THE EVOLUTION OF KARACHI

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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
## THE MANY NAMES OF KARACHI

<table>
<thead>
<tr>
<th>S.No</th>
<th>NAME</th>
<th>SOURCE</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>KARACHI</td>
<td>Pehlavi texts</td>
<td>230BC</td>
</tr>
<tr>
<td>02</td>
<td>KALACHI</td>
<td>Sindhi Legend of Morrio/Mangar</td>
<td>12th century</td>
</tr>
<tr>
<td>03</td>
<td>‘KARAZI’</td>
<td>Al-Fawaid</td>
<td>1500</td>
</tr>
<tr>
<td></td>
<td><em>(Description of a Karachi harbor)</em></td>
<td><em>(Work of Arab navigator Ibn Majid)</em></td>
<td></td>
</tr>
<tr>
<td>04</td>
<td>‘RAS AL KARAZI’</td>
<td>Al Mahri’s Umdah</td>
<td>1511</td>
</tr>
<tr>
<td></td>
<td><em>(Arab Navigator Sulayman)</em></td>
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<td></td>
</tr>
<tr>
<td>05</td>
<td>‘RAS KARASHI’</td>
<td></td>
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<tr>
<td>06</td>
<td>‘KAURASHI’</td>
<td>Turkish Captain Sidi Ali Ries’s book “Muhit” on</td>
<td>1553-54</td>
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<tr>
<td></td>
<td>navigator in the Persian Gulf</td>
<td></td>
<td></td>
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<tr>
<td>07</td>
<td>DARBO</td>
<td>Stated in the Autobiography of Seth Naomal Hotchand</td>
<td>1729</td>
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<tr>
<td>08</td>
<td>‘KOLACHI JO KUN’</td>
<td></td>
<td></td>
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<tr>
<td>09</td>
<td>‘KARACHAR DAAJA’</td>
<td>Kalhora period records</td>
<td>1761</td>
</tr>
<tr>
<td>10</td>
<td>‘KALATI BANDER’</td>
<td>Khan of Kalat period records</td>
<td>18th Century</td>
</tr>
<tr>
<td>11</td>
<td>‘KOWARCHI and KARACHAY TOWN’</td>
<td>British records</td>
<td>18th century</td>
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<tr>
<td>12</td>
<td>‘KARASHER and DHAROJA’</td>
<td>British records</td>
<td>18th century</td>
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<tr>
<td>13</td>
<td>‘KARECHI’</td>
<td></td>
<td>19th century</td>
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<td>14</td>
<td>‘KHORALI’</td>
<td>Henry Pottinger</td>
<td>1809</td>
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<tr>
<td>S.No</td>
<td>Name of Saint</td>
<td>Date</td>
<td>Location of Tomb</td>
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<td>------</td>
<td>-------------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>-----------------------------------------</td>
</tr>
<tr>
<td>01</td>
<td>Hazrat Syed Noor Ali Shah</td>
<td>8th century</td>
<td>Tin Hatti</td>
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<tr>
<td>02</td>
<td>Hazrat Yusuf Shah Ghazi (brother of Abdullah Shah Ghazi)</td>
<td>9th-10th century</td>
<td>Manhora</td>
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<tr>
<td>03</td>
<td>Hazrat Abdullah Shah Ghazi</td>
<td>9th century</td>
<td>Clifton</td>
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<td>04</td>
<td>Hazrat Pir Hassan Shah Ghazi</td>
<td>10th century</td>
<td>Jodia Bazar</td>
</tr>
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<td>05</td>
<td>Hazrat Noor Ali Shah Ghazi</td>
<td>10th century</td>
