

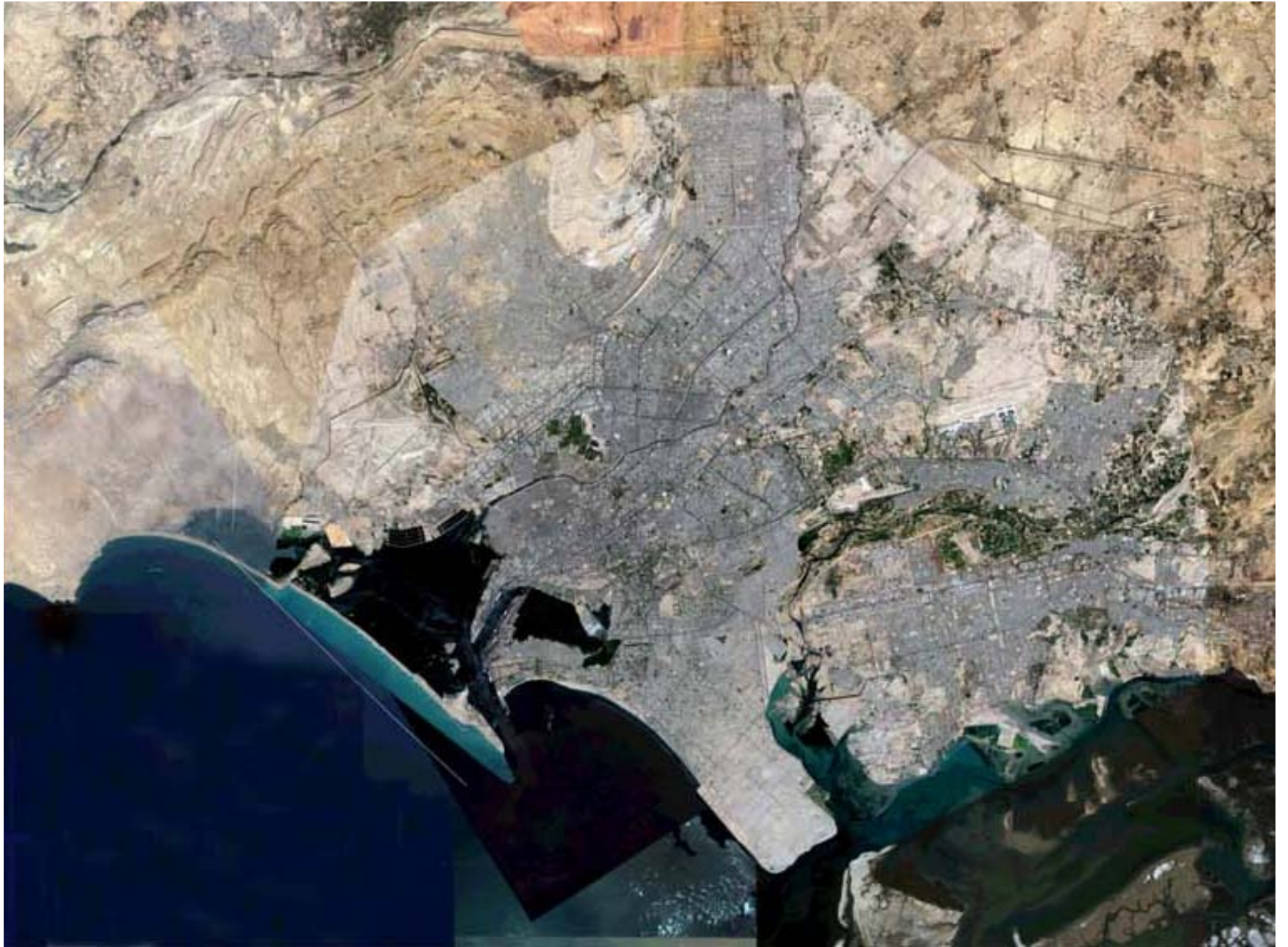
THE EVOLUTION OF KARACHI

11 November 2009

Arif Hasan

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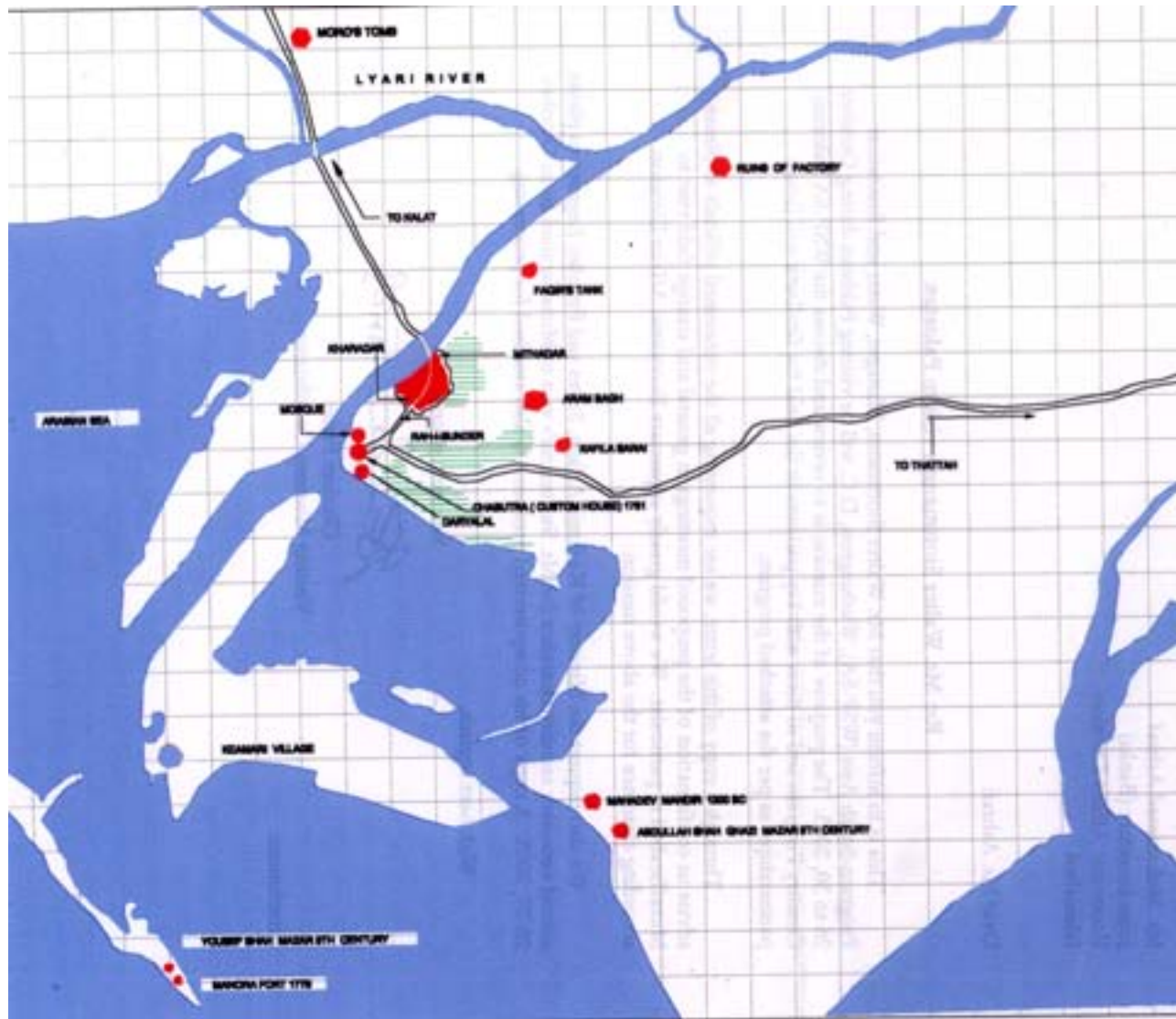


This presentation draws upon my work for and or with

- **The Orangi Pilot Project - Research and Training institute**
- **The Urban Resource Centre, Karachi**
- **The Asian Coalition of Housing Rights, Bangkok**
- **The International Institute for Environment and Development, UK**
- **UN-HABITAT/ UNESCAP**
- **My independent research work**



PRE-BRITISH KARACHI



PREPARED BY: ANP HANW & ASSOCIATES
FEBRUARY 1988



THE MANY NAMES OF KARACHI

<u>S.No</u>	<u>NAME</u>	<u>SOURCE</u>	<u>DATE</u>
01	KHARACHI	Pehlavi texts	230BC
02	KALACHI	Sindhi Legend of Morrio/Mangar	12 th century
03	‘KARAZI’ <i>(Description of a Karachi harbor)</i>	Al-Fawaid <i>(Work of Arab navigator Ibn Majid)</i>	1500
04	‘RAS AL KARAZI’	Al Mahri’s Umdah <i>(Arab Navigator Sulayman)</i>	1511
05	‘RAS KARASHI’	“	“
06	‘KAURASHI’	Turkish Captain Sidi Ali Ries’s book “Muhit” on navigator in the Persian Gulf	1553-54
07	DARBO	Stated in the Autobiography of Seth Naomal Hotchand	1729
08	‘KOLACHI JO KUN’	“	1729
09	‘KHARACHAR DAAJA’	Kalhora period records	1761
10	‘KALATI BANDER’	Khan of Kalat period records	18 th Century
11	‘KOWARCHI and KARACHAY TOWN’	British records	18 th century
12	‘KARASHER and DHAROJA’	British records	18th century
13	‘KARECHI’	—	19th century
14	‘KHORALI’	Henry Pottinger	1809

PRE-BRITISH MUSLIM SHRINES

<u>S.No</u>	<u>Name of Saint</u>	<u>Date</u>	<u>Location of Tomb</u>
01	Hazrat Syed Noor Ali Shah	8 th century	Tin Hatti
02	Hazrat Yusuf Shah Ghazi (brother of Abdullah Shah Ghazi)	9 th -10 th century	Manhora
03	Hazrat Abdullah Shah Ghazi	9 th century	Clifton
04	Hazrat Pir Hassan Shah Ghazi	10 th century	Jodia Bazar
05	Hazrat Noor Ali Shah Ghazi	10 th century	Acchi Qabr, Bombay Bazaar
06	Hazrat Haji Sakhi Sultan Manghopir	12 th -13 th century	Manghopir
07	Hazrat Qutb Alam Syed Alim Shah Bukhari	? century	Hindu Road (near Eidgah)
08	Hazrat Mewa Shah	18 th -19 th century	Mewa Shah Graveyard
09	Hazrat Sain Abdul Ghani	19 th century	Juna dhobi ghat
10	Hazrat Syed Ismail Shah Ghazi	Early 19 th century	Hindu Road (near Eidgah)
11	Hazrat Ghaib Shah	Early 19 th century	Keamari
12	Hazrat Baba Imam Shah Bukhari	18 th century	Masjid-e-Khizra, Bhimpura
13	Hazrat Pir Bachal Shah Al-Marroof Mastan Shah	Early 19 th century	Gari Khata
14	Hazrat Meeran Pir	? century	Near Lea Market
15	Hazrat Syed Haji Pir	? century	Pir Lane, Bhimpura
16	Hazrat Zinda Shah	? century	Masoom Shah Mosque, Kharadar

PRE-BRITISH HINDU TEMPLES

- Mahadev temple, Clifton, 800 BC ?
- Punjmukhi Hanuman Maharaj Mandir, Soldier bazaar, 7th century ?
- Krishna Mandir, Manora, 1665
- Shitala Mata Mandir, Bhimpura, 1802
- Devi Mandir, Mithadar 1836

KARACHI: 1729-1843

Important Events

- 1729** Establishment of Karachi Fort
- 1758** Shah Bunder choked
- 1759** ? Kalhoras occupy Karachi
- 1767** ? Karachi given to the Khan of Kalat as blood money by the Kalhoras for killing the Khan's brother
- 1783** Talpurs take Sindh
- 1792** First siege of Karachi by the Talpurs
- 1794** Second siege of Karachi. Karachi taken
- 1795** Manora Fort constructed
- 1796** Suppression of the Vaghers of Gomti
- 1839** British occupy Karachi
- 1843** British annex Sindh

