canal displacements in the districts of Hyderabad, Tando Muhammad Khan and Badin. An anti-encroachment drive was carried out there on the orders of the Supreme Court and the Sindh High Court.

The document shows that the World Bank has obtained money from SIDA and the government is providing full relief and compensation to all those who were in the canal's right of way. Hence, the bank has agreed to work on the canal, adopting an approach at variance with the one adopted for the Karachi nullahs, where the

government did not compensate the affectees and the World Bank refused to support the rehabilitation of the anti-encroachment drive victims.

The SWATP document establishes a good practice and one must support it. However, it is difficult to understand how the World Bank and the government of Sindh have double standards - one for Akram Wah, and the other for the nullahs and katchi abadis of Karachi.

It is imperative that all evictions, except where fraud is evident, should be duly compensated as per the anti-encroachment drive that was carried out at Akram Wah on the orders of the Supreme Court of Pakistan.



Discussion session with members of civil society and development activists to review the draft Sindh Rehabilitation and Resettlement Policy 2022 (Held at NCHR office, Karachi on 22-02-2023)



## WILL KARACHI'S PINK BUS FINALLY BREAK THE GLASS CEILING OR CRASH INTO IT YET AGAIN?

This isn't Pakistan's first attempt at a women-only bus service. Will it be different this time?

HAWWA FAZAL



It is nearing rush hour along the Wall Street of Pakistan, better known as II Chundrigar Road. The traffic is a mix of pedestrians, cycles, motorcycles, rickety rickshaws, shiny cars, an odd donkey cart and a few buses, all trying to snake their way past each other.

Tapping her feet on the walkway outside the Burns Garden, Saiqa Aslam waits patiently. "It should be here any minute now," says the 25-year-old.

After several minutes of honking and abrupt braking, a bright pink bus pulls up next to her extended arm. It has breathing space, empty seats and it is only for women - a rather unfamiliar sight in Karachi.

Aslam rushes to the door, which slides open to welcome her, the cool air from the AC drowning out the chaos of II Chundrigar Road. She grabs the green-coloured window seat at the back, glancing over onto the road, where a throng of men are trying to get onto a red bus - part of the People's Bus Service.

Both the red and pink buses are part of the Sindh government's recently launched Peoples Intra District Bus Service project, comprising of 240 buses that will transport passengers across Karachi.

"It is the first time I am travelling completely alone ... it feels so freeing," says Aslam, who is currently training to be a chef. She travels daily from Model Colony to II Chundrigar Road to attend training sessions at the Pearl Continental hotel. Previously, her father would accompany her on the commute to and from the hotel using the People's Bus Service, which was launched a few weeks

prior to the pink bus.

"The red bus was good, but a bus occupied only by women gives me a sense of safety," says Aslam.

Safety is one factor that has stopped many like Aslam from chasing their dreams in the past. The idea of traveling in packed buses, struggling for space in the limited enclosure designated for women and having to bear snide comments from ogling men seems to have put off thousands of young women from seeking employment outside the sanctuary of their homes. In fact, women hardly make up 20 per cent of the workforce in Pakistan, despite making up half of the country's population.

"Finding a place to sit inside the six-seat women's compartment in the minibus was seldom possible," says Zulekha Abdul Majeed, 60, a domestic worker. She is referring to the colourful buses that have been Karachi's primary mode of public transport for aeons past. "Even if I did find space, the seat covers were often torn and through those spaces, the men tried to reach through to touch," she adds.

The lack of mobility not only hindered women's economic activities but also limited their social lives. "If I had the choice, I would never use the minibus. I don't let my daughter get a job for the same reason. We get by on my salary - we don't need anymore," says Majeed.

These mobility woes finally saw some redressal on February 1, when the Sindh government launched the 'People's Pink Bus Service for Women'.

The inauguration ceremony at Frere



Hall was attended by the who's who among women in the government, entertainment, and corporate sectors. All hailed the project as a groundbreaking move towards making Karachi accessible for women.

### Chronicles of the pink bus across Pakistan

This is not, however, Pakistan's first attempt at setting up a dedicated bus service for women. Most have failed.

In 2004, Karachi got its first female-only bus initiative, comprising two buses that plied on different routes across the city. The project was closed down shortly after its inauguration.

