

LAND, CBOS AND THE KARACHI CIRCULAR RAILWAY

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PAKISTAN: POLITICAL STRUCTURE

- Federation of four provinces
- Provinces divided into districts
- Districts (103) divided into union councils
- Union council (6,022) population 5,000 to 70,000
- Larger cities: city districts divided into towns
- Districts, sub-districts, union councils headed by elected nazims (mayors) and naib (deputy) nazims
- 33 per cent of all seats reserved for women

PAKISTAN: POPULATION SIZE, RURAL – URBAN RATIO AND GROWTH RATE, 1901-1998

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Year	Population (in '000)			Proportion		Annual Growth Rate		
	Total	Rural	Urban	Rural	Urban	Total	Rural	Urban
1901	16,577	14,958	1,619	90.2	9.8	-	-	-
1911	18,805	17,116	1,689	91.0	9.0	1.27	1.36	0.42
1921	20,243	18,184	2,058	89.8	10.2	0.74	0.61	2.00
1931	22,640	19,871	2,769	87.8	12.2	1.13	0.89	3.01
1941	28,244	24,229	4,015	85.8	14.2	2.24	2.00	3.79
1951	33,740	27,721	6,019	82.2	17.8	1.79	1.36	4.13
1961	42,880	33,240	9,640	77.5	22.5	2.43	1.80	4.84
1971	65,309	48,715	16,594	74.6	25.4	3.67	3.33	4.76
1981	84,253	61,270	23,583	71.7	28.3	3.10	2.58	4.38
1998	130,580	87,544	43,036	68.5	32.5	2.61	2.2	3.5

Source: Prepared from Population Census Reports, Government of Pakistan

POVERTY

- Human Development Index (UNDP 2006) : 134 out of 177 countries
- National poverty line : 32.6 per cent
- Poverty incidents has increased post-1992
- Gender related development rank (UNDP 2006) 105 out of 177 countries
- Gender empowerment measures rank : 66 out of 177 countries
- Impact of structural adjustment, WTO regime and globalisation
- Unequal development

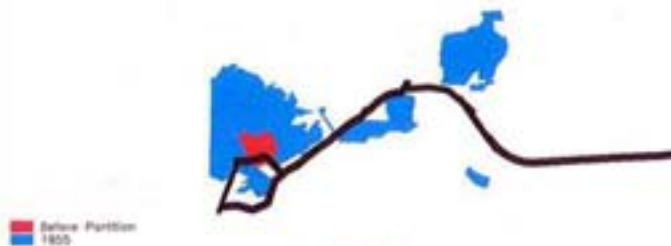
GOVERNMENT POVERTY ALLEVIATION PROGRAMMES

- Katchi Abadi Improvement and Regularisation Programme
- Pakistan Poverty Alleviation Fund
- Khushal Pakistan Fund
- Khushali Bank
- Peoples Housing Programme