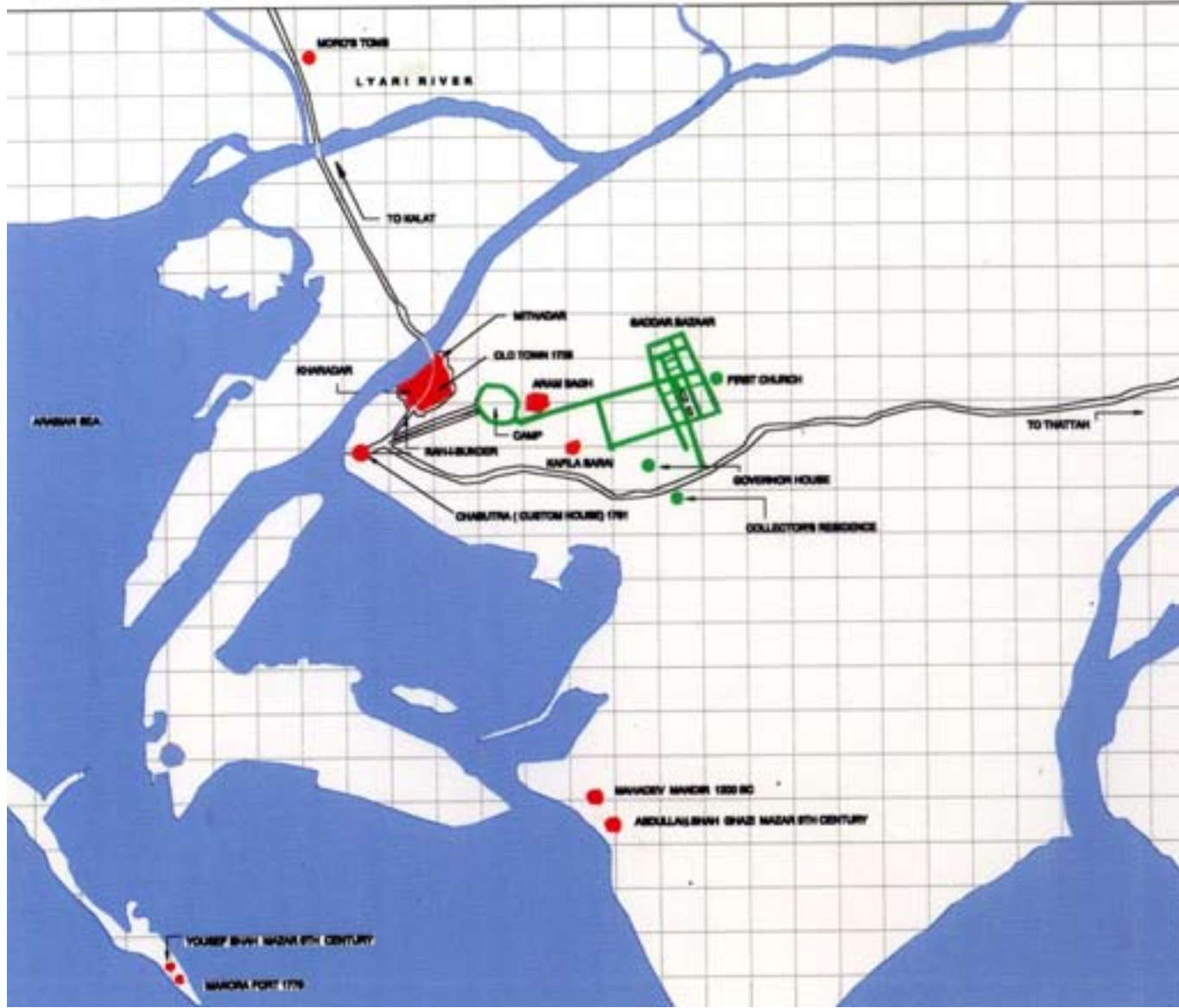


KARACHI: 1843-1947

Important Events

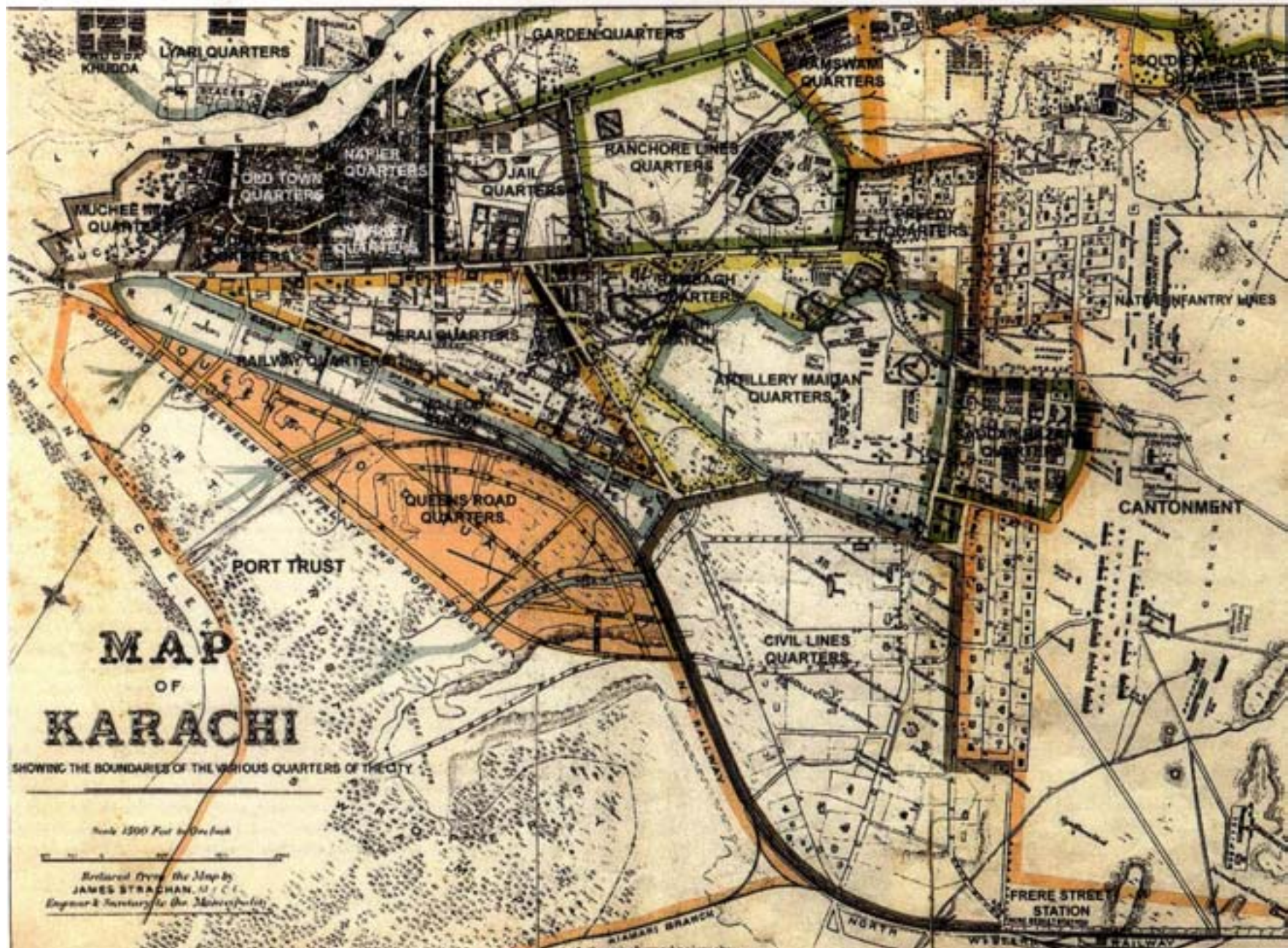
- 1843-56** Development of the port. Population increases to 57000
- 1848** Fortification walls demolished
- 1857** “Rebellion” against the British
- 1861** Construction of the Sindh Railway
- Perennial irrigation schemes begun in Punjab and Sindh
- 1861-65** American civil war and its effects on Karachi
- 1868** Karachi becomes the largest exporter of wheat and cotton in India
- 1869** Railway link with Punjab
- Suez Canal opened
- 1884** Tramway established
- 1901-11** The major Punjab-Sindh irrigation schemes completed
- 1914-22** Karachi becomes the headquarters for British intervention in Central Asia during the First World War.
- 1924** Karachi becomes first airport in India
- 1929** Miram’s plan for Karachi
- 1935** Karachi separated from Bombay
- 1947** Capital of Pakistan (First Centre-Karachi-Sindh conflict)

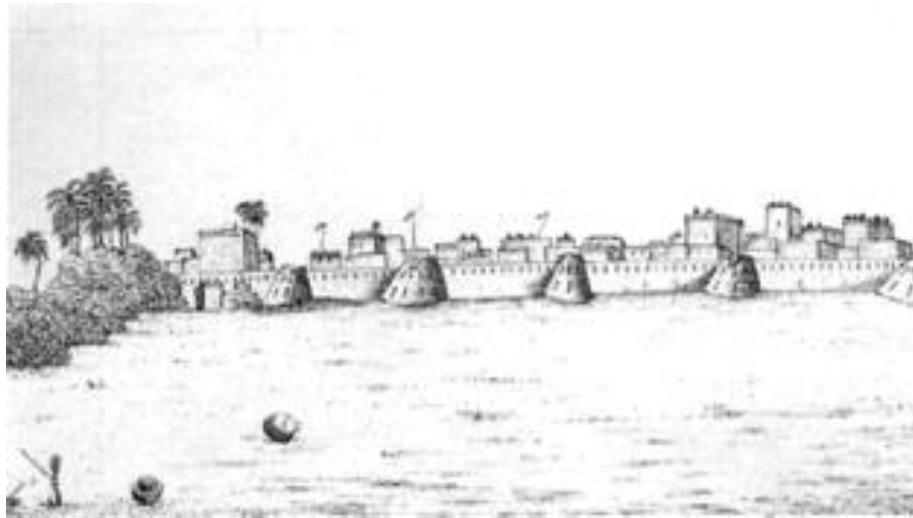
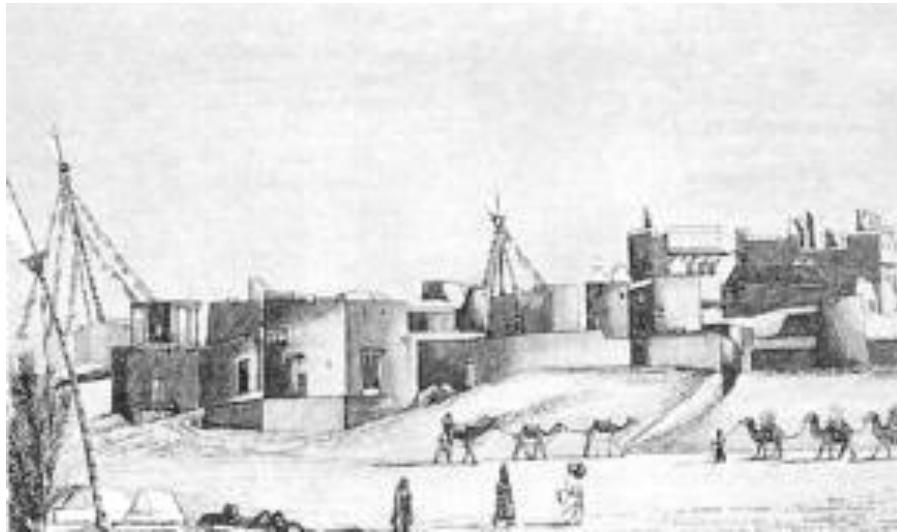
KARACHI IN 1842

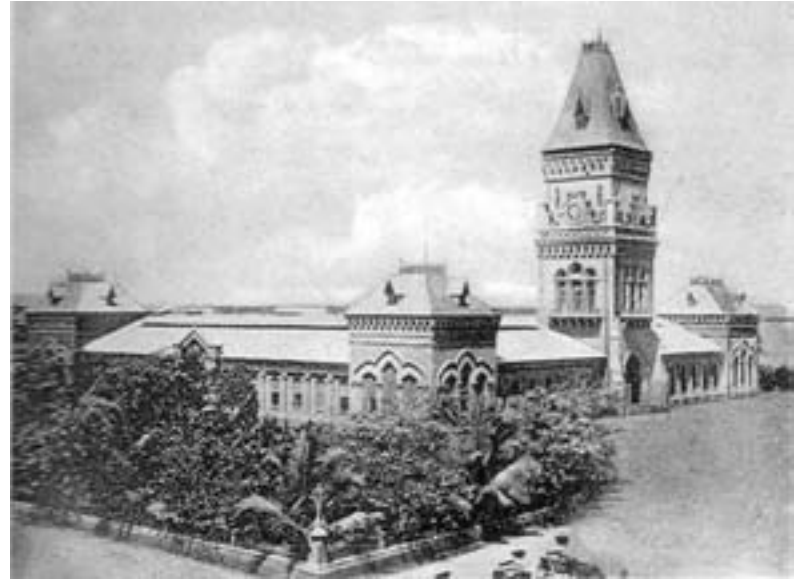


PREPARED BY: ARIF HANAYI & ASSOCIATES
FEBRUARY 1988













CLIFTON IN 1917



CLIFTON
R.E.