Dr. Noman Ahmed, Dean of Architecture and Urban Planning at NED University, recalls that "the female-only bus initiative in 2004 failed because of two reasons primarily: low frequency and missed timeline." He went on to explain that the buses were not available at peak hours - the time they are intended for. The women were often left waiting for long hours, which created a disconnect and eventually led to the closure of the operations.

In 2012, a local bus company in Lahore launched a female-only bus service. A public-private partnership venture comprising



three buses, this scheme too shut down after a short run of two years. "The venture was not commercially viable, hence when the government pulled back funding, the company halted its operations," explains Lahore-based journalist, Shiraz Hasnat.

Similarly, the Sakura Women-Only Bus Service was launched in Abbottabad and Mardan in 2019 by the KP government. The project was funded by the Japanese government and facilitated by the United Nations Office for Project Services (UNOPS) and UN Women Pakistan. It only lasted a year.

"The main reason behind the failure of this project was contract violations," says Sadaf Kamil, who was serving as communications officer at UNOPS at the time. "Operators did not run the buses on certified routes ... they boarded male passengers and ran over their limit of daily mileage," she adds. The contracts were cancelled and despite several attempts to revive the project, the provincial government was unable to attract operators.

Eventually, the buses were handed over to the provincial higher education department, which in turn distributed them among various colleges and universities. The buses are now being used to fulfil the transportation needs of female students.

Thus, Pakistan has seen its fair share of failures when it comes to the provision of gender-based segregation in transport. However, not all is lost.

In October 2022, the government of Gilgit-Baltistan (GB) launched a women-only public transport scheme in 10 districts. The project is funded by the government and passengers travel free of cost.

"The facility has helped address the woes of women's mobility in the region ... the buses are filled to the brim each day," Mohyuddin

Ahmed Wani, GB's Chief Secretary, told Dawn.com.

Wani explained that the buses run on a fixed route and operate only at peak hours, which has helped them limit the cost incurred to Rs. 20 million yearly.

"This project has helped people reduce their [women's] financial burden. We aim to run it free of cost for as long as we can."

So is this the only way to make women-only buses a success? Keep them free or heavily subsidised?

Dr. Ahmed advises against it. "It is just the same mistake repeated time and again," he says. "The buses have been procured by the government and they're running it on a subsidised cost. This is not a sustainable operational model ... in the long term."

### Karachi's pink bus

Currently, a fleet of eight buses is operating on only one route—from Model Colony to Merewether Tower via Sharee Faisal.

In a press conference on Monday, Sindh Minister for Transport and Mass Transit Sharjeel Inam Memon announced the launch of two new routes for the pink bus, starting from February 20.

The first new route will take the bus from Power Chowrangi in North Karachi to Indus Hospital via Nagan Chowrangi, Shafiq Mor, Gulshan Chowrangi, Johar Mor, COD, Shahrah-e-Faisal, Shah Faisal Colony, Singar Chowrangi and Korangi No. 5.

The second, also known as route 10, runs from Numaish Chowrangi to Clock Tower via MA Jinnah Road, Zaibunnisa Street, Hotel Metropal, Teen Talwar, Do Talwar, Abdullah Shah Ghazi and Dolmen Mall.

Moreover, he added that the number of buses on the current route would also be increased,

while a similar initiative will be launched in Hyderabad on February 17. "There are also plans to launch the initiative in Larkana and Sukkur," he added.

According to Sindh Mass Transit Authority (SMTA) Managing Director Zubair Channa, the buses will run during peak rush hours - 7:30am to 10:30am and 4pm to 8pm. Each bus has a capacity of 50 passengers - 26 standing and 24 seats. Two of the seats are dedicated for women with special needs.

"At rush hour, the number of female travellers is much higher than the capacity of the female compartment in the red bus," explains Channa. "The pink bus is thus an attempt at addressing that issue".

Wajahat Fatima, a smartly dressed woman on her way home after a long day of work at the shipping company says, "I was hesitant about leaving my van service despite the burden it put on my budget because of my joint pain. These seats were a huge sigh of relief," says as she settles down on a seat, dedicated for disabled, located near the doors.

Prior to the pink bus, Fatima complained that she was unable to access the special seat in the red buses because they were occupied by able-bodied men who refused to leave the seat.