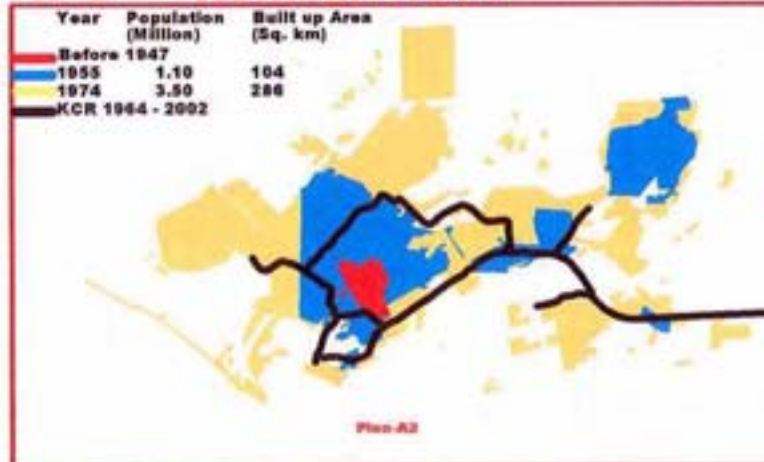
A - 1 Karachi - 1955

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



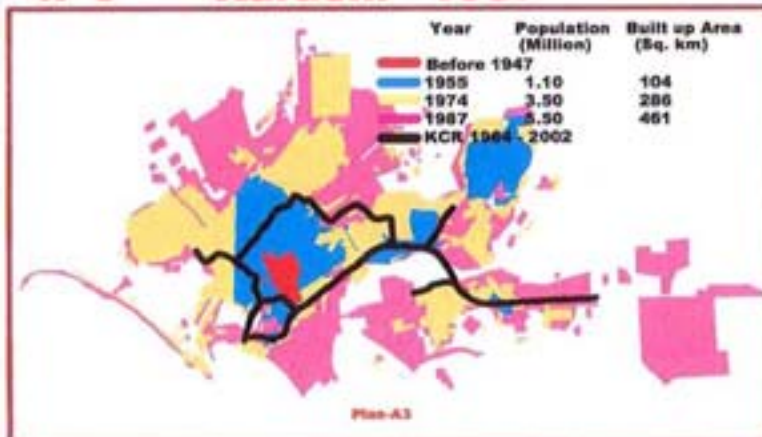
Plan-A1

A - 2 Karachi - 1974



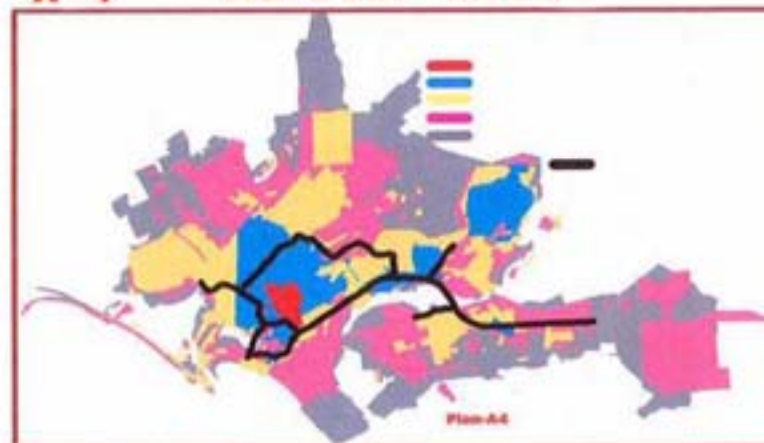
Plan-A2

A - 3 Karachi - 1987



Plan-A3

A - 4 Karachi - 2002



Plan-A4

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.

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.

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
P e r c e n t a g e o f 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*

KARACHI: PHYSICAL CONDITIONS

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	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









ایک سو اسی سال
سے لے کر آج تک
اسلام سے جو کچھ
مردم کو مل رہا ہے

گروہیں کاٹائیں
بے گسروں کو جانیں
خون کی ایک پوری سی
میں سے متاثرین ایک سو اسی سال

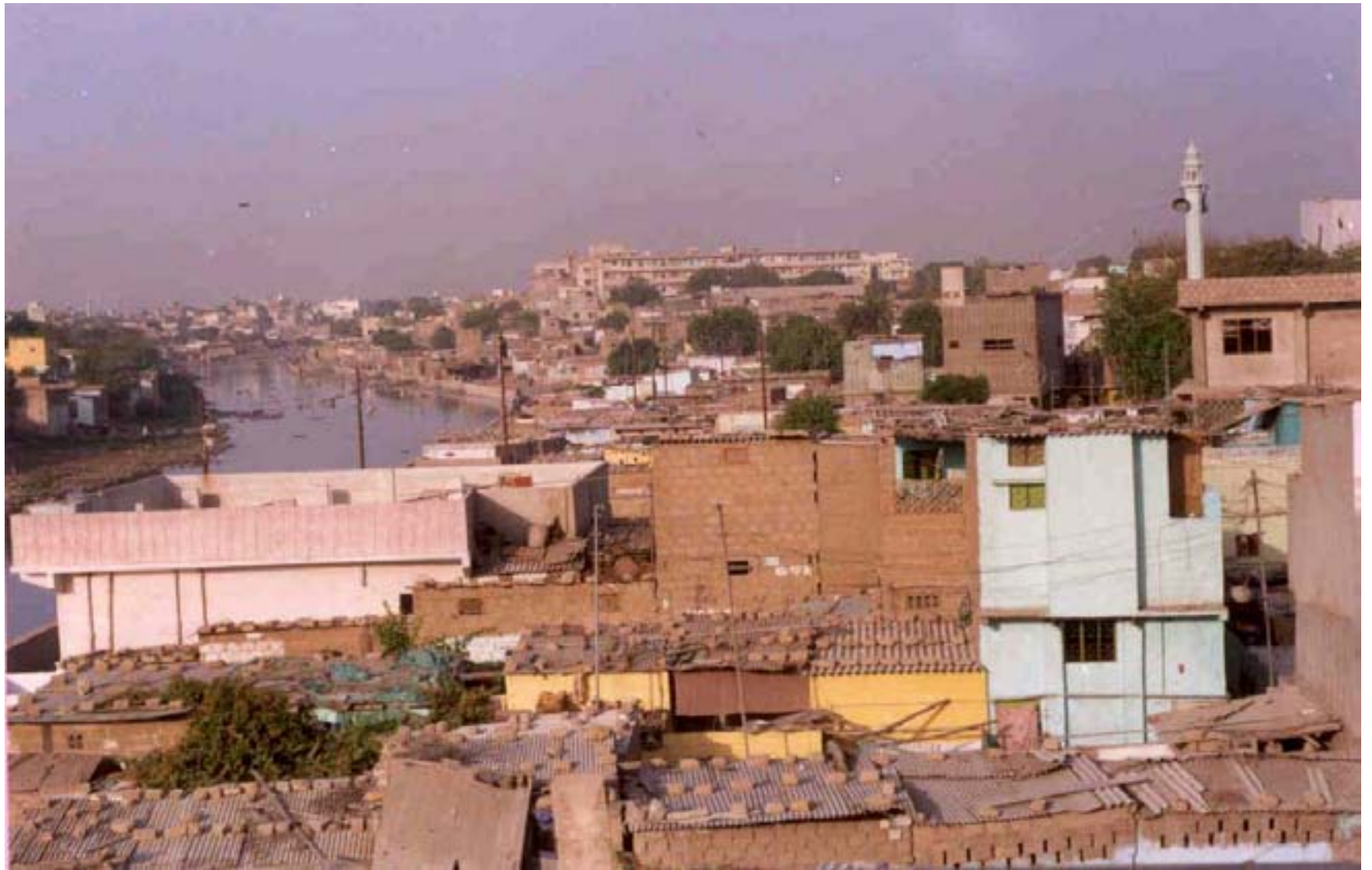
لیاری ایک سو اسی سال کے
میں سے متاثرین کے ساتھ ساتھ
بہتر کر دے۔ جن کو
موت سے محفوظ کر دے

