

CITY ROAD/ MOTORWAY



Slow pace of work on University Road irks CM

Sindh Chief Minister Syed Murad Ali Shah has said that the pace of development works of the Rs10 billion 'Karachi Package' needs to be picked up because in the forthcoming financial year, he is going to give another Rs10 billion for the city's uplift.

He was speaking here at the CM House while presiding over a meeting held to review the pace of works under the development package.

The CM expressed his displeasure when told that the progress of the Rs884.23 million University Road renovation from Hassan Square to NIPA was 10 per cent complete while its other portion from NED University to Safoora Chowrangi, which cost Rs832m,

had attained 12pc progress. "I want you to increase the workforce and do the work with your maximum capacity," he told the officials concerned, warning that he would personally visit the sites at any time.

When the chief minister was told that the progress on construction of Tariq Road, from Shaheed-i-Millat Road to Shahrah-i-Quaideen, started at Rs569.819m, was 15pc complete, he urged the project director to start work on both sides of the road. "When you have given Khalid Bin Waleed Road as an alternative route, why work only on one side has been taken up?" he said and directed the Karachi commissioner and DIG traffic to ban car parking on footpath of the roads concerned, including Khalid Bin Waleed Road, within two weeks. "This is a clear order and I would not tolerate if any showroom or other person parks his car on the road or footpath. I need proper traffic management and implementation of the law," he directed.

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Project Director Niaz Soomro said construction of Hub River Road (balance portion) launched with Rs658.295m had made 16pc progress. The chief minister asked him why the work was not being carried out at night. The PD said there were some law and order issues. The CM said he would not listen to such excuses and directed his principal secretary Naveed Kamran Baloch to talk to the DIGs concerned to provide them security so that work on both roads of Hub River and Surjani could be done at night also.

The meeting was informed that a survey had been undertaken for widening of Sharea Faisal from Metropole to Star Gate, for construction of a storm water drain from Jinnah Terminal to Chakora Nala to Natha Khan Bridge, for a U-turn at Natha Khan Bridge, for construction of the road from Khairpur Town to a link road to the National Highway, including the portion connecting to the Superhighway.

The reconstruction of Rs109.331m Mosamiat Road has witnessed four per cent progress. Remodelling of Baloch Colony Flyover and construction of a road launched with Rs63.935m has seen 20pc progress.

The PD said construction of Pipri Filter Plant/Pumping Station Stage-I of Rs666.99m was in progress.

The schemes for which the bids have been opened include reconstruction of Drigh Road Flyover, construction of Drigh Road underpass along Sharea Faisal, including reconstruction of existing right turn bridge. Construction of Manzil Pump Flyover at N-5 Karachi, construction of an underpass at Submarine Chowrangi towards Sunset Boulevard and rehabilitation of Karachi Zoo are also included. The works would be awarded to well-reputed firms, it was informed.

Those who attended the meeting included Sindh Local Government Minister Jam Khan Shoro, Sindh Chief Secretary Rizwan Memon, Additional Chief Secretary M. Waseem, Finance Secretary Hassan Naqvi, Local Government Secretary Ramzan Awan, Karachi Commissioner Aijaz Khan and other officers. (Dawn 18, 03/01/2017)

Road to progress: Mayor announces nine schemes for District Central

Mayor Wasim Akhtar has pledged to initiate nine new schemes in the District Central and assured that the roads of the district will be repaired within two months.

Addressing a press conference on Monday at the old Karachi Metropolitan Corporation (KMC) building, he said that the entire city is in a bad shape and the roads are completely broken. This had made commuting very difficult for the people, he said.

“All the roads of the city cannot be turned into motorway but whatever resources we have we will utilise them,” he claimed.

Proposals for the development of all the districts of the city have been sent to the Chief Minister Murad Ali Shah, he said, adding that he hopes that Shah will soon approve those proposals. The estimated total cost of such schemes is Rs497.3 million.

In District Central, Rs178.834million will be spent on nine schemes, about Rs138.8 million will be spent on seven schemes in District East, three schemes in District West are worth Rs59.6 million and about Rs119.9 million will be spent on six schemes of District South. The schemes include repairing of roads, sewerage lines and sewage system and reconstruction of roads in some areas, he announced.

He urged the Prime Minister Nawaz Sharif to release a special package for Karachi. Former president General (retd) Pervez Musharraf gave Karachi packages worth billions of rupees and Sharif should break that record, he suggested.