According to a 2015 study by the Urban Resource Centre in Karachi, women had to spend at least 10 per cent of their salary on transportation, which became a strain on their individual budgets.

"It's much more affordable than the minibus," says Kiran Javed, who works as a domestic help. "I used to pay Rs. 100 for each trip from Malir to II Chundrigar and back. Now, I pay Rs. 100 for both trips cumulatively," she says, as she settles down on a seat at the front of the bus. "The subsidised cost reduced my travelling costs by



50pc ... these buses are a blessing," she adds, the relief evident in her smile.

The pink bus is seen as a source of pride and a democratic space where women from all walks of life can sit together and reach their destinations in relative safety. - Photo by author.

The subsidised fares - Rs. 50 for a complete trip - have been a blessing for many of the women who use public transport in the city. However, the subsidy may be short lived as, according to Transport Secretary Abdul Haleem Sheikh, the government may have to increase the fares soon in view of the rising fuel prices.

For his part, Channa believes the project is sustainable, even if the subsidies must be removed. The provincial government has signed a 10-year contract with the operators, in which they have to generate enough revenue to sustain the bus' operations, he tells Dawn.com.

"This can only be done if the operators maintain the quality, comfort and keep it cost-effective, because the women always have the alternative to choose a private mode of transport that will drop them off at their doorstep."

### Seclusion in public spaces

Not everyone agrees, however, that the pink buses are the solution to women's mobility woes in Karachi. Urban planner and researcher at Karachi's Habib University, Sana Rizwan, cautions that while "the initiative may help increase female ridership and change household perception of public transport being unsafe for women", all other factors such as policing, street lighting, safe bus stops, and changes in male mentality are vital for making public spaces and transport safer for women.

The researcher hopes that the change in perception will lead to an increased presence of women in

the city's public spaces, but what is required is a holistic system. "When it comes to transport, it's not the segregated buses that matter, but the whole journey."

Rizwan explained that that most women using the bus have to walk long distances to reach their offices and homes - some even have to hail a secondary ride to reach their destination. "The long walk to the bus stop causes mental and physical exhaustion."

For this reason, Rizwan says, gender segregated services around the world have not worked, specially when it comes to public transit - none of them have reduced sexual harassment.

Some even see segregation of the sexes on public transport as regressive. "Female-only buses will not improve society, they will create a sense of fear," stresses urban planner Mansoor Raza, adding that that the government needs to implement policies that strengthen the rule of law in public spaces. This would make coexistence of both genders possible and would be much better than introducing new buses on the already congested roads of Karachi.

### Incomplete solution

For those traveling on the pink buses, however, the tangible gains far outweigh the hope for a long-term change. "When I travel in this bus, I feel at ease," says Advocate Samia Ashraf.

The buses are seen as a source of pride and a democratic space where women from all walks of life can sit together and reach their destinations in relative safety. For 10-year-old Safia, who was traveling with her mother, simply getting a seat for herself on the bus was a blessing. "I actually got a seat for myself and I can see everything through the windows," she says as she looks at the city's sights passing by.

It's a start, but it is incomplete.

The pink buses lack structure in terms of a reliable schedule and designated arrival and departure points. Women cannot identify where a bus stop is and often have to wait a long time before they can board a pink bus. The lack of street lighting too makes it a daunting task to wait for the bus.

According to a 2020 study, titled 'Mobility from Lens of Gender', by NGO Shehri-Citizens for a Better Environment, 58.3pc of blue-collar working women fear the long walk to the bus stop.

Aboard the pink buses, women also share horror stories of their encounters. "I was waiting for the bus yesterday, when two men came and stood behind me. I could feel their gaze on me," says Faiza Ahmed. The bank employee said that she opted to use the red bus because waiting for the next pink one to arrive was not an option.

Travelling at night is another concern, with 40pc of women saying they avoid travelling after sunset, according to a 2015 study by the Asian Development Bank.

For engineering consultant, Ashar Lodhi, the pink bus is nothing more than a publicity project. "Women's mobility with respect to sustainability should be more important than political mileage," he says.

Meanwhile, the SMTA is "working on making bus stops," says MD Channa. "The current route, however, passes through cantonment areas on which we can't build without permission. We have asked the authorities and are waiting for approvals," he adds.