کیا لیاری کے ایک سو اسی سال
میں سے متاثرین انسان
نہیں۔ نہ زمین، نہ آب
کے نام پر کیا کیا
سزا ہے جس کا متاثرین لیاری ایک سو اسی سال

عالمی میڈیا
لیاری ایک سو اسی سال کے
کو (۷۷۸) کے طور سے
جانتے۔

شوہر، بیٹا، لڑکا
آپ کے والوں سے
لے کر
لیاری ایک سو اسی سال

17. 7. 02







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

LAND TENURE IN SINDH BEFORE AND AFTER BRITISH OCCUPATION

- Before British rule (1843) all land belonged to the state. It was divided into agricultural land, community land, non-productive land and sub-categories related to these definitions
- All productive land was given to dignitaries for the farming of revenues with the support of the state bureaucracy. This position was not hereditary
- Community land was managed by the punchayats or jirgas and also subject to a tax
- The British made the old dignitaries and those who were loyal to them into hereditary landlords and the once independent peasants became the new serfs
- Community lands that had forests or mining potential was taken away from the communities and became the property of the colonial state
- The nexus between the new landlords and the deputy commissioner became the new power structure
- The merchant community (castes) who had considerable power before also became subservient to this nexus

KARACHI: LAND OWNERSHIP AFTER BRITISH OCCUPATION

- Free hold rights provided to persons living on various properties in the town (before they had a right to build and live but not to own and sell)
- The East India Company took control of large tracks of land around the town for future expansion. Subsequently, these tracks of land were given on a 99-year lease to persons, communities, trusts or businesses wishing to build on them
- Thus, today apart from the old town and productive land, all land in Karachi belongs to the government and is leased out for different periods of lease for different uses, the most common of which is a 99-year lease for residential use
- In the initial stages of British rule, the commissioner (a bureaucrat appointed by the East India Company) decided matters related to land use and land transfers. However, with the replacement of the East India Company by the Crown, after the suppression of the rebellion against the British in 1857, state land was vested with the revenue boards and has remained so since then