CLIFTON KARACHI

JERRY STONES
POST CARDS

Zaharia Street 1917

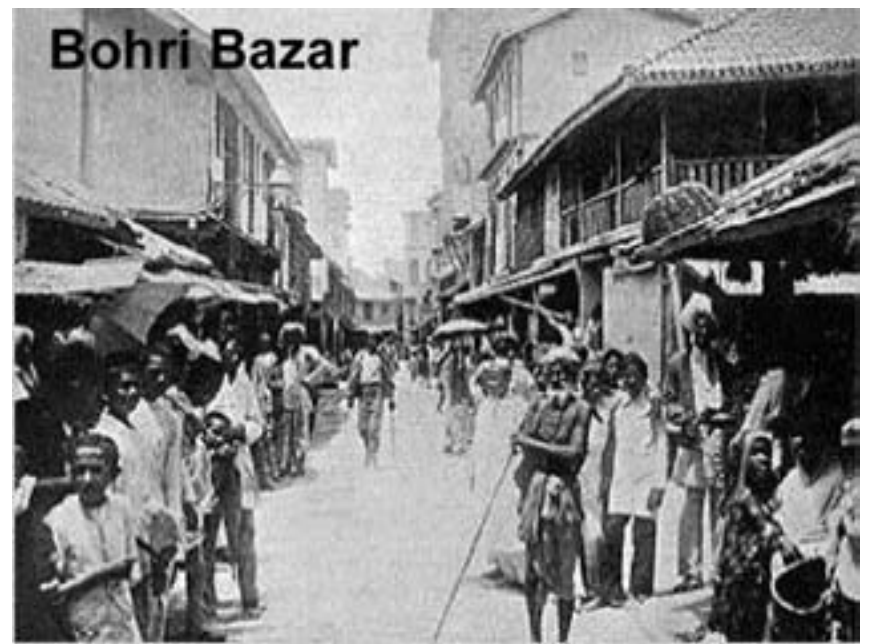


ZAHARIA
STREET

ELPHINSTONE STREET-KARACHI

JERRY STONES
POST CARDS



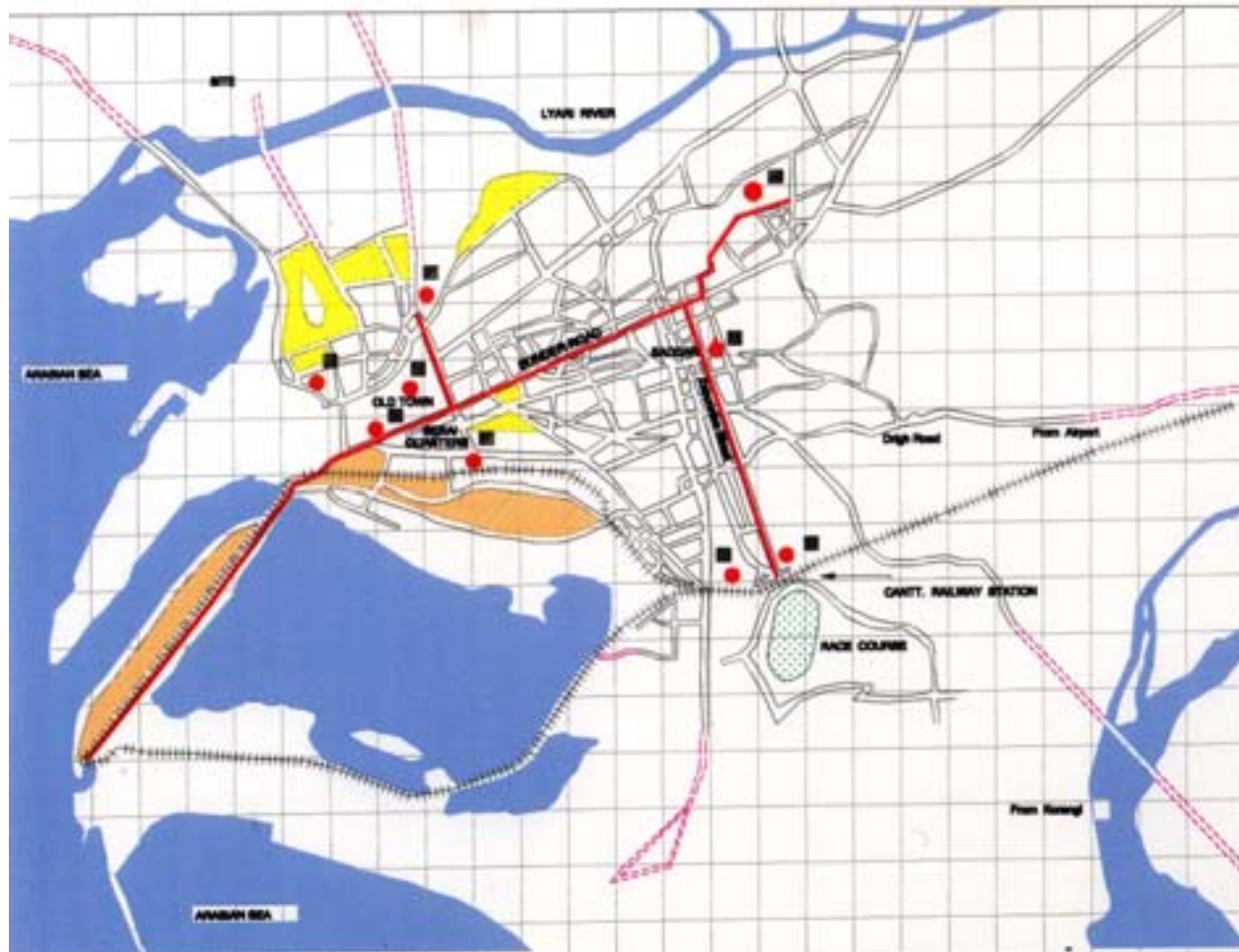


**PROPOSED CIVIC CENTRE IN
ARTILLERY MAIDAN QUARTERS
BY MIRAM 1923**



PREPARED BY: MRF NISHA & ASSOCIATES
FEBRUARY 1988
SOURCE: TOWN PLANNING BY
PAGEYAN AND NEDA





KARACHI 1947

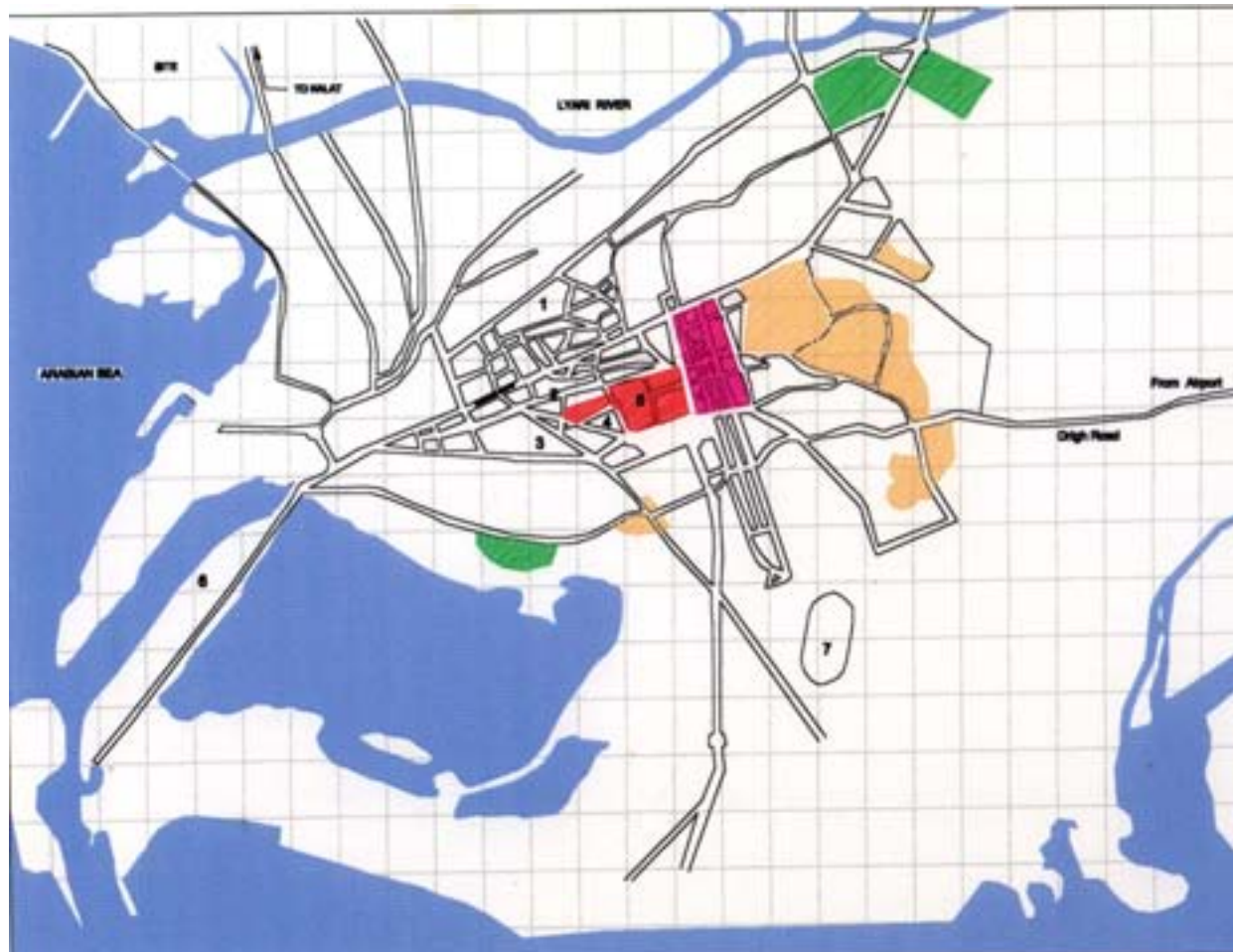
- BUS TERMINALS
- PARTIAL STORAGE
- STORAGE
- MARKETS
- - - RAILWAY TRACKS
- TRAMWAY

PREPARED BY: ARIF HABIB & ASSOCIATES
FEBRUARY 1988



KARACHI'S DEMOGRAPHY ON THE EVE OF PARTITION

- **Population** 450,000 (1,137,000 in 1951)
- **Languages spoken:**
 - Sindhi 61.2% (8.6% in 1951)
 - Baluchi 8.6%
 - Urdu/Hindi 6.3% (50% in 1951)
 - Punjabi 4.3%
 - Gujrati 3.5%
- **Religions:**
 - Hindus 51.0% (2% in 1951)
 - Muslims 42.0% (96% in 1951)
 - Christians 3.5%
 - Parsis 1.1%



KARACHI 1955

- GOVERNMENT OFFICES
- REFUGEE SETTLEMENTS
- FEDERAL GOVERNMENT SECRETARIAT
- BAZAAR

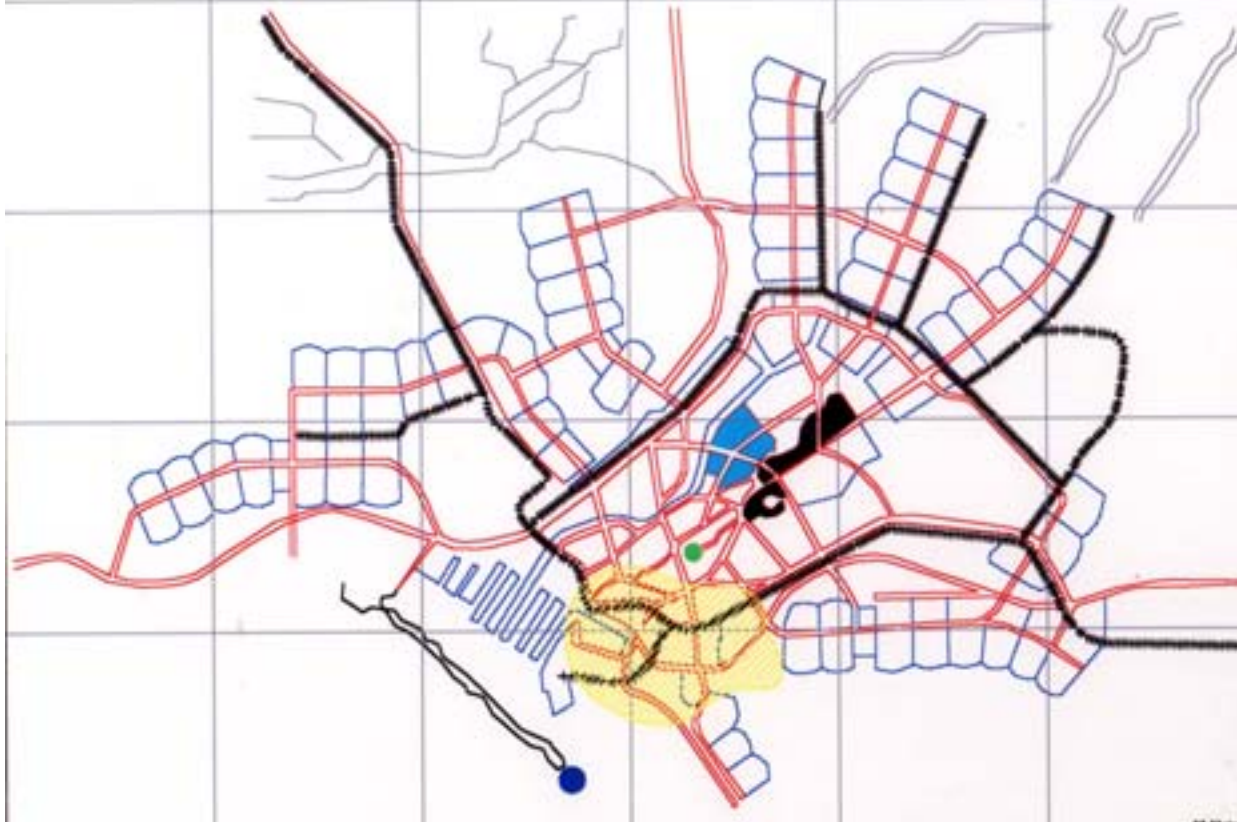
- 1. UNIVERSITY
- 2. S.M. LAW COLLEGE
- 3. D.J. SCIENCE COLLEGE
- 4. ASSEMBLY HALL
- 5. HIGH COURT
- 6. PORT
- 7. RACE COURSE