<td>Acchi Qabr, Bombay Bazaar</td>
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<tr>
<td>06</td>
<td>Hazrat Haji Sakhi Sultan Manghopir</td>
<td>12th-13th century</td>
<td>Manghopir</td>
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<tr>
<td>07</td>
<td>Hazrat Qutb Alam Syed Alim Shah Bukhari</td>
<td>? century</td>
<td>Hindu Road (near Eidgah)</td>
</tr>
<tr>
<td>08</td>
<td>Hazrat Mewa Shah</td>
<td>18th-19th century</td>
<td>Mewa Shah Graveyard</td>
</tr>
<tr>
<td>09</td>
<td>Hazrat Sain Abdul Ghani</td>
<td>19th century</td>
<td>Juna dhobi ghat</td>
</tr>
<tr>
<td>10</td>
<td>Hazrat Syed Ismail Shah Ghazi</td>
<td>Early 19th century</td>
<td>Hindu Road (near Eidgah)</td>
</tr>
<tr>
<td>11</td>
<td>Hazrat Ghaib Shah</td>
<td>Early 19th century</td>
<td>Keamari</td>
</tr>
<tr>
<td>12</td>
<td>Hazrat Baba Imam Shah Bukhari</td>
<td>18th century</td>
<td>Masjid-e-Khizra, Bhimpura</td>
</tr>
<tr>
<td>13</td>
<td>Hazrat Pir Bachal Shah Al-Maroor Mastan Shah</td>
<td>Early 19th century</td>
<td>Gari Khata</td>
</tr>
<tr>
<td>14</td>
<td>Hazrat Meeran Pir</td>
<td>? century</td>
<td>Near Lea Market</td>
</tr>
<tr>
<td>15</td>
<td>Hazrat Syed Haji Pir</td>
<td>? century</td>
<td>Pir Lane, Bhimpura</td>
</tr>
<tr>
<td>16</td>
<td>Hazrat Zinda Shah</td>
<td>? century</td>
<td>Masoom Shah Mosque, Kharadar</td>
</tr>
</tbody>
</table>
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
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1843-56</td>
<td>Development of the port. Population increases to 57000</td>
</tr>
<tr>
<td>1848</td>
<td>Fortification walls demolished</td>
</tr>
<tr>
<td>1857</td>
<td>“Rebellion” against the British</td>
</tr>
<tr>
<td>1861</td>
<td>Construction of the Sindh Railway</td>
</tr>
<tr>
<td></td>
<td>Perennial irrigation schemes begun in Punjab and Sindh</td>
</tr>
<tr>
<td>1861-65</td>
<td>American civil war and its effects on Karachi</td>
</tr>
<tr>
<td>1868</td>
<td>Karachi becomes the largest exporter of wheat and cotton in India</td>
</tr>
<tr>
<td>1869</td>
<td>Railway link with Punjab</td>
</tr>
<tr>
<td></td>
<td>Suez Canal opened</td>
</tr>
<tr>
<td>1884</td>
<td>Tramway established</td>
</tr>
<tr>
<td>1901-11</td>
<td>The major Punjab-Sindh irrigation schemes completed</td>
</tr>
<tr>
<td>1914-22</td>
<td>Karachi becomes the headquarters for British intervention in Central Asia during the First World War.</td>
</tr>
<tr>
<td>1924</td>
<td>Karachi becomes first airport in India</td>
</tr>
<tr>
<td>1929</td>
<td>Miram’s plan for Karachi</td>
</tr>
<tr>
<td>1935</td>
<td>Karachi separated from Bombay</td>
</tr>
<tr>
<td>1947</td>
<td>Capital of Pakistan (First Centre-Karachi-Sindh conflict)</td>
</tr>
</tbody>
</table>
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%
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 Sidhi language in schools, courts and media banned. In Karachi Sindhi medium schools converted to Urdu
- Green Revolution and Industrialization policies
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
VICTORIA ROAD
ELPHINSTONE STREET
GARDEN ROAD
BOBISHER STREET
PRESIDENT STREET
CLARK STREET
PRESBYTERY STREET
HAYNE ROAD
INGLE ROAD
BOURDIL POINT ROAD
DEPOT ROAD
KUTCHERRY ROAD
PRESPY ROAD
MANFIELD ROAD
RAHABADI ROAD
BUNDER ROAD
MCLOO ROAD
DRISH ROAD