How soon that happens remains to be seen. For now, the pink bus is being hailed by Karachi's women as a welcome initiative. Only time will tell if it continues its journey or becomes yet another relic among Pakistan's archives of failed attempts at improving mobility for its women.



**Workshop "Utilizing Government Schemes for Economic Empowerment of Vulnerable Groups" Session with Transgender Community Held on 2<sup>nd</sup> July 2022 at Press Club, Hyderabad.**



**Workshop "Utilizing Government Schemes for Economic Empowerment of Vulnerable Groups" Session with People with Disability Held on 4<sup>th</sup> June 2022 at Mirpurkhas.**



**Capacity Building of Local Government Officials on Sindh Local Government Act-2013, held on 3<sup>rd</sup> December 2022 at Mirpurkhas.**



**Workshop on Enhancement of The Policy Making, and Financial Management Skills of Local Government Officials, Held On 5<sup>th</sup> November 2022 at Hyderabad.**



**Capacity Building Session with Citizens Stakeholders on Sindh Right to Information Law, held on 25<sup>th</sup> September 2022 at Pano Aqil.**



**Capacity Building Session with Citizens Stakeholders on Sindh Right to Information Law, Held on 10<sup>th</sup> September 2022 at Mithi.**





# ILLEGAL PLOTS STORY

## SHEHRI REPORT



In March 2022, the Sindh Building Control Authority (SBCA) directed all their Directors (Districts and Regions) to carry out a survey in their respective jurisdictions to identify the unauthorized/illegal constructions. It was specified that they identify plots which have built

unauthorized floors, units/ portions on residential plots, misuse of residential/ amenity plots and submit report. They were instructed to take all necessary actions against unauthorized construction and all the concerned builders and plot owners as well as officers/ officials involved in facilitating

or overlooking the violations of building bylaws and approved building plans.

Similarly, on 27th May 2022, Government of Sindh constituted a committee to ensure the timely demolition actions in Karachi region and proper monitoring mechanism.

### The terms of references of the committee were:

- The District/sub-division committees shall compile the date of unauthorized constructions in their respective jurisdiction in coordination with the officers/officials of SBCA.
- The Deputy Commissioners and Assistant Commissioners in coordination with law enforcement agencies and officers/officials of SBCA, shall ensure that unauthorized illegal buildings are removed under Sindh Building Control Ordinance, 1979, till further order.
- The Deputy Commissioner concerned shall ensure proper implementation of SBCO 1979 and recommend further action against such

#### The District Demolition Committee

1	Deputy Commissioner (Concerned)	Chairman
2	Senior Superintendent of Police (concerned)	Member
3	Director SBCA (concerned district)	Member
4	Assistant Commissioner (Sub-division concerned)	Member
5	Registrar/Sub Registrar (concerned)	Member
6	Representative of civic agencies	Member
7	Co-opted Member(s), if required	Member

#### Sub-Division Legal Committee

1	Assistant Commissioner (Sub-division concerned)	Chairman
2	Deputy Director SBCA (concerned)	Member
3	Mukhtiarkar (concerned)	Member
4	Sub-Division Police Officer (concerned)	Member
5	Assistant Director SBCA (concerned)	Member
6	Representative of civic agencies	Member
7	Co-opted Member(s), if required	Member

#### Supervision Committee

1	Commissioner Karachi	Member
2	Addl: IG Karachi	Member
3	Director General SBCA	Member
4	Chairman ABAD	Member
5	Representatives of civic agencies	Member
6	Co-opted Member(s), if required	Member



delinquent officers involved in unauthorized construction under the SBCA Rules accordingly.

land revenue as per procedure laid down under Sindh Land Revenue Act, 1967.

the Chairmanship of worthy Chief Secretary Sindh.



d) Demolition cost whatsoever incurred over removal of authorized/illegal buildings will be recovered from violators as an arrears of

e) The DG SBCA shall liaison will all officers and office of Chief Secretary Sindh for coordination and conducting meeting under

f) The Supervision Committee shall submit the weekly report on the performance of District and Sub-Divisional Committee to the Chief Secretary Sindh.

Despite all these orders and committees, the menace of unauthorized construction and especially illegal portions (floors and units) on residential plots is on rampage. The concerned authorities SBCA, SMPA, District Administrations have failed in taking action against the violators (builders and owners). KDA, the federal Ministry of Housing & Works as the lessor fully aware and complacent of the violations of their lease, but do nothing.