RAILWAY LAND

- In March 1855, the Scinde Railway Company was incorporated by Act of Parliament. Its purpose was that of “acquiring and holding lands in the East Indies, and of making one or more railway, or railways, in India and in particular, and in the first instance, a railway to commence at or near the sea port of Kurrachee
- This was the beginning of the railway system in Karachi. The Scinde Railway Company ultimately expanded into the Sindh, Punjab and Delhi railway
- In 1885, the British India government purchased the Sindh, Punjab and Delhi Railway and since then the railways in what is today Pakistan have been the property of state
- The taking over of the railways by the state necessitated the enactment of the Railway Act 1890. Under the Act the government could grant land to the railways. However, the railway could not use this land for other than railway related purposes and nor could it lease this land to a third party
- The state could reclaim this land if it was so required
- With the expansion of urban and rural settlements, the acquisition of land (which was no longer in state possession) for “public good” became a necessity. As a result, the Land Acquisition Act 1894 was enacted.
- Much of the railway land in Karachi has been acquired through the provisions of this Act which lays down procedures of acquisition and compensation

PRESSURE ON PUBLIC LAND

- As a result of the partition of British India, more than 600,000 refugees came to Karachi between 1947 and 1951 increasing the population of the city by 145.12 per cent
- Attempts at rehabilitating them were not successful and most of them continued to live in informal settlements on state land
- In the decade of the 1950's, Karachi grew at the rate of 6 per cent and over 800,000 persons were added to its population while in the decade of the 1960's the increase was of over 1.5 million. Since then growth in percentage terms has declined but has increased in a big way in number terms
- Due to the problems created by the unmet demand for housing, railway land came under pressure and its occupation by low income groups started as early as 1956 mainly through the expansion of old villages near the railway line
- The earliest settlements were of refugees but subsequently migrants from other parts of Pakistan also started to build their homes on railway land

THE COMING OF THE CIRCULAR RAILWAY

- In 1962, the Circular Railway was planned and it started functioning in 1964. Eighteen kilometres of the Circular Railway consists of the main line which connects Karachi to the rest of Pakistan. This consists of two tracks. The rest of the circle is 30 kilometres and is single track
- Originally it was meant to be used as a bypass for freight traffic from the main line. However, the Circular Railway connects the five important work areas of the city where 45 per cent of the jobs in Karachi are located. For this reason it was transformed for use by commuters
- The Circular Railway also passes through middle class and elite residential areas who require domestic help. These realities made railway land informal settlements extremely attractive for the working class

ECIL 2002 Plan for the Karachi Circular Railway and Extension



THE KARACHI MASTER PLAN 1975-85 AND THE CIRCULAR RAILWAY

- The Karachi Master Plan 1975-85 proposed the shifting of the main Karachi railway station from the main line to a central location on the Circular Railway section
- This further increased pressure on the settlements along the Circular Railway track
- Land for the Circular Railway and the new railway station (which has never been built) was acquired through the Land Acquisition Act and pressure was also exerted by the railway employees union and the railway workers union for building homes for them on railway land
- This was done and a railway colony was established and encroaches on land that the planners say they require for the Karachi Circular Railway (KCR) rehabilitation

THE COMING OF THE SINDH ABADI ACT 1978

- By the late 70's the KCR was making 104 trips a day and had become an important means of transport for persons living and working in and around informal settlements. It is estimated that in the first 15 years of its existence 300,000 commuters travelled on the Circular Railway every day
- Also in 1978, the Sindh Katchi Abadi (informal settlement) Act was enacted. Under this Act all settlements on government land could be regularised including railway land katchi abadis
- In 1985, the cut-off date was changed from 01 January 1979 to 23 March 1985 and the Sindh Katchi Abadi Authority (SKAA) was created for granting lease to those settlements which were notified for regularisation
- Because of these developments, local organisations became very active in lobbying government agencies for getting their settlements notified for regularisation and for carrying out joint surveys with the Katchi Abadi Directorate and SKAA so that a correct and mutually agreed picture of ownership could be established and that minimum dislocation would take place in the upgrading process

THE DECLINE OF THE KARACHI CIRCULAR RAILWAY

- The KCR's effectiveness slowly declined and by the mid-80's it was running at a loss. Various reasons have been given for this. The number of trips declined sharply and it is stated that by the late-80's prostitution and drug trafficking was rampant along its route. There were also frequent attacks on the railway by "criminals"
- There is also evidence to suggest that the transport "mafia" consisting of privately-owned mini-buses, was also responsible for the problems faced by the KCR
- In December 1999, the KCR services were discontinued as its revival did not figure in the 1994 Karachi Mass Transit Project proposal of the Karachi Development Authority which was supported by the World Bank
- As a result of research and advocacy (initiated by the Urban Resource Centre), by Karachi NGOs, CBOs, professional and academic organisations and trade unions, the government decided to revive and upgrade the KCR
- Since then many proposals for its revival have been made but none has been finalised as yet