Earlier, the schemes of the annual development programmes in the city used to be awarded by the non-elected directors of the KMC while sitting inside their offices without going out in the field. This advantaged the contractors, who filled their pockets with money and did not provide any benefits to the citizens, he pointed out.

From now on, a project director will be assigned to look after the upcoming projects, he assured. “From their initiation to completion, all the projects will now be closely monitored,” he said.

In all the districts, different project directors have already been assigned, he claimed. They are monitoring the progress of the development projects.

Speaking about the corruption, he vowed to not only reduce it but root it out from the city.
(The Express Tribune 14, 10/01/2017)

DHA residents suffer as roads remain dug up

Clifton Cantonment Board (CBC) dug up the roads three weeks ago but all in vain. Nobody has showed up to initiate development work.

This account was shared by residents of Defence Housing Authority (DHA) who claim they have been facing inconvenience due to an inordinate delay in the completion of roads' construction.



The eight-kilometre-long Saba Avenue starts from Clifton Block 4 and stretches all the way till the Abdul Sattar Edhi Avenue in DHA Phase VIII. The two-kilometre patch that has been undergoing renovation for the last two weeks is the two-lane road from Khayaban-e-Hilal to Khayaban-e-Ittehad, which has houses on both the sides.

Pointing towards the crushed stones and sand strewn about, a resident of the area, Muhammad Azeem, told The Express Tribune it has been around 15 days that this ‘mess’ has been lying outside his house.

“There is no harm in development work and no doubt it is only for us but proper planning lacked here,” he said, explaining how work was started when rain was already predicted and, as a result, sand mixed with rainwater and it became mud.

Another resident, Mrs Anwar, said that the residents are dissatisfied with the pace of work. “First, we had to suffer from the dilapidated roads and now the delayed renovation has made the residents irritable,” she said. She was of the opinion that the authorities could have started carpeting along with excavation but instead they excavated the whole thoroughfare that resulted in a dusty atmosphere.

The general secretary of the Association of Defence Residents, Asad Kizilbash, said that the people pay heavy amounts of taxes and charges, including house tax, conservancy and water charges, which is why they expect all the things accordingly.

Talking about the Saba Avenue, Kizilbash said that it does not only have a residential area, it also leads to several schools nearby, which is why the traffic situation is in a shambles during school hours. He added that many famous eateries, including chai dhabas [teashops], are in the surrounding areas, which is why the road is frequented by visitors as well.

Meanwhile, the vice-president of CBC, Aziz Suharwardy, admitted that even though there was no doubt that the work did not require long time but rainwater drainage between the roads has caused a few problems.

“We had to rebuild the road without affecting the rainwater drainage, which did not exist earlier but was installed after heavy rainfall in 2007,” he said. He added that since the drainage system is in the middle of the two-way road, they therefore had to excavate and carpet the road running on both the sides of the road. He explained that later they found out that several sewerage lines were also damaged, which were then replaced with the new ones as it could have created a problem in the future.

Suharwardy added that they acknowledge that the residents may have been facing many problems but the rainfall created additional problem. “Even then we will try our best to wind up this work in the next two weeks,” he said.

A traffic police official requesting anonymity deployed at the intersection of Khayaban-e-Muhafiz on Saba Avenue said that it is an important thoroughfare with a few signals since it connects commuters coming from as far as Bilawal House to Khayaban-e-Ittehad.

He added that many commuters take Saba Avenue as an alternative route when there is increased flow of traffic at Khayaban-e-Shujaat, Khayaban-e-Shaheen and 26th Street. The official said that it's not just the cars. Even public transport vehicles use this route, he said.

(The Express Tribune 13, 27/01/2017)

Performance review: Slow work on University Road upsets CM

Slow pace of work on University Road has upset Sindh Chief Minister Murad Ali Shah, who asked Karachi Commissioner Ejaz Khan to explain why the work is so slow.

Shah asked the commissioner to submit a report with his response within two days. “I want to know whether the sluggishness is on the part of the contractor or government officials,” he said.

Presiding over a review meeting on the provincial and district annual development programme (ADP) on Saturday, Shah stressed the need for timely completion of development work in each and every district. If any deputy commissioner does not take interest in the uplift of his district, he will be removed, he warned.

Plans vs reality

The government allocated a Rs200 billion provincial development budget for 2016-2017 to execute 2,773 schemes, including 1,777 on-going ones and 996 new ones, said planning and development department's additional chief secretary Mohammad Waseem.

The finance department released Rs116.2 billion, which is 58% of the total budget and that is a record in itself, he added.