NEW NAME
Abdulla Jamil Road
Zubairitis Street
H.I.B. Sir Aga Khan III Road
Raja Ghansadar Ali Road
Dr. Daud Poon Road
Bashir-e-Ismi
Poon Road
Ahsan-e-Bahar Road
Ingle Road
Club Road
Sarwar Sheikh Road
Dr. Zainul Abedi Road
Shahbaz-e-Liqui
Marshfield Street
Avershaugh Road
N.A. Jinnah Road
I.I. Chundhoo Road
Shahbaz-e-Poised
SADDAR AND ITS ENVIRONS
BARS, BILLIARD ROOMS & RELATED EATING PLACES

PREPARED BY: ARIF HASSAN & ASSOCIATES
FEBRUARY 1999
## WHAT WAS – WHAT IS COMPARISON

<table>
<thead>
<tr>
<th>WHAT WAS</th>
<th>WHAT IS</th>
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<tbody>
<tr>
<td>Old business houses</td>
<td>9</td>
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<tr>
<td>Halls</td>
<td>4</td>
</tr>
<tr>
<td>Playgrounds</td>
<td>2</td>
</tr>
<tr>
<td>Clubs / Associations</td>
<td>5</td>
</tr>
<tr>
<td>Churches</td>
<td>5</td>
</tr>
<tr>
<td>Schools</td>
<td>6</td>
</tr>
<tr>
<td>Health institutions</td>
<td>1</td>
</tr>
<tr>
<td>Libraries</td>
<td>2</td>
</tr>
<tr>
<td>Book shops</td>
<td>3</td>
</tr>
<tr>
<td>Eating Places</td>
<td>3</td>
</tr>
<tr>
<td>Bars</td>
<td>0</td>
</tr>
<tr>
<td>Billiard rooms</td>
<td>0</td>
</tr>
<tr>
<td>Cinemas</td>
<td>4</td>
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<tr>
<td>Music and dance schools</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>45</strong></td>
</tr>
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</table>
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:
  - Dhan Mandi
  - The Chemical Market
  - The Metal Market
  - The Recycling Industry
- Cargo terminals
- Services sector to transportation
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
  - Cars 681,851
  - Motorcycles 36,462
  - Buses 20,209
  - Taxis 44,480
  - Rickshaws 39,462
  - 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
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
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)
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.
Source: ECIL, Karachi, 2002
# KARACHI POPULATION GROWTH

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

## MOTHER TONGUE

<table>
<thead>
<tr>
<th>Language (percentage)</th>
<th>1981</th>
<th>1998</th>
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<tbody>
<tr>
<td>Urdu</td>
<td>54.34</td>
<td>48.52</td>
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<tr>
<td>Punjabi</td>
<td>13.64</td>
<td>13.94</td>
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<tr>
<td>Sindhi</td>
<td>6.29</td>
<td>7.22</td>
</tr>
<tr>
<td>Pushto</td>
<td>8.71</td>
<td>11.42</td>
</tr>
<tr>
<td>Baluchi</td>
<td>4.39</td>
<td>4.34</td>
</tr>
<tr>
<td>Seraiki</td>
<td>0.35</td>
<td>2.11</td>
</tr>
<tr>
<td>Others</td>
<td>12.27</td>
<td>12.44</td>
</tr>
</tbody>
</table>

*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
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.

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:
## TRANSPORT MODES/COSTS

<table>
<thead>
<tr>
<th>Mode</th>
<th>Cost per KM (in Million)</th>
<th>Persons per hour</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trams</td>
<td>US$ 4</td>
<td>10,000</td>
<td>Appropriate for certain inner city areas</td>
</tr>
<tr>
<td>Bus Rapid Transit (BRT)</td>
<td>US$ 2.5</td>
<td>32,000</td>
<td>Appropriate for Karachi</td>
</tr>
<tr>
<td>Light rail at grade (segregated)</td>
<td>US$ 12</td>
<td>20,000</td>
<td></td>
</tr>
<tr>
<td>Light rail elevated</td>
<td>US$ 20-40</td>
<td>36,000</td>
<td>Appropriate for Karachi (worked out to $47M for corridor-1)</td>
</tr>
<tr>
<td>Light rail underground</td>
<td>US$ 40-100</td>
<td>40,000</td>
<td></td>
</tr>
<tr>
<td>Heavy rail (suburban)</td>
<td>US$ 10 (minus land costs)</td>
<td>Can be up to 72,000</td>
<td></td>
</tr>
<tr>
<td>Heavy rail rehabilitation</td>
<td>US$ 13.2 for Hong Kong</td>
<td></td>
<td>Appropriate for Karachi Circular Railway (KCR)</td>
</tr>
</tbody>
</table>
LRT/BRT COVERAGE IN DIFFERENT CITIES

1. LRT COVERAGE

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

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
The image cannot be displayed. Your computer may not have enough memory to open the image, or the image may have been corrupted. Restart your computer, and then open the file again. If the red x still appears, you may have to delete the image and then insert it again.
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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>2,000,000</td>
<td>2,600,000</td>
<td>4,901,067</td>
<td>8,540,000</td>
</tr>
<tr>
<td>Number of households</td>
<td>227,000</td>
<td>356,000</td>
<td>700,152</td>
<td>1,200,000</td>
</tr>
<tr>
<td>Percentage of population</td>
<td>55 %</td>
<td>43 %</td>
<td>50 %</td>
<td>61 %</td>
</tr>
</tbody>
</table>

Worked out by the author from:
1. Dowall, D. Dr., 1989, *Karachi Land and Housing Study*, KDA-Master Plan Department (MPD)
## Poverty in Karachi (Head Count)

<table>
<thead>
<tr>
<th>Status</th>
<th>Overall Karachi</th>
<th>Katchi Abadi Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below poverty line</td>
<td>50.5 %</td>
<td>89 %</td>
</tr>
<tr>
<td>Chronic poor</td>
<td>9.5 %</td>
<td>54 %</td>
</tr>
<tr>
<td>Transitory</td>
<td>14 %</td>
<td>35 %</td>
</tr>
<tr>
<td>Vulnerable to shock but above poverty</td>
<td>8.5 %</td>
<td>NA</td>
</tr>
</tbody>
</table>