#### Construction of portions/flats on residential plots in P.E.C.H.S.

#	Plot Nos.	Photographs	Violations	Problems it will create
01	Plot No.28-B, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 Plot No.28-B, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>G+2 construction of Portions/flats on residential plot, whereas SBCA approval for residential bungalow.</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 300-399 sqyds.</li> <li>Approval of 2nd floor in respect of plot upto 399 sqyds shall be allowed after realizing additional floorcharges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is less than 40' ft wide - No parking.</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
02	Plot No.31-C, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 Plot No.31-C, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>G+2 construction of Portions/flats on residential plot, whereas SBCA approval for residential bungalow.</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 300-399 sqyds</li> <li>Approval of 2nd floor in respect of plot upto 399 sqyds shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is less than 40' ft wide - No parking.</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>



Construction of portions/flats on residential plots in P.E.C.H.S.				
#	Plot Nos.	Photographs	Violations	Problems it will create
03	Plot No.31-D, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 Plot No.31-D, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>G+2 construction of Portions/flats on residential plot, whereas SBCA approval for residential bungalow.</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 300-399 sqyds.</li> <li>Approval of 2nd floor in respect of plot upto 399 sqyds shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is less than 40' ft wide - No parking.</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
04	Plot No.61-M, Block-2, P.E.C.H.S., Karachi (400 sqyds)	 Plot No.61-M, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>Presently construction at plinth level</li> <li>Lease is for single family unit, whereas SBCA approval for residential bungalow</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is 40' ft wide - No parking.</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
05	Plot No.71-M, Block-2, P.E.C.H.S., Karachi (400 sqyds)	 Plot No.71-M, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>Presently construction at plinth level</li> <li>Lease is for single family unit, whereas SBCA approval for residential bungalow</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is 40' ft wide - No parking.</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
06	Plot No.76-A, Block-2, P.E.C.H.S., Karachi (400 sqyds)	 Plot No.76-A, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>G+2 construction on residential plot.</li> <li>Construction of Portions/flats on residential plot, whereas SBCA approval for residential bungalow.</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS Front 7', sides 5' and rear 7' must be followed on plots 400-499 sqyds.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is less than 60' ft wide. No parking.</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
07	Plot No.79-M, Block-2, P.E.C.H.S., Karachi (400 sqyds)	 Plot No.79-M, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>G+2 construction on residential plot.</li> <li>Construction of Portions/flats on residential plot, whereas SBCA approval for residential bungalow.</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS Front 7', sides 5' and rear 7' must be followed on plots 400-499 sqyds.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is less than 40' ft wide. No parking</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>





Construction of portions/flats on residential plots in P.E.C.H.S.				
#	Plot Nos.	Photographs	Violations	Problems it will create
08	Plot No.112-H, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 Plot No.112-H, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 200-299 sqyds.</li> <li>Construction of Portions/flats on residential plot, whereas SBICA approval for residential bungalow.</li> <li>Approval of 2nd floor shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is less than 40' ft wide. No parking</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
09	Plot No.113-E, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 Plot No.113-E, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 200-299 sqyds.</li> <li>Construction of Portions/flats on residential plot, whereas SBICA approval for residential bungalow.</li> <li>Approval of 2nd floor shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is less than 40' ft wide. No parking.</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
10	Plot No.114-U, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 Plot No.114-U, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 200-299 sqyds.</li> <li>Construction of Portions/flats on residential plot, whereas SBICA approval for residential bungalow.</li> <li>Approval of 2nd floor shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is 60' ft wide. No parking</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
11	Plot No.117-S, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 Plot No.117-S, Block-2, P.E.C.H.S., Karachi.	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 200-299 sqyds.</li> <li>Construction of Portions/flats on residential plot, Whereas SBICA approval for residential bungalow.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is less than 30' ft wide. No parking</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>