RAILWAY'S REVENUE GENERATING PROGRAMME

- In 2001, the Pakistan Railways (which was then running at a loss) initiated a programme for generating revenue from railway land and also for finally upgrading the Circular Railway
- For the generation of revenue it was decided to sell off railway lands all over Pakistan for commercial purposes and to regularise shops and businesses along the railway tracks
- It was also decided that in Karachi the circular and main line services needed to be upgraded
- For this the plan proposed doubling the tracks on the main line for cargo traffic and providing an additional track for the Circular Railway. To make this possible it was decided to remove all settlements upto a 150 feet (later reduced to 100 feet) on either side of the existing main line and 50 feet on either side of the Circular Railway track
- It was proposed that a wall or barrier should be constructed along the railway tracks to prevent further “encroachments” and that the railway police should be introduced along the tracks for the same purpose
- It has been argued that the barrier and the police are required to prevent people from being hit and killed by the trains
- The Railway strongly supports its proposals. It says that the cost of transportation of cargo by road is 15 times higher than by rail. So, it is argued that Pakistan, given its energy crisis, needs the double tracking of the main line
- Again, the KCR is cheaper than any other mass transit alternative and to function efficiently it requires a second track

COMMUNITY REACTION TO THE RAILWAY REVENUE GENERATING PROGRAMME

- There was panic in settlements on railway land all over Pakistan. The panic increased when houses in a settlement along the tracks were bulldozed in Karachi as part of the plan in 2001
- Political and social activists in Islamabad who were working on rights issues through the People's Rights Movement, got together and contacted the activists of CBOs in katchi abadis on railway lands all over Pakistan
- This led to the formation of the All Pakistan Alliance for Katchi Abadis. A Karachi Chapter was also established
- Through advocacy and pressure from the Alliance and support from civil society organisations (aided by political uncertainty in Pakistan), demolition along the railway track and enforcement of the other proposals have so far been stalled
- It has been pointed out to the Sindh government that railway land originally belonged to it and was given to the Pakistan Railways (especially for public purpose) that is a railway service
- Such land is amenity land and cannot under law be used or leased for non-conforming purposes. The Sindh government using the same argument has decided in principle to protect the land of the KCR, at all costs and to prevent the Pakistan Railways from leasing out shops and markets along the KCR

PRESENT SITUATION – STAKEHOLDERS

- The stakeholders in the railway land dispute are the Sindh government, the City (District) Government Karachi (CDGK), the Pakistan Railways, the Railway Employees Union (wanting accommodation on railway land), commercial formal sector ventures on railway land (wanting long term lease), and the low income settlements or *katchi abadis* (wanting regularisation)
- Collectively, they have never sat down together to try and arrive at a consensus and this is one of the reasons why decisions have not yet been finalised
- The devolution plan of 2001 has also given the city government considerable powers due to which an understanding with the Sindh government is not as easy to achieve as it was before devolution
- Under devolution Karachi has been divided into 18 towns and the railway passes through eight of them. The *nazims* (mayors) of each town are also stakeholders who speak on the behalf of their constituencies
- As such, devolution has increased the number of actors in the KCR land issue and new rules and procedures defining how they relate to each other have yet to be clearly defined

PRESENT SITUATION – CONTESTING CLAIMS

- The Railways owns 3,119 acres or 0.7 per cent of land in Karachi. At present there are 25 settlements on 291 acres on railway land along the main line and KCR tracks which amounts to 9.33 per cent of railway land
- Railway Authorities claim that 12 of the 25 settlements were created before 1985 and hence under the current cut-off date they can be regularised. The 13 that were created after 1985 can only be considered for regularisation if there is a revision in the cut-off date
- According to a Railway 1996 survey, there are 13,280 houses in these settlements. However, the APAKA claims that today there are more than 30,000 houses in these settlements and a population of about 450,000 and that 18,000 to 20,000 households will be affected if the area of 100 feet on either side of the main line and 50 feet on either side of the Circular Railway is cleared
- The SKAA has already earmarked 11 settlements for regularisation which existed before 23 March 1985. However, houses on the 50 feet and 100 feet on either side of the Circular Railway and main line track respectively are not to be regularised
- The picture is not really clear as there are no agreed statistics between the government agencies themselves or between any of them and the CBOs of the settlement. The process for a joint survey has been initiated many times but has never really materialised