PREPARED BY: AMF HABIB & ASSOCIATES
FEBRUARY 1958



M.R.V. (P). PLAN : 1952

- THE CENTRAL ADMINISTRATIVE AREA
- UNIVERSITY AREA
- QUAID-E-AZAM MOSQUE
- MANORA



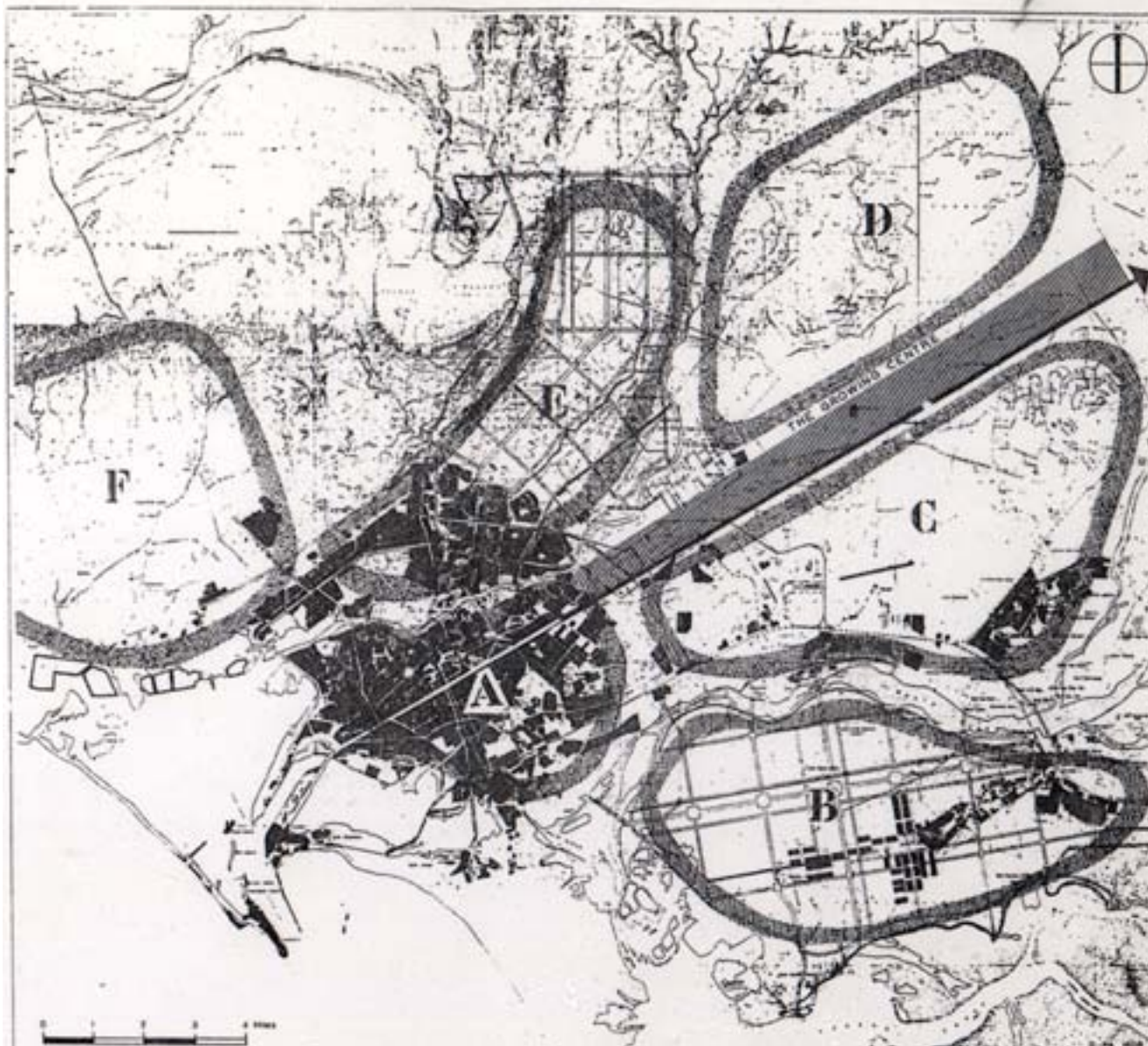
PREPARED BY: ARIF HASAN & ASSOCIATES
FEBRUARY 1999



THE GREATER KARACHI RESETTLEMENT PLAN 1958

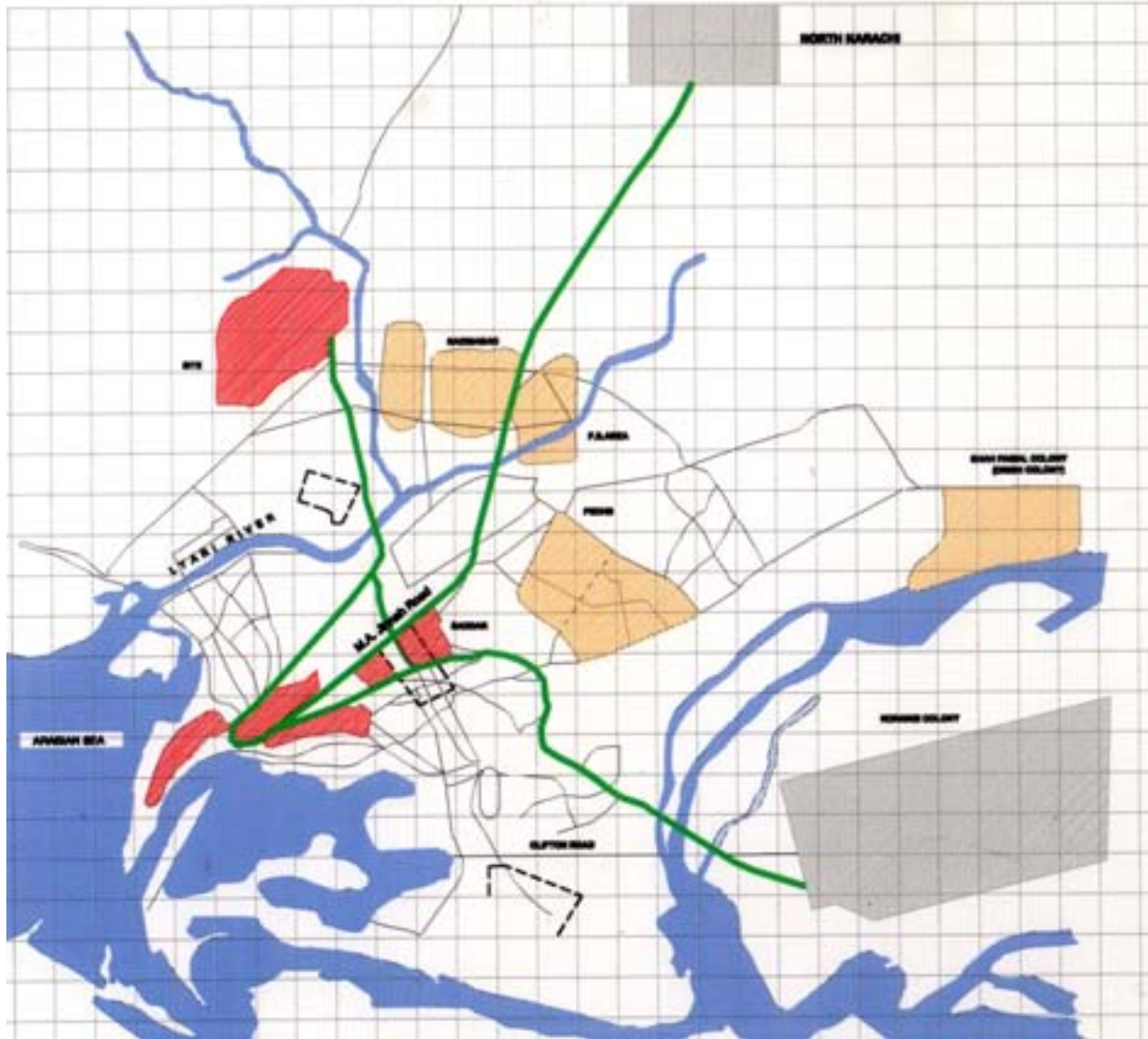
- 1956: The four provinces in West Pakistan were merged to form one province and as a result Sindh ceases to exist
- Sindhi-Mohajir conflict
- 1958: The Army takes over: further centralization
- 1959: Karachi ceases to be the capital of Pakistan
- People from NWFP start coming to Karachi and take over jobs in the transport, construction and police sectors
- Use of Sindhi language in schools, courts and media banned. In Karachi Sindhi medium schools converted to Urdu
- Green Revolution and Industrialization policies

GREATER KARACHI AREA - MAJOR COMMUNITY GROUPING



KARACHI 1960

- WORK CENTRES
- NEW MIDDLE INCOME SETTLEMENTS
- NEW LOWER INCOME SATELLITE TOWNS
- MAIN ARTERIES



REPERCUSSIONS OF THE PLAN AND RELATED GOVERNMENT POLICIES

- The destruction of the economy of the Karachi goths (villages)
- Degradation of Saddar
- From a high density city to a low density sprawl
- Division of the city into rich and poor areas and its repercussions

CAUSES FOR THE DEGRADATION OF SADDAR

- 1954-70 Wealthier residents move out of Saddar
- 1960 Saddar becomes a transit area for movement between Landhi-Korangi and northern Karachi
- University shifts from the city to its present site
- 1965-75 Cultural activity moves from inner city institutions to 4-5 star hotels and foreign cultural centres.
- 1972-78 New zoning regulations permit high-rise construction and land-use changes
- Middle East money creates a demand for wholesale markets
- 1977 Islamization effects Saddar night life
- 1982-90 Eastern Saddar is transformed into a bus terminal



**SADDAR AND ITS ENVIRONS
OLD AND NEW STREET NAMES**

OLD NAME	NEW NAME
VICTORIA ROAD	Abdullah Herson Road
ELPHINSTONE STREET	Zaburkhan Street
GARDEN ROAD	H.H.Br Aga Khan II Road
BOMBET STREET	Raja Ghazanfar Ali Road
FREIRE STREET	Dr.Daud Pata Road
CLARK STREET	Shah-e-Imam
FREEDY STREET	Freedy Road
HAVELOG ROAD	Abasa-e-Sadar Road
INGLE ROAD	Ingle Road
SCANDAL POINT ROAD	Club Road
DEPOT ROAD	Samay Shahwal Road
KITCHERY ROAD	Dr.Zabuddin Arsal Road
FREIRE ROAD	Shah-e-Liaquat
MANFIELD ROAD	Manfield Street
RABBATH ROAD	Jamshigh Road
BURDER ROAD	M.A.Jinnah Road
MOLDOO ROAD	I.I.Chundiker Road
DRISH ROAD	Shah-e-Palat



SADDAR AND ITS ENVIRONS CINEMAS

OLD NAME

VICTORIA ROAD
BLUNSTONE STREET
GARDEN ROAD
SOMERSET STREET
PRINCE STREET
CLARK STREET
PRESBY STREET
NAVEED ROAD
NILE ROAD
SARDAR POINT ROAD
DEPOT ROAD
KITCHERY ROAD
PRESBY ROAD
MANSFIELD ROAD
RUMBACH ROAD
SUNDER ROAD
M.S.D. ROAD
GHOSH ROAD

NEW NAME

Abdullah Hameed Road
Subhanis Street
H.U.B. Aga Khan II Road
Raja Ghousdar Ali Road
Dr. David Pata Road
Shah-e-Ins
Presby Road
Ameer-e-Baker Road
Ingh Road
Club Road
Barmer Shaheed Road
Dr. Zaidi's Ameer Road
Shah-e-Ins
Mansfield Street
Ameergh Road
M.A. Ameer Road
L.I. Chaudhry Road
Shah-e-Ins

NAME OF THE BUILDINGS

1. PALACE
2. SAVANNAH
3. ROY
4. ROY
5. PARADISE
6. CAPITOL
7. COSBY
8. REGAL
9. STAR
10. BARBER
11. BOLLA
12. LYRIC
13. NIGHT
14. MAJ
15. PRINCE
16. PRINCESS
17. CAVE
18. PLAZA

PRESENT USE

Marriage Hall
Shopping Plaza
Shopping Plaza
Shopping Plaza and Office
Hotel and Shopping Center
Market
Market
Vacant Plot

Vacant Plot

Under Construction Market and Office

* Asterisk denotes that the buildings/properties are no longer in existence under that name.