Construction of portions/flats on residential plots in P.E.C.H.S.				
#	Plot Nos.	Photographs	Violations	Problems it will create
			<ul style="list-style-type: none"> <li>Approval of 2nd floor in respect of plot upto 399 sqyds shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li> </ul>	
12	Plot No.121-U, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 <p>Plot No.121-U, Block-2, P.E.C.H.S., Karachi.</p>	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>G + 2 construction of Portions/flats on residential plot, whereas SBCA approval for residential bungalow.</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 300-399 sqyds.</li> <li>Approval of 2nd floor in respect of plot upto 399 sqyds shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is 40' ft wide - No parking</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
13	Plot No.127-U, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 <p>Plot No.127-U, Block-2, P.E.C.H.S., Karachi.</p>	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>Presently construction at plinth level.</li> <li>Encroachment on COS which is non-compoundable. According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 300-399 sqyds.</li> </ul>	<ul style="list-style-type: none"> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
14	Plot No.131-A, Block-2, P.E.C.H.S., Karachi (200 sqyds)	 <p>Plot No.131-A, Block-2, P.E.C.H.S., Karachi.</p>	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>G + 3 flats/portions on residential plot, whereas SBCA approval for residential bungalow.</li> <li>Encroachment on COS which is non-compoundable. KBTPR Reg 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 300-399 sqyds.</li> <li>Approval of 2nd floor in respect of plot upto 399 sqyds shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is 60' ft wide. No parking</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>
15	Plot No.144-M, Block-2, P.E.C.H.S., Karachi (1000 sqyds)	 <p>Plot No.144-M, Block-2, P.E.C.H.S., Karachi.</p>	<ul style="list-style-type: none"> <li>Land Allotment/Lease Conditions</li> <li>Present construction at ground floor.</li> <li>Encroachment on COS which is non-compoundable. KBTPR Reg 25-2.1 Minimum COS 15'ft front, 7' on one side and 10'ft Rear must be followed on plots 1000 sqyds and largers.</li> <li>SBCA approval is G+1 bungalow.</li> <li>Builder intends to construct portions for public sale.</li> </ul>	<ul style="list-style-type: none"> <li>Plot located on residential road which is less than 60' ft wide.</li> <li>There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li> </ul>



Construction of portions/flats on residential plots in P.E.C.H.S.				
	Plot Nos.	Photographs	Violations	Problems it will create
16	Plot No.160-C, Block-3, P.E.C.H.S., Karachi (2000 sqyds)	 <div>Plot No.160-C, Block-3, P.E.C.H.S., Karachi.</div>	<ul style="list-style-type: none"><li>• Land Allotment/Lease Conditions</li><li>• G+1 flats/portions on residential plot, whereas SBCA approval for residential bungalow.</li><li>• Encroachment on COS which is non-compoundable. KBTPR Reg 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 300-399 sqyds.</li><li>• Approval of 2nd floor in respect of plot upto 399 sqyds shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li></ul>	<ul style="list-style-type: none"><li>• Plot located on residential road which is less than 40' ft wide. No parking</li><li>• There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li></ul>
17	Plot No.217-B, Block-2, P.E.C.H.S., Karachi (300 sqyds)	 <div>Plot No.217-B, Block-2, P.E.C.H.S., Karachi.</div>	<ul style="list-style-type: none"><li>• Land Allotment/Lease Conditions</li><li>• According to KBTPR Regulations 25-2.1 Minimum COS 5'ft front, 5' on one side and 7'ft Rear must be followed on plots 300-399 sqyds.</li><li>• Approval of 2nd floor in respect of plot upto 399 sqyds shall be allowed after realizing additional floor charges as provided in Schedule 9-A of KBTPR-2002 except Clause 25-9 of KBTPR 2002.</li><li>• Whereas SBCA approval for residential bungalow.</li></ul>	<ul style="list-style-type: none"><li>• Plot located on residential road which is less than 30' ft wide. No parking</li><li>• There is an acute shortage of water, gas, sewage lines are old, no provisions have been made for the enhancement of these amenities.</li></ul>

KBTRP 2002 (Regulation 25-2) has laid down what is allowed to be constructed on residential plots  
**25-2.1 Building Bulk Standards**

All Residential houses/bungalows/building shall observe the following standards except plots falling in Clause 25-9. However the approval of 2nd floor in respect of **plots up to 399 sqyds shall** be allowed after realizing Additional Floor Charges as provided in Schedule 9-A of KB & tpr-2002 except Clause 25-9 OF kb & TPR-2002.