## INCREASE IN HOUSING COSTS 1991 – 2007

<table>
<thead>
<tr>
<th>Cost per Square Yard</th>
<th>1991</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land in new peri-urban katchi abadis</td>
<td>Rs 176 (US$ 2.35) or 1.7 times daily wage for unskilled labour</td>
<td>Rs 2,500 (US$ 33.33) or 10 times daily wage for unskilled labour</td>
</tr>
<tr>
<td>Construction cost of semi-permanent house in katchi abadis</td>
<td>Rs 660 (US$ 8.8)</td>
<td>Rs 5,000 (US$ 66.66)</td>
</tr>
<tr>
<td>Rent for semi-permanent house in katchi abadis</td>
<td>Rs 350 (US$ 4.66) or 2.5 times the daily wage for unskilled labour</td>
<td>Rs 2,500 (US$ 33.33) or 10 times the daily wage for unskilled labour</td>
</tr>
</tbody>
</table>
## KARACHI: PHYSICAL CONDITIONS

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

*Source: Housing Census Reports, Government of Pakistan*

TV Ownership : 86% HH  
Computers : 17.22% population
EVICATIONS 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
## HawkesBay Relocation Scheme after 3 Years

<table>
<thead>
<tr>
<th></th>
<th>PREVIOUS LOCATION</th>
<th>PRESENT LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>Available 24 hours</td>
<td>Not available after 10 from</td>
</tr>
<tr>
<td>Transport cost per day</td>
<td>Rs. 10-30</td>
<td>Rs. 20-100</td>
</tr>
<tr>
<td>Travel Time</td>
<td>10-60 minutes</td>
<td>30 minutes to 3 hours</td>
</tr>
<tr>
<td>Water by tanker</td>
<td>43%</td>
<td>39%</td>
</tr>
<tr>
<td>Electricity</td>
<td>95.5%</td>
<td>29.5%</td>
</tr>
<tr>
<td>Income decreased HH</td>
<td></td>
<td>86.6%</td>
</tr>
<tr>
<td>Children Education</td>
<td></td>
<td>42.3%</td>
</tr>
<tr>
<td>adverse effected</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health adverse effected</td>
<td></td>
<td>61.4%</td>
</tr>
<tr>
<td>Credit available home</td>
<td>88.6%</td>
<td>16%</td>
</tr>
<tr>
<td>shopkeepers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Decline in working men</td>
<td></td>
<td>50%</td>
</tr>
<tr>
<td>Decline in working women</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>Savings group of labor at commercial units</td>
<td>0</td>
<td>66.7%</td>
</tr>
<tr>
<td>Money owed to others</td>
<td>0</td>
<td>67%</td>
</tr>
</tbody>
</table>
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
  Men  13.39  7  (extrapolated from the 1998 Census)
  Women  37.92  20  (extrapolated from the 1998 Census)

Literacy percentage
  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  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

<table>
<thead>
<tr>
<th>Existing Clinics</th>
<th>Existing Schools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>Government</td>
</tr>
<tr>
<td>1,041</td>
<td>12</td>
</tr>
</tbody>
</table>


Gender ratios in OPP-RTI supported schools in Orangi

<table>
<thead>
<tr>
<th>School supported</th>
<th>Teachers</th>
<th>Students</th>
<th>Fees (Range)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Male</td>
<td>Female</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>359</td>
<td>2,664</td>
<td>729</td>
<td>1,935</td>
</tr>
<tr>
<td></td>
<td>(27.36%)</td>
<td>(72.64%)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>46,593</td>
<td>24,573</td>
<td>22,020</td>
</tr>
<tr>
<td></td>
<td>(52.73%)</td>
<td>(47.27%)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rs 30 – 200</td>
</tr>
</tbody>
</table>

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

Source: Arif Hasan; Housing Security and Related Issues: The Case of Karachi; unpublished report for UN-HABITAT, October 2008
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. Landuse has to be determined on the basis of social and environmental considerations and not on the basis of land 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

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Total Loans</td>
<td>US$ 1,472 million</td>
</tr>
<tr>
<td>2</td>
<td>Sindh’s Share (mostly for Karachi)</td>
<td>US$ 799.64 million</td>
</tr>
<tr>
<td>3</td>
<td>Technical Assistance</td>
<td>US$ 16.95 million</td>
</tr>
</tbody>
</table>

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
   - POLITICIANS: Links with powerful local, national, and international interest groups
   - PLANNERS: Support from academic institutions, international agencies, and donors
   - PEOPLE: Small formal and informal interest groups and communities

2. DEVELOPMENT DELIVERY: THE PRESENT SITUATION
   - 'a' is directly proportional to 'b'

3. AS IT SHOULD BE
   - POLITICIANS
   - PLANNERS
   - PEOPLE
   - The creation, nurturing, and institutionalizing of this space (function of URCs)
   - Support from academic institutions, international agencies, and donors