SADDAR AND ITS ENVIRONS
BARS, BILLIARD ROOMS &
RELATED EATING PLACES



OLD NAME	NEW NAME
VICTORIA ROAD	Abdullah Hassan Road
DURRANI STREET	Abdullah Street
SHAHIN ROAD	K.A.M. Aga Khan 2 Road
SHAHINAT MARKET	Raja Shaukat Ali Road
FEROZE STREET	Dr. Qazi Fida Road
CLARK STREET	Shahin & Co.
FEROZE STREET	Feroze Road
MIRALIC ROAD	Abdullah Sultan Road
HOLE ROAD	Hole Road
MIRALIC ROAD	Chak Road
SAFAYI ROAD	Bazaar Shaukat Road
MUTSARI ROAD	Dr. Shaukat Ahmad Road
FEROZE ROAD	Madrassa-e-Ilm Road
MARSHFIELD ROAD	Madrassa-e-Ilm Road
MARSHFIELD ROAD	Abdullah Road
MARSHFIELD ROAD	Abdullah Road
MARSHFIELD ROAD	Dr. Shaukat Ahmad Road
MARSHFIELD ROAD	Dr. Shaukat Ahmad Road
MARSHFIELD ROAD	Madrassa-e-Ilm Road
MARSHFIELD ROAD	Madrassa-e-Ilm Road
NAME OF THE BUILDING	FEROZE 100
1. BILLIARD COFFEE HOUSE* (The Old place is now occupied by others)	Chandiana Shop
2. THE OLD BAR AND DISCOUNT SHOP	Shops and Office
3. BISHOP	Abdullah Market
4. FEROZE COFFEE HOUSE* (Formerly Feroze)	Abdullah Market
5. FEROZE BAR AND BILLIARD ROOM	Feroze Club
6. CAFE SECONDE*	Abdullah Market
7. FEROZE BAR AND BILLIARD ROOM	Abdullah Market
8. NEW COFFEE HOUSE*	Chandiana Market
9. SHAUKAT BAR*	Bazaar Shopping Center
10. SHAUKAT BAR*	Dr. Shaukat Ahmad Road
11. SHAUKAT RESTAURANT*	Chandiana Market
12. SHAUKAT RESTAURANT AND BILLIARD ROOM	Chandiana Market
13. THE OLD TOBY SHOP BANG*	Chandiana Market
14. CAFE FEROZE*	Chandiana Market
15. SHAUKAT BAR*	Chandiana Market
16. SHAUKAT BAR*	Chandiana Market
17. SHAUKAT BAR*	Chandiana Market
18. SHAUKAT BAR*	Chandiana Market
19. SHAUKAT BAR*	Chandiana Market
20. SHAUKAT BAR*	Chandiana Market
21. SHAUKAT BAR*	Chandiana Market
22. SHAUKAT BAR*	Chandiana Market
23. SHAUKAT BAR*	Chandiana Market
24. SHAUKAT BAR*	Chandiana Market
25. SHAUKAT BAR*	Chandiana Market
26. SHAUKAT BAR*	Chandiana Market

PREPARED BY: ANIF HASAN & ASSOCIATES
 FEBRUARY 1998



WHAT WAS – WHAT IS COMPARISON

WHAT WAS

WHAT IS

44	Old business houses	9
7	Halls	4
4	Playgrounds	2
5	Clubs / Associations	
5		
6	Churches	5
9	Schools	6
2	Health institutions	1
6	Libraries	2
17	Book shops	3
37	Eating Places	3
17	Bars	0
11	Billiard rooms	0
12	Cinemas	4
4	Music and dance schools	0
181	Total	45

KARACHI MASTER PLAN 1975-1985

- Road Networks
- Housing: Site and services, upgrading of Katchi abadis, metrovilles
- Bulk water supply
- Transport terminals, warehousing
- Land management
- Bye-passes
- Mass transit

Plan could not be implemented

No legal cover was given to the KMP

Repercussions: informal sector and mafias expand

THE POLITICAL CLIMATE AND THE KARACHI MASTER PLAN 1975-85

- Bengal becomes independence
- Provinces recreated: Karachi becomes capital of Sindh
- The resurgence on Sindhi nationalism
- Parliamentary democracy returns
- The migrant-Sindhi conflict and its repercussions on the Plan

REPERCUSSIONS OF THE NON-IMPLEMENTATION OF THE KARACHI MASTER PLAN 1975- 1985

- Environmental degradation of the inner city
- Creation of katchi abadis
- Growth of the informal sector in industry and employment

THE OLD CITY

- Port activity 1951: 2.8 million tons per year (about 95% by railways)
- Port activity 2006: 32 million tons per year (about 80% by roads)
- Wholesales markets in inner city serve 1.3 million population in 1951
- Wholesales markets in inner city serve 12 million population in 2006
- The issue of warehousing / storage:
 - o Dhan Mandi
 - o The Chemical Market
 - o The Metal Market
 - o The Recycling Industry
- Cargo terminals
- Services sector to transportation





Karachi Historical Core
Revitalization & Rehabilitation Project

WADHUMAL ODHARAM QUARTERS
FUNCTIONAL PRESSURES

SCALE 1:10,000

Fig.No.

HAZARDOUS MARKETS

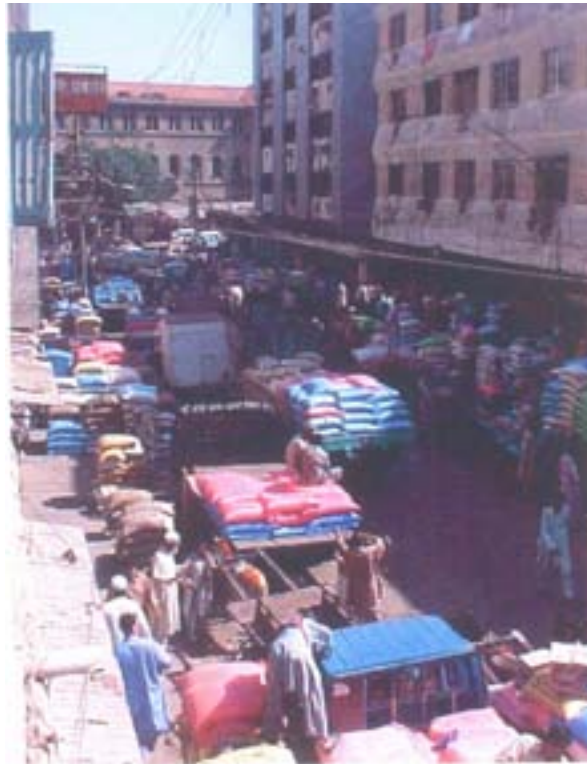
-  CHEMICAL MARKET
-  PAPER MARKET
-  GRAINS MARKET
-  METAL MARKET

NON HAZARDOUS MARKETS

-  BETEL LEAVES MARKET
-  SECONDHAND GARMENTS, CARPETS AND CURTAINS
-  FOOTWEAR AND SPORTS GOODS MARKET
-  CLOTH MARKET
-  GOLD MARKET
-  SPICES AND DRYFRUITS MARKET
-  ELECTRICAL APPLIANCES MARKET
-  SECONDHAND BOOKS MARKET
-  GENERAL RETAIL SHOPS
-  CLINICS, LABORATORIES & MEDICAL STORES
-  EATING OUTLETS















**Karachi Historical Core
Revitalization & Rehabilitation Project**

**WADHUMAL ODHARAM &
RANCHORE QUARTERS
VALUE BY AGE**

SCALE 1:10,000

Plan No.28

Code	Age	Number	Percentage
■	1851	1	0.4%
■	1900-1920	9	3.45%
■	1921-1930	114	43.7%
■	1931-1947	15	5.75%
■	1948-1980	48	18.4%
■	1981-1980	65	24.9%
■	1981-1997	8	3.07%
■	VACANT	1	0.4%
Total		281	



Dewood College of Engineering & Technology
Heritage Support Cell





The neighbourhood chosen as the pilot area for the programme.

KARACHI DEVELOPMENT PLAN 2000

- Rs.470 million spent on plan preparation
- Plan prepared at a stage when most of Karachi's civic needs were being taken care of by the informal sector
- Monitoring was an essential part of the plan. However, monitoring and information systems were not developed
- Plan was never officially approved of the plan
- Plan provisions are being violated

THE POLITICAL CLIMATE AND THE KARACHI MASTER PLAN 2000

- Army rule and further centralization 1977-1989
- The emergence of the MQM and the consolidation of ethnic politics
- The Afghan War and its effect (guns, drugs, erosion of institutions)
- The new generation

REPERCUSSIONS OF THE NON-IMPLEMENTATION OF KARACHI DEVELOPMENT PLAN 2000

- Transport issues
- Collapse of formal sector transport facilities
- Increased power of the formal and informal real estate lobby
- Weakening of government institutions

TRAFFIC AND TRANSPORT

- The vast majority of Karachi commuters work in Saddar, CBD, the old city quarters, port, Site and the Port Qasim industrial area
- Their mode of transport is mini-buses and private carriers
 - o Cars 681,851
 - o Motorcycles 36,462
 - o Buses 20,209
 - o Taxis 44,480
 - o Rickshaws 39,462
 - o Inter-city buses 2,800 (about. 1300 enter/leave per day)
- In 2004-2005 415 vehicles per day were registered in Karachi. Banks and leasing companies gave loans of more than US \$ 1 billion for them.
- No bus terminals, depots and workshops for buses or facilities for their drivers and service staff. These functions are performed on the roads
- 36 sites for intra-city depots and terminals were identified by the TEB and approved by the Governor's Task Force for the improvement of Municipal services in 1999 and two sites for Inter-city bus terminals.
- Bhatta paid by the transporters: Rs.780 million per year
- The Issues of inner city wholesale market and cargo terminals







REPERCUSSIONS

- Many thousand heavy vehicle trips (6 to 7 thousand) per day come into the inner city's narrow roads plus 135,000 other vehicles per day.
- Since no more space is left for godowns and small scale manufacturing, they are now being constructed in Katchi abadis, increasing traffic congestion and pollution
- High levels of air and noise pollution (lead levels in blood of children and police men, cases of stress and respiratory related diseases)
- Loss of time and money to traders, entrepreneurs, industrialists and transporters

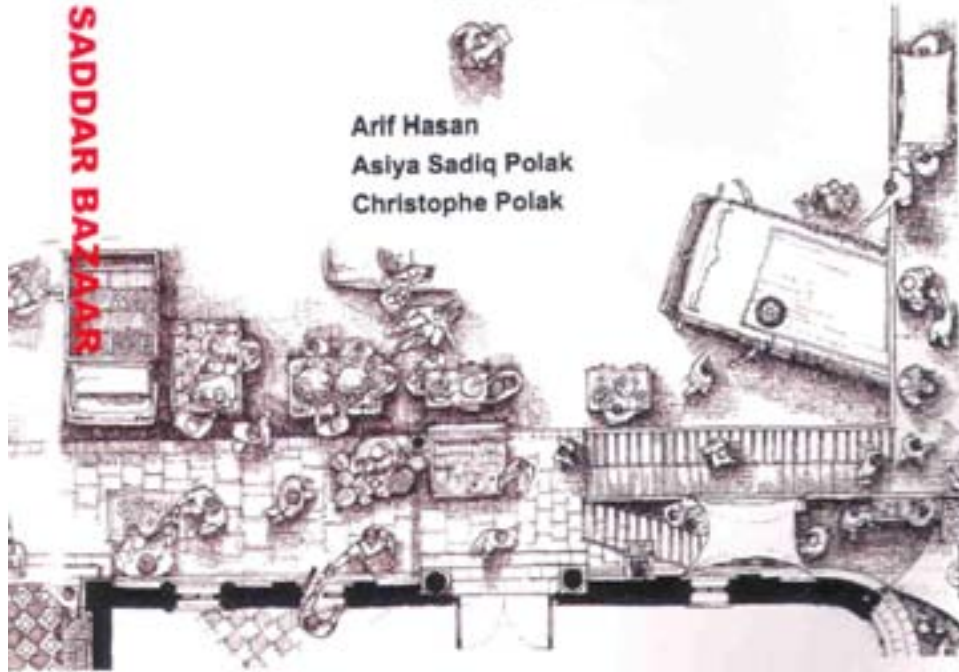
Hasan
Sadiq-Polak
Polak

The HAWKERS
of
SADDAR BAZAAR

The HAWKERS of SADDAR BAZAAR

A Plan for the Revitalisation
of Saddar Bazaar Karachi
Through Traffic Rerouting and
the Rehabilitation of its Hawkers

Arif Hasan
Asiya Sadiq Polak
Christophe Polak



شع

KARACHI STRATEGIC DEVELOPMENT PLAN 2020

- Prepared 2004-2008
- Structural adjustment
- Globalisation
- Looking for FDI
- New generation consolidates
- Media revolution

KARACHI STRATEGIC DEVELOPMENT PLAN 2020

- The new paradigm
- Mega projects
- Global capital
- Transport, housing, solid waste, sanitation discussions

THE NEO-LIBERAL URBAN DEVELOPMENT PARADIGM

- “World class cities” (no clear definition)
- “Investment friendly Infrastructure” (no clear definition)
- High rise apartments as opposed to upgraded settlements (problems associated with it)
- Flyovers and elevated expressways as opposed to traffic management and planning
- Malls as opposed to traditional markets
- Removing poverty from the city centre to the periphery to improve the image of the city so as to promote DFI
- Catering to tourism rather than supporting local commerce
- Planning for the period for which they are in power (the result of devolution)
- Seeking the support of the international corporate sector (developers, banks, suppliers of technologies and their links with politicians and the IFIs)
- The issue of byelaws, zoning regulations and professional education
- Global capital

REPERCUSSIONS OF GLOBAL INVESTMENT IN REAL ESTATE

- **Three beach development projects occupying about 40,000 acres of land**
- **26 kilometres of waterfront**
- **These projects deny public access to the beach which is a space for recreation and entertainment and for fishing activities to coastal villages and fisherfolk**
- **They affect the livelihood of 200,000 fisherfolk and evicting about 20,000 households**
- **The damage the flora and fauna of the region and causing severe ecological damage**

Source: Newspaper reports, fisherfolk estimates, developers and NGO websites (estimates vary. The figures above are between two extremes)







Kodak
عزت نام پان شاپ
کی قسم اور سیل دستیاب ہیں

ماشاء اللہ
محمد



نورانی

آپ کی حسین تجربات میں آپ کے گلے گلے
Kodak

عزت نام فوٹو شاپ
0700-2234165
رنگین فوٹو کی دھلائی صرف 30 منٹ میں
36 والی قسم اور سیل بھی دستیاب ہیں