THE NEW KARACHI CIRCULAR RAILWAY REHABILITATION PROPOSAL

- In June 2008, the Karachi Urban Transport Corporation (KUTC) was incorporated. It is seeking the approval for the revival of the KCR project with the Planning Commission. It has already received bids from six companies to carry out the mandatory Environmental Impact Assessment (EIP) for the entire project
- The proposal submitted to the Planning Commission consists of constructing two dedicated tracks for the KCR along the main line and an additional track along the Circular Railway
- The total cost of the project is US\$ 872 million for which the Japan Bank of International Cooperation has already agreed to provide the loan equivalent to the project cost at 0.2 per cent interest payable in 40 years
- The KUTC considers this project as essential for Karachi since 24.2 million trips per person per day are made in Karachi and the KCR and its extensions could take care of about 6 per cent of these

REPERCUSSIONS OF THE KUTC PROPOSAL

- The KUTC proposal will mean the removal of the informal settlements for the laying of extra tracks. But it will also mean the removal of formal sector businesses and housing schemes that occupy 72 per cent of the length of the track
- How this will be done is unclear and is something that the CBOs of the settlements along the track are counting on for the project not going through
- Another interesting point here is that the civil society organisations that have promoted the revival of the KCR are the ones that have been most vocal in protesting against evictions in Karachi
- Maybe, when they initiated their struggle for the revival of the KCR they did not take into account the evictions that would take place as a result

THE SETTLEMENT PROCESS

- Initially, in the mid and late 50's, people came in small groups and started living on the tracks
- They belonged to extended families and clans. Many of them were groups of neighbours living in informal settlements who collectively decided to shift onto railway land for increased security and better environmental conditions
- These early settlers were invariably refugees from India and the earlier settlements were either near a water line from where a connection could be made or near middle income or elite residential areas where employment opportunities as domestic servants existed and from where water could be acquired

RAILWAY STAFF AND THE SETTLEMENT PROCESS

- The railway staff, mostly consisting of lower level employees and members of the railway police, negotiated a price from the settlers and looked the other way. Whenever permanent construction was begun by a family they came back and collected. Permanent construction meant concrete block walls and a tin roof
- By the early 70's things changed when it became obvious that settling people along the tracks was big business. As a result, middle level railway employees became part of the process and the lower level employees and railway police acted as middlemen
- Local leaders also emerged in these settlements and residents say that many of them developed relations with the railway staff and became a part of the settlement process
- In the 50's and early 60's, people could settle on railway land by paying an average of Rs 200 (US\$ 3) to the railway staff. This was equivalent to ten times the daily-wage for unskilled labour at that time. By 2000, the cost of acquiring a space increased to Rs 30,000 (US\$ 440) or 150 times the daily-wage for unskilled labour at that time
- In spite of the eviction threat that the railway plan poses, the settlement process on railway land continues because of an absence of more viable options of living near to places of work

OLD AND NEW RESIDENTS

- In the early period, a 40 to 50 feet distance from the track was kept along the Circular Railway and about 80 feet along the main line. This was because the railway staff was “conscientious” and people too preferred to be as far away from the track as possible because of fear of being evicted if they were too near and also because of danger of children being run over by the trains
- As pressure on land increased and settling people became a big business, these considerations were set aside. In the case of the Circular Railway, settlements expanded right to the edge of the track after the service was discontinued in 1999
- Older residents objected to people settling in front of their homes. The local leadership and the railway staff negotiated with them and payments were made to the older residents so that homes could be constructed in front of their houses. These payments in the 1980’s varied between Rs 500 (US\$ 7.3) to Rs 1,000 (US \$ 14.3) along the Circular Railway
- The vast majority of settlers after the early 60’s were migrants from the Punjab and the North-West Frontier Province (NWFP). As a result, about 80 per cent of the population of the railway settlements originates from these provinces
- There is a major difference between the new homes nearer to the track and the older ones which are farther away. The former do not have “permanent” construction and in many cases people are just living around the track without any shelter. The older parts have service connections and paved streets and resent the newcomers





COMMUNITY ORGANISATIONS AND THE SOCIETIES ACT

- All over Pakistan there is a realisation among vulnerable groups that at an individual level they cannot protect themselves. As such, they all form organisations to present their claims and guard their gains
- They register these organisations under the Societies Act and once they are registered they acquire a legal status and the right to negotiate with government agencies on behalf of their members
- These organisations are invariably formed by activists from within the community. Many of these activists have a political background and have been or are members of political parties. Even if they are not, political parties constantly woo them for mobilising votes during elections
- The initial settlements along the tracks were very insecure as in the early 1960's there were evictions along the railway line. This led to the creation of registered CBOs