According to KBTPR 200 2 Allowable Covered Area					
Plot Size	Foot Print	FAR	Minimum COS Front	Minimum COS Sides	Minimum COS Rear
Up to 59 (49.5 M2)	85%	1:2	-	-	-
60-119 (54.4-100m2)	70%	1:2	-	-	-
120 sqyds - 199	70%	1:2	3 ft		3 ft
200 - 299 (168-251.3m2)	65%	1:2	5 ft. (1.5m)	5.ft (1.5m) on one side	7 ft (2.13 m)
300 - 399 (252-335.2m2)	65%	1:1.8	5 ft. (1.5m)	5.ft (1.5m) on one side	7 ft (2.13 m)
400 - 499 sqyds	65%	1:1.3	7 ft	5 ft	7 ft
500 - 999 sqyds	50%	1:1	10 ft	7 ft	7.5 ft
1000 sqyds & larger	50%	1:1	15 ft	7 ft	10 ft
3347.55 to 4064.89 sqyds	50%	1:2	15 ft	7 ft	10 ft



# SHEHRI - CITIZENS FOR A BETTER ENVIRONMENT



## INTRODUCTION

Shehri-CBE is a Karachi-based voluntary advocacy group established by concerned citizens in 1988 to project their apprehensions about the deterioration of the built and natural environment.

There is a special emphasis on tackling illegal construction and zoning violations, and their related symptoms, e.g., drainage, encroachments, parking and infrastructure. Shehri monitors the regulatory bodies and government agencies and encourages civil society to do the same.

### SUCSESSES

Passing of Sindh Senior Citizens Welfare Bill 2014 Demolition of Glass Towers illegal encroachment on the notified road-widening of Clifton Road.

Saving of 480-acre Gutter Baghicha Park on Manghopir Road. This is the largest open recreational space in a low income congested area of Lyari-inhabited by approximately one million people.

Saving of 62-acre Kidney hill Park in Karachi Cooperative Housing Society Union inclusive of 18-acre notified KWSB installations.

Establishment of the Overseer Committee of the KBCA and a

Public Information Counter.

Halting commercialization and sale of 11 KTC and 15 SRTC bus-depot plots in Karachi and Sindh. Today these plots are to be used by the CDGK for intercity bus terminals and other related transportation activity.

Saving (Makro) webb Ground playfield in Lines Area, Karachi.

Demolition of apartment structure Costa Linina in amenity Bagh-e-Ibne-Qasim, Clifton. CDGK has now developed it as a park.

Preventing commercialization of Doongi Ground park / playfield in Lahore.

Reducing, as part of Lahore Bachhao Tehrik, the amount of damage from Canal Bank Widening Project.

Reaffirmation of seismic building code in Quetta.

Training 1600 (Approx) police officers all over Pakistan on participatory citizen-police interaction, human rights violations and police reforms.

Over the years, Shehri's expertise has been recognized by superior courts and it has been called as amicus curiae (friend of the court) in cases dealing with built environment violations.

### OBJECTIVES

Establishment of an aware and pro-active civil society, good governance, transparency and rule of law.

Promotion of research, documentation, dialogue with and influence of public policies.

Setting up an effective and representative local government system.

Preparation of a representative Master Plan / Zoning plan for Karachi city and effective implementation of the same.

Observance of basic human rights in society.

### HOW IS SHEHRI RUN?

A volunteer Managing Committee, duly elected by the General Body for a term of two years, thereby functioning in an open and democratic manner. Membership is open to all who subscribe to its objectives and memorandum.

### SHEHRI needs Volunteers

to work in the following areas:

- Legal Affair
- Media and Outreach
- Million Trees Campaign
- Conservation and Heritage
- Fund Raising
- Gun Free Society

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

Occupation: \_\_\_\_\_

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

Contact No.: \_\_\_\_\_

E-mail: \_\_\_\_\_

### JOIN SHEHRI

#### To Create a Better Environment

Submit A Cross Cheque of PKR 5000/- in favor of Shehri-CBE Along with 2 passport size photos to become a member

Address: 88-R, Block-2, P.E.C.H.S., Karachi-75400.  
Tel / Fax : 021-3453-0646

### SHEHRI MEMBERSHIP

Don't forget to renew your membership for 2023 (Rs. 5000/=)  
Join Shehri and play your role as a good citizen to make this city a clean, healthy and environmentally friendly place to live in!