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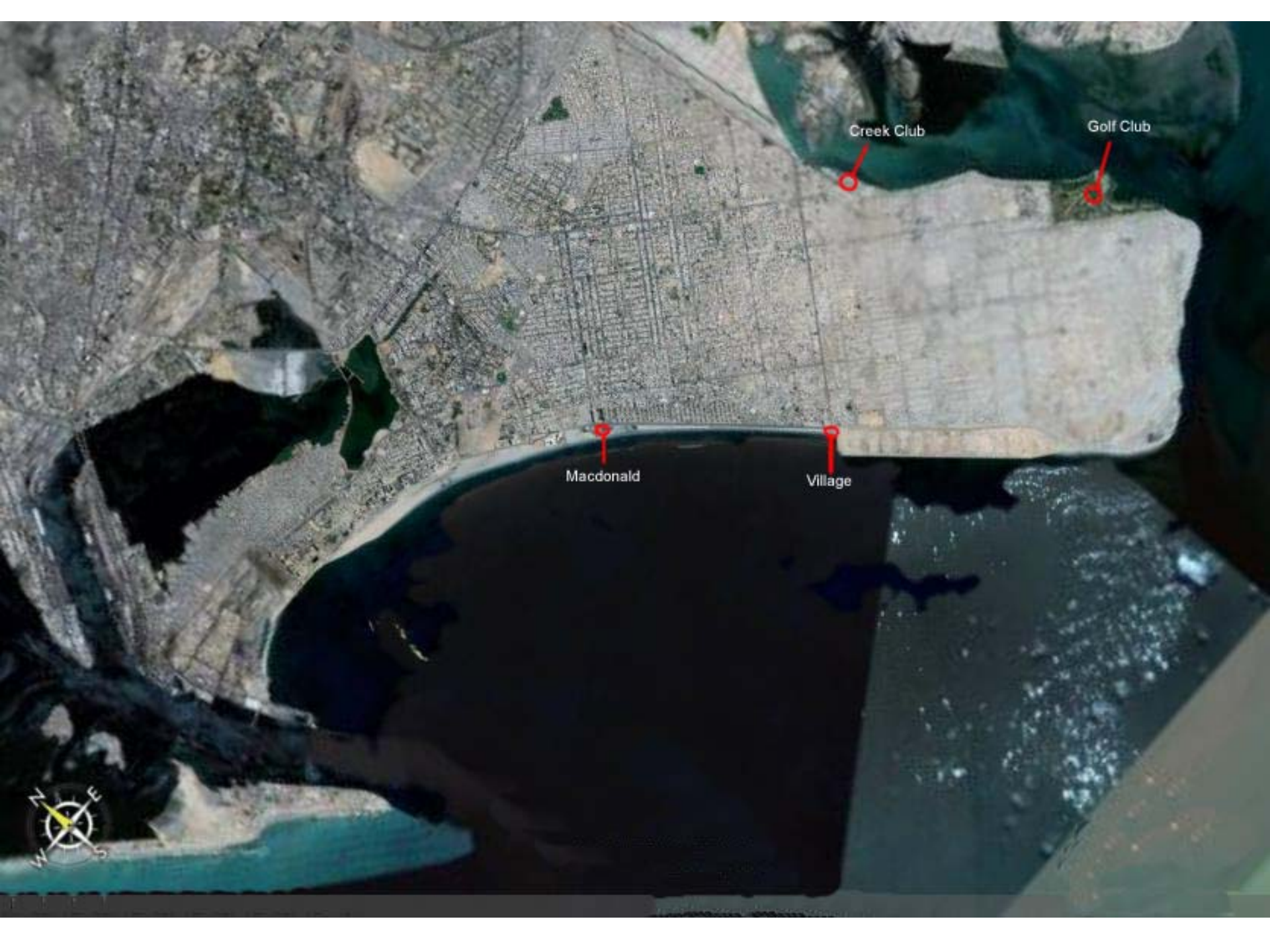
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Creek Club

Golf Club

Macdonald

Village





Creek Club

Golf club

Macdonald

Village





View 1

View 2



Residential Tower & Hotel Complex





BEACH DECISIONS PRINCIPLES

- Stakeholders have to be protected. They are
 - Flora and fauna
 - Fishing communities
 - Lower and lower income visitors to the beach and the activities that serve them
 - Land owning agencies and individuals
- Profit seeking capital should be subject to rules, regulations and environmental laws and regulations

The stakeholders can be protected by:

- No land reclamation from the sea, marshes, mud flats and other areas where flora and fauna is located or is used by fishing communities
- Creation of a 150 metre construction free zone between the high water mark and development and on the seaward side of a coastal road
- Access between fishing villages and the construction free zone has to be guaranteed
- No sewage disposal (treated or untreated) onto public beaches

THE KARACHI CONTEXT

Political Structure

- Karachi is a city district divided into 18 towns and 178 union councils.
- The district, each town and each union council has an elected mayor and considerable powers.
- There is a very strong federal presence in Karachi because of the port, airport, railways and military

Population

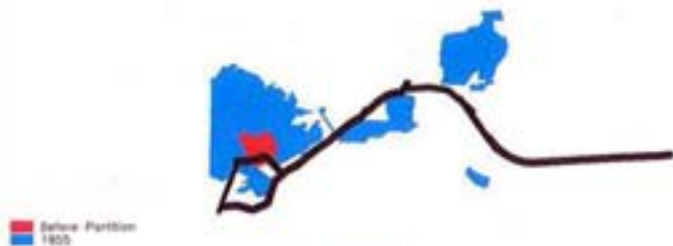
- 435,887 (in 1941)
about 16,000,000 today
- Karachi contains:
 - 10% of Pakistan's total population
 - 25% of Pakistan's urban population

Economy

- Karachi's Pakistan's only port
- It contributes 20% of the country's GDP and 62% of income tax
- 40% of employment in large scale manufacturing is located in Karachi's 4,500 formal sector industrial units
- 75% of the working population is employed in the informal sector in garment, leather, textile, carpet and light engineering works.

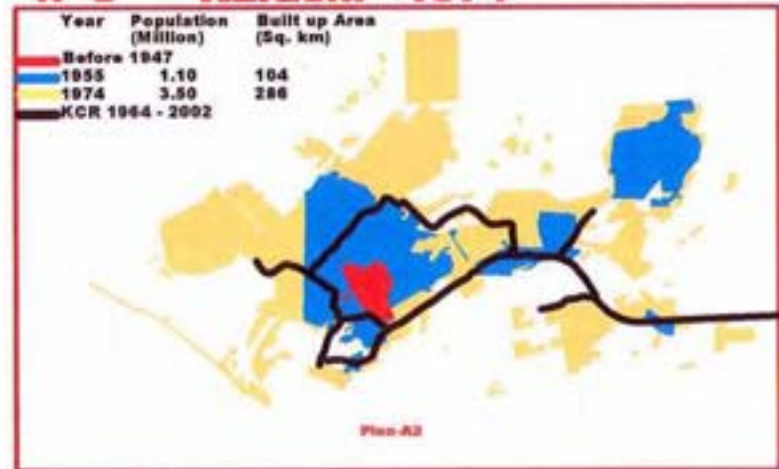
A - 1 Karachi - 1955

Population = 1.10 million
 Built up Area = 104 Sq. Km



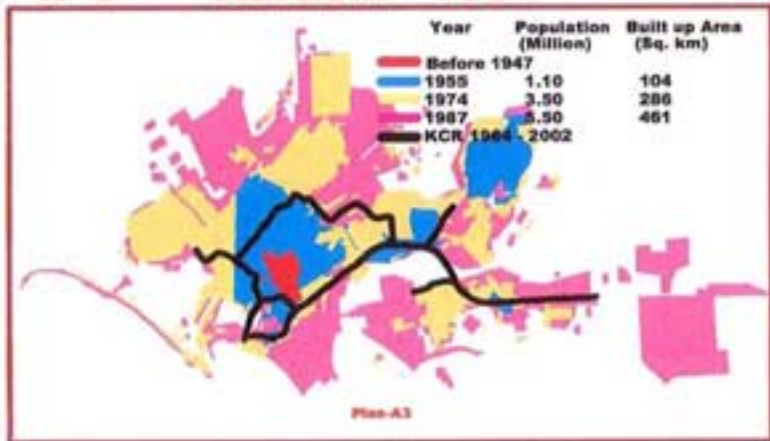
Plan-A1

A - 2 Karachi - 1974



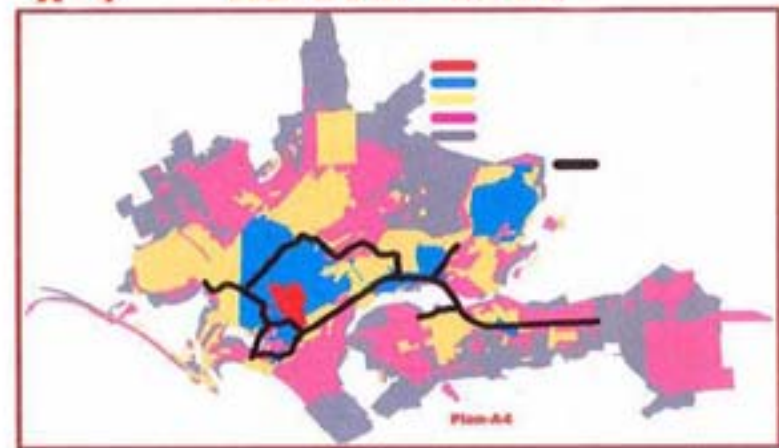
Plan-A2

A - 3 Karachi - 1987



Plan-A3

A - 4 Karachi - 2002



Plan-A4

KARACHI POPULATION GROWTH

Year	Population	Increase/ Decrease Over Last Census / Survey	No. of Years in Between	Per cent Increase/ Decrease	Average Annual Growth Rate
1941	435,887	135,108	10	44.90	3.70
1951	1,137,667	701,780	10	161.00	11.50
1961	2,044,044	906,377	10	79.70	6.05
1972	3,606,746	1,562,702	11	76.50	5.00
1981	5,437,984	1,831,238	9	50.80	4.96
1998	9,802,134	4,540,422	17	86.29	3.52

Source: Prepared from Population Census Reports, Government of Pakistan.

MOTHER TONGUE

	1981	1998
Urdu (percentage)	54.34	48.52
Punjabi (percentage)	13.64	13.94
Sindhi (percentage)	6.29	7.22
Pushto (percentage)	8.71	11.42
Baluchi (percentage)	4.39	4.34
Seraiki (percentage)	0.35	2.11
Others (percentage)	12.27	12.44

*Note: 1981 figures are in percentage households
1998 figures are in percentage population*

ISSUES

- Housing security
- The neo-liberal urban development paradigm
- Sanitation
- Water
- Solid waste management
- Employment
- Health and education
- Social change
- Air and noise pollution
- Crime
- Governance



REASONS WHY CITIES HAVE FAILED TO MANAGE TRAFFIC AND TRANSPORT

Manila, Bangkok, Tehran, Cairo, Mexico city have invested in flyovers, expressways, light rail transit (LRT) in a big way. Yet their traffic problems are worse than ours and commuting for the majority is more time consuming than in Karachi and at rush hours not more comfortable. The reasons are:

1. Transport, traffic planning and land use have not been integrated.
2. Failure to persuade people to use public transport.
3. Investment in expensive light rail projects which have proved inappropriate:
 - because of heavy investment, projects are too small to make a real difference;
 - require decades to complete;
 - are expensive to use as compared to buses (in many cases unaffordable for the poor);
 - cannot easily be extended or added to;
 - require extensive engineering inputs; and
 - the manner in which corridors for LRT are identified requires a “transfer penalty” for the vast majority of commuters.
4. The absence of an urban design exercise for building and development projects.

TRANSPORT MODES/COSTS

Mode	Cost per KM (in Million)	Persons per hour	Comments
Trams	US\$ 4	10,000	Appropriate for certain inner city areas
Bus Rapid Transit (BRT)	US\$ 2.5	32,000	Appropriate for Karachi
Light rail at grade (segregated)	US\$ 12	20,000	
Light rail elevated	US\$ 20-40	36,000	Appropriate for Karachi (worked out to \$ 47M for corridor-1)
Light rail underground	US\$ 40-100	40,000	
Heavy rail (suburban)	US\$ 10 (minus land costs)	Can be upto 72,000	
Heavy rail rehabilitation	US\$ 13.2 for Hong Kong		Appropriate for Karachi Circular Railway (KCR)

LRT/BRT COVERAGE IN DIFFERENT CITIES

1. LRT COVERAGE

City	KM Built	%age of Trips Catered to	Average Cost per LRT Trip	Average Cost of Bus Trip for Same Distance	Time Taken to Build System
Manila	28.8	8	P 15	P 4	23 Years
Bangkok	44	3	B 25	B 6	16 Years
Delhi	65	4.8	Rs 10	Rs 5	
Mexico	276	22	-	1/3 of LRT	32 Years
Cairo	45.3	3.8	-	-	-