THE STRUGGLE OF THE CBOS

- Formal organisations exist in most of the settlements along the railway line and their activists have struggled over the years for acquiring water, electricity, gas and telephone connections and they have struggled to acquire ownership rights for the land on which they are living
- They invite politicians to their settlements, especially before the elections and to get them to provide utility connections or street paving and to promise to regularise their settlements when they come to power
- They are constantly in touch with the media and have developed very good relations with a number of newspapers who often publish stories of “terrible” conditions in the railway settlements and about corruption in the railway department
- Letters are also written to the president and prime minister and often cuttings from the press stories are attached to them. These letters are invariably answered and instructions are sent to the provincial and local government to look into these matters
- The local and provincial governments as a result carry out “joint surveys” and hold negotiations with the CBOs and report back to their superiors
- Very little has been achieved in concrete terms through such negotiations except that favourable comments have been recorded in minutes which along with the letters are safely filed by the leadership for future negotiations and to show that the settlement has a history

THE CREATION OF THE NETWORK OF RAILWAY COLONIES

- The residents of the railway settlements were fairly comfortable between 1973 (when the process for regularisation of katchi abadis was initiated) and 2001 when plans for commercialisation of railway land and expansion of the railway network were proposed
- As a result of the 2001 proposals, the leadership of the different settlements came together for the first time
- The formation of the APAKA helped in bringing them together to form a Karachi chapter of the Alliance and subsequently the Network of Railway Colonies Karachi
- The APAKA did not provide them with any direct help but they were able to use its platform for meetings and presentations for the media and its letterhead for writing to politicians and bureaucrats of government departments
- Since the APAKA was a nation-wide organisation, its opinion carried weight and the residents of the railway settlements felt that they were being represented not only at the local and provincial level but also at the federal level

CBOS, APAKA, ORANGI PILOT PROJECT AND THE URBAN RESOURCE CENTRE

- The URC in collaboration with the OPP institutions has a number of activities and programmes in which the residents of the railway land settlements and CBO and APAKA leadership participate. These activities and their programmes consist of
 - URC Forums which consist of lectures delivered by academics, professionals, activists and technocrats and bureaucrats of government organisations
 - The CBO/NGO Contact Programme is operated in collaboration with the OPP institutions. OPP/URC representatives visit CBOs/NGOs and with their participation prepare profiles of them detailing their history, the work that they are doing, and the process that is involved. At especially arranged forums these CBOs/NGOs present their work before members of other CBOs/NGOs and in the process learn from each other
 - Human Rights and Eviction Rights Programme: Its monitoring process and its strong linkage with media has prevented the bulldozing of many settlements and has helped in promoting the extension of the cut-off date for katchi abadis
 - The Secure Housing Initiative
- The URC is also home to the Water and Sewage Network which monitors water and sewage projects and has successfully promoted the OPP-Research & Training Institute's (RTI) low cost alternative funded by local resources as opposed through IFI loans. Participants and the URC have both benefited from the participation of the residents and activists of the railway land settlements



CDN meeting



Representatives of Anjuman-e-Ittihad-e-Hazara,
Baldia town present their work (April, 08)



The CFMT forum



Meetings against the Expressway



Institutional development of CBOs in support of an OPP-RTI initiative (29-05-08)



The students from Social Works Department of Karachi University are discussing their research topics at URC office (02-04-08)



URC forum on water supply system in Karachi (12-06-08)

SECURE HOUSING INITIATIVE – REASONS FOR ITS INITIATION

- The OPP institutions observed that communities that have documentation of their settlements and understanding of laws and procedures are better placed to dialogue and negotiate with government agencies
- Documentation that make a difference is of water supply and sanitation systems, schools, clinics and businesses. People's investment in all this matters when negotiations take place
- It was noted that it was because of such assessments regarding people's investment in sanitation that the OPP-RTI's alternative proposals for sewage were accepted by the Karachi Water and Sewerage Board and the City Government and these assessments played an important role in the formulation of the federal governments' Sanitation Policy which was endorsed by the Cabinet in 2006
- Housing rights related national laws and international covenants have been translated into Urdu by the URC and published. They have been used by community leaders and their lawyers to argue their cases and in negotiations

SECURE HOUSING INITIATIVE ACTIVITIES

- Case studies of the settlements are being prepared by OPP-RTI and URC representatives in collaboration with community activists. The case studies document the history, demography, utility connections, housing conditions and social sector facilities
- The also give details of the status of land and investments made by the people over time
- These case studies are being published and being used as evidence to strengthen people's effort at secure housing and for informing media, professionals, government agencies, NGOs and CBOs to the reality of informal settlements in Karachi
- The process also enables community members to come together and to influence government policy
- Currently, efforts are being made to change the cut-off date for regularisations of katchi abadis from 23 March 1985 to 30 June 2007
- "We are preparing the identity card of the settlement"

THE OPP-URC'S KARACHI CIRCULAR RAILWAY SURVEY

- In December 2004, the URC initiated a survey along the main line and Circular Railway tracks to determine the extent of formal and informal encroachments
- The survey team walked along the 42 kilometre railway track and measured the distances between the tracks and various settlements and construction. A video of what was along the track and distances of it from the track was prepared
- It was discovered that only 28 per cent of the length of the track had katchi abadis on it. On 72 per cent of the space required by the railway along the length of the track, formal sector buildings such as banks, middle income housing projects, shopping malls, factories (including the Coca Cola and Toyota factory), an arms supply depot of the army, had been built
- A poster has been published by the URC giving the location on a map and photographs of these formal sector encroachments and along with the video has been sent to all government departments, media, NGOs/CBOs and to the Governor of Sindh and the Nazim of Karachi
- The media has made use of this information and the myth that the KCR project was being held up by katchi abadi encroachments has been shattered
- This has given hope to the residents of the railway land settlements and made the government planners realise that they have to look for alternatives or bulldoze properties belonging to very powerful interests



1 National Bank/State Life
Distance = 60'



22 Juma Goth
Distance = 30'



23 Samana Hill View
Distance = 40'



20 Rly. Housing, Juhar
Distance = 40'



19 City High School
Distance = 30'



18 Pak. Housing Auth.
Distance = 60'



17 Falak Niaz Tower
Distance = 60'



2 Gharibnud
Distance = 40'



23 Wonder Tower
Distance = 40'



36 Godowns
Distance = 20'



33 HONDA Motors
Distance = 5'



34 National Motors
Distance = 30'



33 COCA COLA
Distance = 20'



16 Awami Market
Distance = 45'



3 Mehak Garden
Distance = 60'



24 Sindbad Playland
Distance = 35'



4 Progressive Plaza
Distance = 60'



25 Rly Housing 13-D
Distance = 25'



32 Union Fabrics
Distance = 30'



15 PAF Shaboon Housing
Distance = 60'



5 Beaumont Plaza
Distance = 60'



26 Lakshmi Pride
Distance = 40'



27 Manla Shopping Ctr.
Distance = 40'



28 Wafat Colony
Distance = 25'



29 PAK. Chemical
Distance = 25'



30 TOYOTA Indus Motor
Distance = 5'



13 P. E. C. H. S. Society
Distance = 60'



6 Sheikh Sultan Trust
Distance = 60'



7 Super Plaza
Distance = 60'



8 Bridge View
Distance = 60'



9 Al Habbh Pride
Distance = 60'



10 Urma Apartments
Distance = 60'



11 Hazara Colony
Distance = 30'



12 Army Supply Depot
Distance = 60'

THE KARACHI CIRCULAR RAILWAY

Survey to determine the distances from the track, of the built up area and its use. Photographs are with reference to the numbers on the map.
April 2005

THE CONCERNS OF THE NETWORK OF RAILWAY COLONIES

- The major concern of the residents is related to relocation. They are afraid that as in other cases it will be riddled with corruption
- Even if they get a good deal, there is no guarantee that if a new government comes it will honour the deal
- Relocation will be far away from their places of work. This is especially true for women who work as domestics in the neighbouring elite and middle class settlements
- The time taken to travel to work and back will adversely affect their family lives and increase travel costs and as such they will become far poorer than what they are today

PROPOSALS OF THE NETWORK OF RAILWAY COLONIES

- The main railway station should be shifted to the main line beyond the KCR. As a result, the existing tracks on the main line within the circle will not be required for trains coming from the rest of Pakistan to Karachi. People coming from other parts of Pakistan can then get off at the new railway station and use the circular railway for going to their different destinations. As such, the number of tracks required to be constructed on the main line will undoubtedly be reduced
- **This alternative is interesting because it opens up a whole new approach to looking at the transport issue in Karachi. The main railway station can also be shifted to a position on the Circular Railway. This will be a far more central location than the present one. The activists and community members also feel that with a good signalling system, an additional track along all of the Circular Railway is not required**
- They also argue that a new track with 15 feet space between the track and the settlements requires only 43 feet and that too on one side of the existing track. So why are 50 feet and 100 feet required on either side of the existing tracks?
- **But then they argue that all this is not relevant. What is relevant is what the government is going to do regarding the formal sector encroachments?**