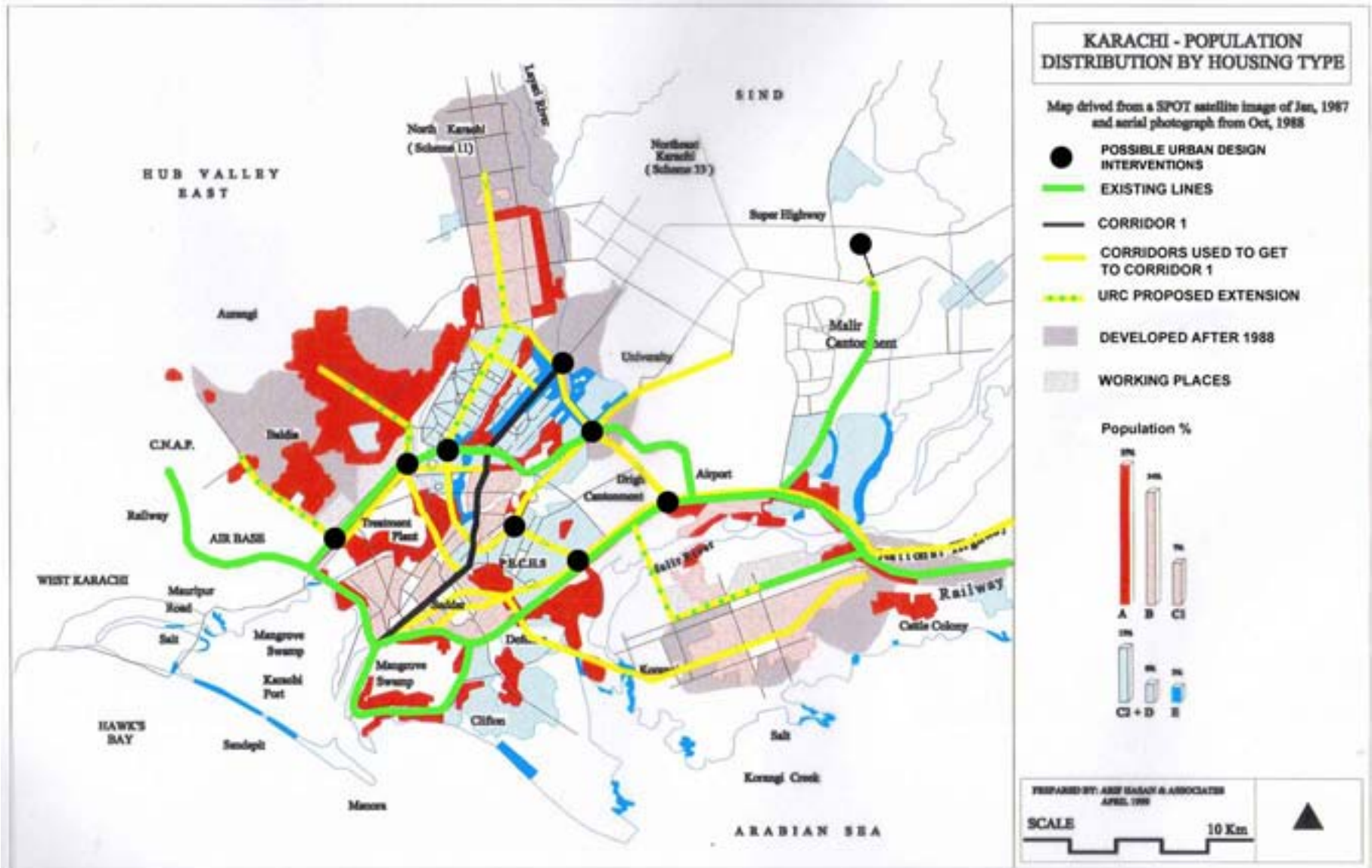
2. BRT COVERAGE

- Bogotá: Car rider-ship reduced by about 30 per cent (cancelled LRT and metro in favour of BRT in 2000)
- Curitiba: Car rider-ship reduced by about 42 per cent
- Jakarta: (Just 2 corridors so far with no other linkages) 14 per cent reduction on the 2 corridors

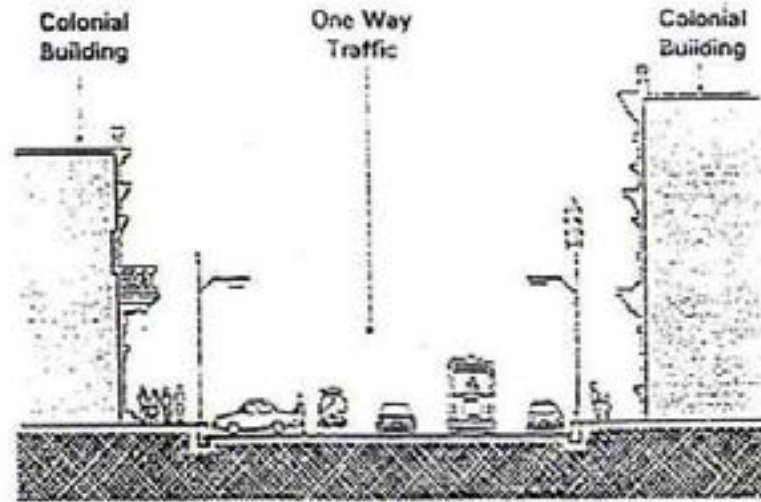




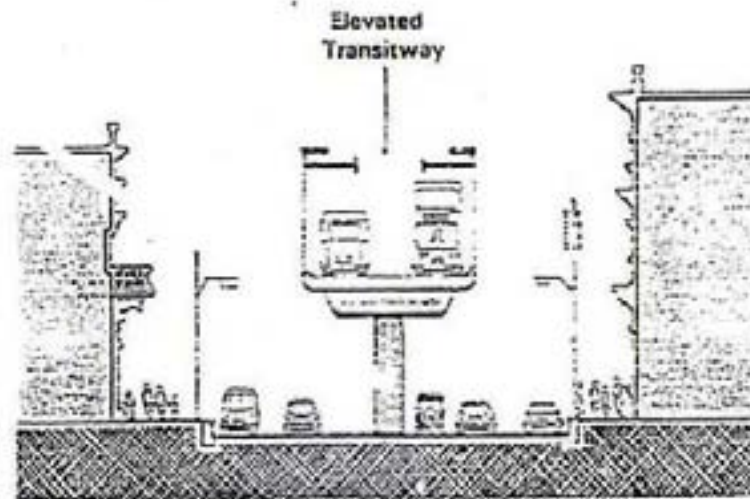
TRANSPORT CAN GIVE SHAPE TO A CITY AND DETERMINE LANDUSE



EXISTING



PROPOSED







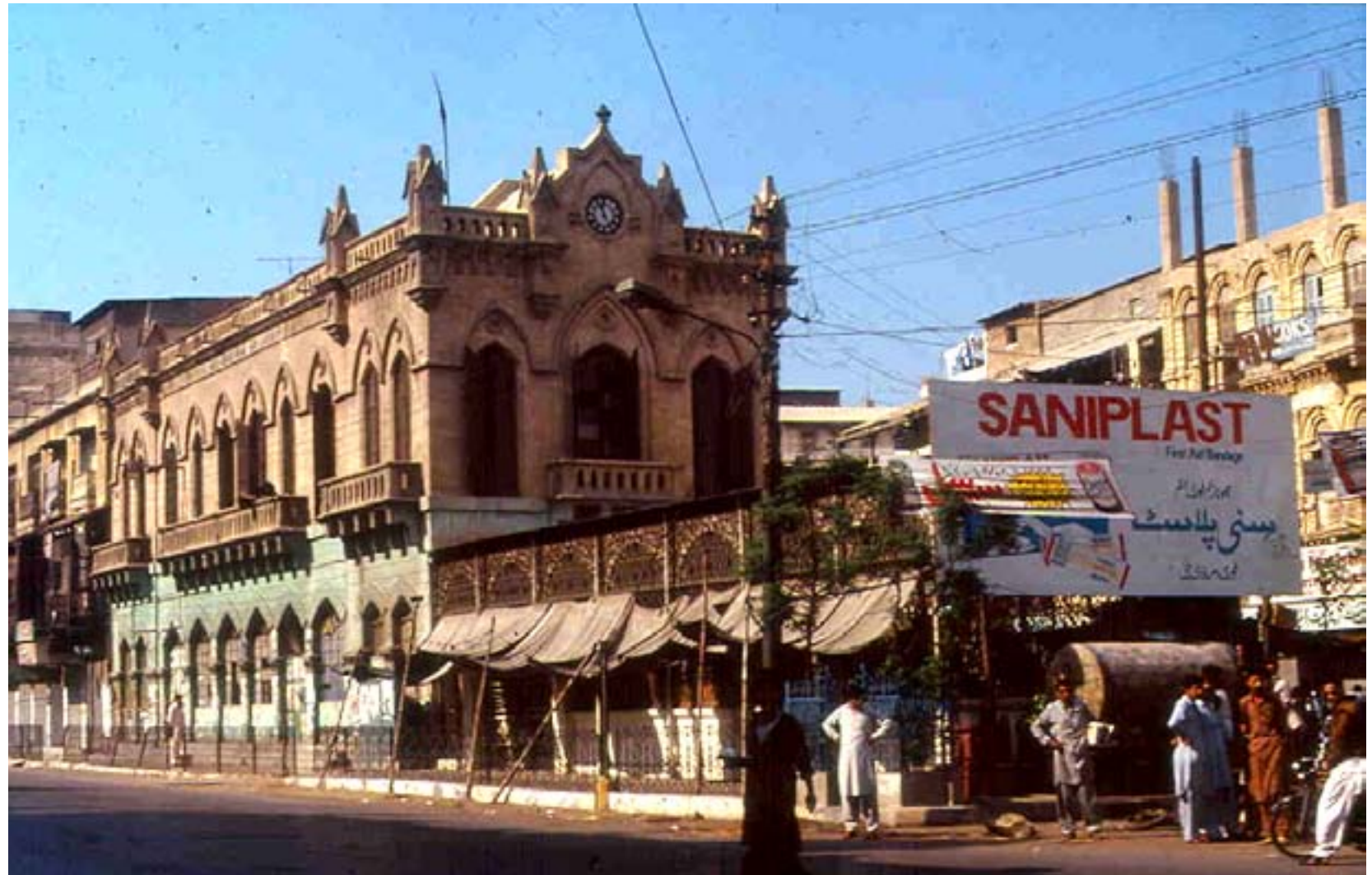




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HOUSING DEMAND-SUPPLY GAP

- Housing demand : 80,000 per year
- Formal sector housing supply : 30,000 per year
(Average over last 5 years)
- Accommodated in katchi abadis : 32,000 per year
- Rest accommodated through densification of existing settlements.

POPULATION OF KATCHI ABADIS

	'70s (1978)	'80 (1985)	(1998)	'2006 (Projection)
Population	2,000,000	2,600,000	4,901,067	8,540,000
Number of households	227,000	356,000	700,152	1,200,000
Percentage of population	55 %	43 %	50 %	61 %

Worked out by the author from:

1. Dowall, D. Dr., 1989, Karachi Land and Housing Study, KDA-Master Plan Department (MPD)
2. World Bank, October 1990, Shelter for Low Income Communities: Inception Report on Sindh.
3. Karachi Strategic Development Plan 2020, CDGK, 2007

POVERTY IN KARACHI (HEAD COUNT)

Status	Overall Karachi	Katchi Abadi Households
Below poverty line	50.5 %	89 %
Chronic poor	9.5 %	54 %
Transitory	14 %	35 %
Vulnerable to shock but above poverty	8.5 %	NA

Source: Worked out from the Karachi Strategic Development Plan 2020, CDGK 2007 and the Aide Memoire of the ADB Fact Finding Mission for the Mega-city Development Project, September 2005.

INCREASE IN HOUSING COSTS 1991 – 2007

21

Cost per Square Yard

	1991	2007
Land in new peri-urban katchi abadis	Rs 176 (US\$ 2.35) or 1.7 times daily wage for unskilled labour	Rs 2,500 (US\$ 33.33) or 10 times daily wage for unskilled labour
Construction cost of semi-permanent house in katchi abadis	Rs 660 (US\$ 8.8)	Rs 5,000 (US\$ 66.66)
Rent for semi-permanent house in katchi abadis	Rs 350 (US\$ 4.66) or 2.5 times the daily wage for unskilled labour	Rs 2,500 (US\$ 33.33) or 10 times the daily wage for unskilled labour

KARACHI: PHYSICAL CONDITIONS

٢١

	1981	1998
No. of Housing Units	858,000	1,457,000
Rental Housing	26.40 %	32.48 %
One room houses	44.94 %	30.09 %
Three room houses	13.96 %	21.12 %
Average persons per room	3.1 %	2.89 %
Electric Connections	65.78 %	93.79 %
Water Connections in house	44.45 %	74.38 %
Water Connections outside house	45.39 %	7.41 %
RCC roofs	42.54 %	56.04 %
Houses with separate latrines	74 %	47 %
Houses with separate kitchen	65 %	48 %
Houses with separate bathrooms	69 %	34 %
8 persons or more per room	35 %	34 %

Source: Housing Census Reports, Government of Pakistan

TV Ownership : 86% HH
Computers : 17.22% population

EVICTIIONS AND BURNING OF SETTLEMENTS

List of Recorded Evictions:

- Houses demolished July 1992-June 2007 48,975
- Population displaced 538,725
- Estimated Loss to the urban poor Rs 7.38 billion (US\$28.4 million)

Note: These are only reported cases and do not include shops, businesses, schools and dispensaries which were also demolished.

Huts Gutted in Karachi

- Total number since 1995 3,088
- Five minor children and a 45 year old man were burnt alive in these incidents

Source: Worked out from URC data

REASONS AND REPERCUSSIONS OF EVICTIONS

Reason for Evictions:

- Development projects 52%
- Developer-politician-bureaucrat nexus 31%
- Badly planned urban renewal 17%
- Selective application of incomplete decrees
- Unclear land title

Repercussions of Evictions and Relocation:

- Reduction in income as women have difficulty in getting work
- 30 to 200 per cent increase in transport costs and travel time
- Loss of investment in the building of a home and acquiring utilities
- Disruption of children's education
- Adverse effects on family life and social relations
- Distance from better health, education, entertainment and recreational facilities

Source: *Worked out from URC data*



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اسی طرح
اسی طرح

گروہیں کٹائیں
گروہوں کو چھائیں
خونوں ایکپڑائیں
مناظرین ایکپڑائیں

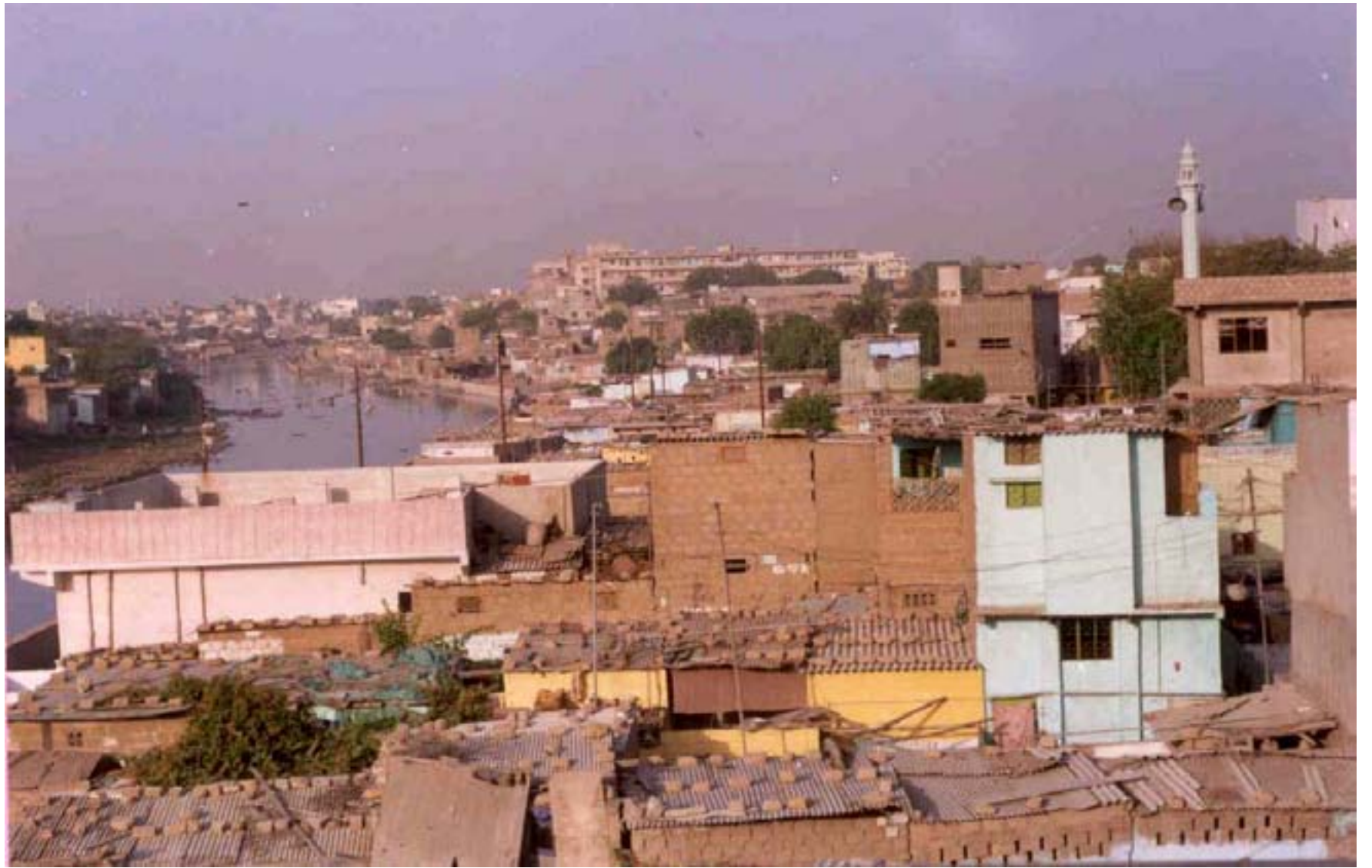
لیاری ایکسپریس کے
مناظرین کے ساتھ
بند کر دو
موتیہ

کیا لیاری کے ایکسپریس
فٹے کے مناظرین انسان
نہیں۔ زمین بڑب
کمرے کا خیال چھوڑ دو
سزا کے مناظرین لیاری ایکسپریس

عالمی میڈیا
لیاری ایکسپریس وہ کہنا
کو (۷۶۵) کے طور پر
جانتے۔

شوہر بھائی کو
قہر کے والوں
لغت
لیاری ایکسپریس

17. 7. 02







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HawkesBay Relocation Scheme after 3 Years

::

	PREVIOUS LOCATION	PRESENT LOCATION
Transport	Available 24 hours	Not available after 10 from
Transport cost per day	Rs. 10-30	Rs. 20-100
Travel Time	10-60 minutes	30 minutes to 3 hours
Water by tanker	43%	39%
Electricity	95.5%	29.5%
Income decreased HH	—	86.6%
Children Education adverse effected	—	42.3%
Health adverse effected	—	61.4%
Credit available home shopkeepers	88.6%	16%
Decline in working men		50%
Decline in working women		20%
Savings group of labor at commercial units	0	66.7%
Money owed to others	0	67%

EMPLOYMENT

- 75 per cent of Karachiites work in the informal sector
- Unemployment rate (total)

	1981	17.14 %
	1998	17.56 %

- Less than 25 years (age group)

	1981	17.72 %
	1998	13.39 %

- Over 60 years (age group)

	1981	32.25 %
	1998	18.74 %

Issues:

- Technical jobs available
- Skills not available
- Institutions for acquiring skills insufficient and unaffordable
- Loss of jobs due to structural adjustment and WTO regimes

SOCIAL CHANGE

Age Group 15 – 24:

Married percentage	1981	2006
Men	13.39	7 (extrapolated from the 1998 Census)
Women	37.92	20 (extrapolated from the 1998 Census)
Literacy percentage	1981	2006
Men	66.70	79 (extrapolated from the 1998 Census)
Women	62.32	79 (extrapolated from the 1998 Census)

Nuclear Family Formation:

Percentage of nuclear families	1987	2006
	57.00	84.54

Court Marriages:

Data shows an increase in geometric progression

Women Students in Public Sector Universities:

- Karachi University 68 %
- Medical students 87 %
- Engineering University 50 % (about)
- Architecture and planning 92 %

Repercussions of social change

- Changes in gender relations
- Changes in use of public space
- Conflict between tradition and social reality

HEALTH AND EDUCATION

Clinics and schools in 334 OPP-RTI surveyed katchi abadis

	Existing Clinics		Existing Schools	
	Private	Government	Private	Government
	1,041	12	773	143

Source: Perween Rahman; Katchi Abadis of Karachi: A survey of 334 katchi abadis; 2004, OPP-Research and Training Institute

Gender ratios in OPP-RTI supported schools in Orangi

S c h o o l supported	Teachers			Students			Fees (Range)
	Total	Male	Female	Total	Male	Female	
359	2,664	729 (27.36%)	1,935 (72.64%)	46,593	24,573 (52.73%)	22,020 (47.27%)	Rs 30 – 200

Source: OPP-RTI's 113th Quarterly Report; 2008

CRIME

Better than many cities

- Murder : 4.04 per 100,000
 - Rio 67.6
 - Washington 40.38
 - Manchester 6.85
- Vehicle theft : 30 per 100,000
 - Frankfurt 4,406
 - Chicago 1,034
 - Delhi 70
- Phone snatching : We lead
 - In 2006 54,157 cases
 - In 2007 99,065 cases
 - Most cases are not reported
- Rape and honour killings

Causes of Insecurity

- Lack of confidence in the police force
- Political violence
 - 2007 : 295 died
 - Over 1,000 vehicles torched
- Terrorist attacks
 - 2006 : 278 died
 - 2007 : 344 died

Required

- **Strong public institutions**
- **Principles for equitable urban planning**
- **Money and projects alone will not deliver**

FOUR PRINCIPLES FOR SUSTAINABLE URBAN PLANNING

- 1. Planning has to respect the ecology and the natural environment of the area in which the city is located.**
- 2. Land use has to be determined on the basis of social and environmental considerations and not on the basis of price and value (or potential land value) alone.**
- 3. Planning must give priority to the needs of the majority population which in the case of Pakistan belongs to the lower income or lower middle income classes.**
- 4. Planning has to respect the tangible and intangible cultural heritage of human settlements and of the communities living in them.**

Cities where these principles have not been followed are:

- **Incapable of dealing with natural disasters (such as heavy rains)**
- **They are prone to diseases due to biodiversity related issues and pollution**
- **They are subject to crime, violence, strife and social fragmentation as the poor are pushed out of the city to unserviced slums and the rich ghettoise themselves out of fear and insecurity**
- **Their road network is clogged with vehicles**
- **They lose their sense of identity and as such of cohesion.**

REQUIRED INSTITUTIONS

- 1. Research and its relationships with political decision making
(independence of research, institutionalised consultations)**
- 2. Autonomous planning agencies
(free from political interference, manned by well trained and well paid professionals) where will they come from?**
- 3. Implementation agencies
(competency, accountability, transparency)**
- 4. O&M organisations
(issues related to decentralisation, capacity, capability, community involvement and links with planning agencies)**
- 5. The issue of coordination**

TOTAL LOANS FOR PAKISTAN FOR URBAN DEVELOPMENT BETWEEN 1976 – 1996

1.	Total Loans	US\$ 1,472 million
2.	Sindh's Share (mostly for Karachi)	US\$ 799.64 million
3.	Technical Assistance	US\$ 16.95 million

According to IFI's own reports, all Sindh projects have either been failures or are unsustainable.

KWSB owes the ADB Rs 46 billion (US\$ 767.6 million). This like other loans is serviced by deductions in the Sindh development budget.

The case of the Korangi Waste Water Management Project.

COSTS OF PROJECT PREPARATIONS

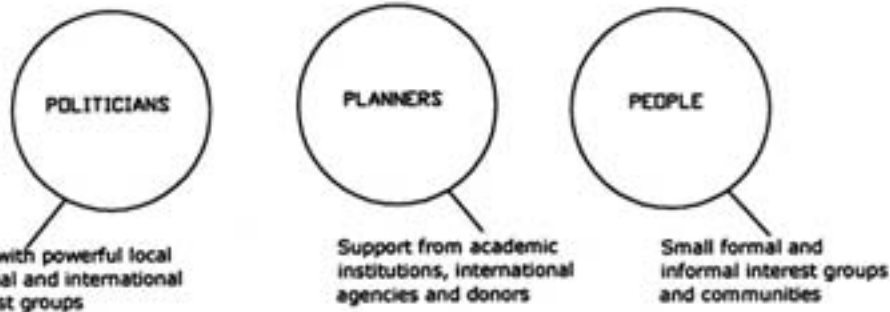
- **Karachi Development Plan 2000: Rs 470 million (US\$ 16 million)
(Dollar value at 1992 rate)**
- **Karachi Mass Transit studies: Rs 300 million (US\$ 9 million)
(Worked out at dollar value at different times)**
- **Solid Waste Management studies: Rs 140 million (US\$ 2.4 million)**
- **Total: US\$ 27.4 million**
- **None of the plans have been implemented nor are they likely to be in the form in which they were perceived**

IS THERE A RESOURCE CONSTRAINT? BHATTA PAID IN KARACHI

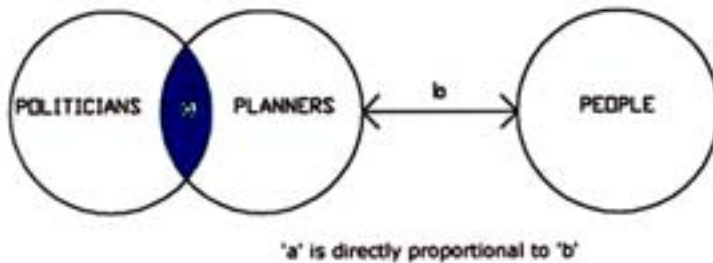
- **Saddar and Lea Market encroachment** : **Rs 25 million per month**
- **Garbage recycling industry** : **Rs 220 million per year**
- **Land** : **Rs 650 million per year**
- **Buses / transport** : **Rs 780 million per year**

Three Main Players

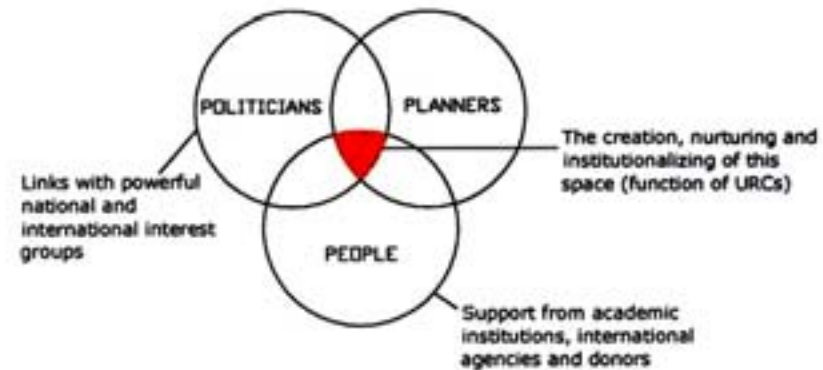
1. THE THREE MAIN PLAYERS AND THEIR PRESENT LINKS



2. DEVELOPMENT DELIVERY: THE PRESENT SITUATION



3. AS IT SHOULD BE





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