A total of Rs50.7 billion have been utilised on the on-going schemes while Rs1.3 billion have been spent on new schemes, he pointed out.

Shah said the utilisation of funds has become better but he still stressed on improvement. He directed the planning and development department's chairperson to form different teams to inspect on-going projects and prepare progress reports for him.

Unhappy statistics

Reading out from a factsheet, Shah said that Shikarpur was allocated Rs840.8 million and the government released Rs393.7 million but only 15% of these funds were utilised. Similarly, Naushero Feroz was allocated Rs687.6 million and the government released Rs275.1 million but only 25% of the funds were spent. Shah pointed out that most districts, such as Kashmore-Kandhkot, Sujawal,

Umerkot and Matiari, have failed to come up with the pace and targets he has set for development.

On the development budget for districts, Waseem said the government allocated Rs25 billion out of which more than 50% funds were released but only 37% were utilised. Upset with this number, Shah took the divisional commissioner on video call and expressed his displeasure that some of the deputy commissioners were not taking interest in the development of their districts. He asked Waseem to arrange another review meeting for each and every district.

All commissioners were told to make sure their deputies are actively working otherwise they will be shown out the door. "Those who are unwilling workers and do not bother to move in the field have no place in this team," he said.

The chief minister asked the officials to give priority to on-going schemes so that they can be completed in time. The new schemes, which have yet to be started, can be held until then, he said.
(The Express Tribune 15, 29/01/2017)

CM inspects road projects in city

Sindh Chief Minister Syed Murad Ali Shah on Tuesday visited different areas of the city to monitor pace of work and assess quality of the ongoing development projects in the metropolis.

The chief minister, without informing the project directors and other officers concerned, visited University Road right from Hassan Square to Karachi University and being an engineer himself inspected quality and progress of work at Hassan Square, where he found the rebuilt road from Hassan Square to Baitul Mukkaram completed while onward work up to Nipa was in progress.

After inspection of the road up to Karachi University he took a turn to Gulistan-i-Jauhar and drove up to Jauhar Chowrangi and noticing encroachments on the road, directed the DMC concerned to get the road cleared from encroachers and also remove debris and garbage lying along the road.

From Jauhar Chowrangi, the chief minister visited the other side of University Road and directed the project director of the Karachi package to increase the pace of work.

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He also went to Tariq Road and inspected progress of the roadworks where both sides of Tariq Road had been completed from Allahwali Chowrangi to the Cafe Liberty signal while work from Cafe Liberty onwards was in progress.

Earlier, the chief minister went to the Aga Khan Hospital and inquired after the health of PPP leader Shaukat Basra and party worker Usman Basra, who were injured in an attack in Haroonabad in Bahawalpur.

(Dawn 18, 08/02/2017)

Heavy vehicles on city roads banned for three months

The Karachi commissioner on Sunday banned the entry of heavy vehicles on city roads from 6am to 11pm for a period of three months.

A decision to this effect was taken in a meeting chaired by Commissioner Ejaz Khan and attended by traffic police officials as well as transporters and traffic operators.

DIG-Traffic Asif Shaikh informed the meeting that the movement of heavy traffic and long vehicles on the city roads during the daytime created massive traffic jams and causing fatal accidents.

He said alternative routes had been designated to avoid such a chaos on the city roads.

He said that initially the ban would be for three months during which city road situation would be evaluated and reviewed.

Later, a more long-term solution could be made, he added.

The DIG traffic said that the first alternative route was from the Superhighway to North Karachi Industrial Area through the Slip Road.

The second route, he added, was from the National Highway and it passed through the Manzar petrol pump, Younus Chowrangi, Dawood Chowrangi, Gowdown Chowrangi, 8000 Road near Jam Sadiq bridge.

The third route would start from the Superhighway and pass through the Northern Bypass, Paracha Chowk, Estate Avenue, Siemens Chowrangi, Gulbai, Mauripur, Jinnah Bridge, and KPT.

(Dawn 16, 20/02/2017)

Sindh govt ignores key traffic safety dept, KWSB in road projects

The Sindh government's approach to ignore some important stakeholders and start road-related works in haste in the city may lead to continued sufferings to public even after completion of some projects, it emerged on Sunday.

In addition, according to sources, important factors such as creation of proper diversions/alternative routes and taking care of existing government assets on the roads prior to initiating road development schemes have been given little attention during the conceptual stage of the city's development projects.

In fact, some sources said, the cost of reinstalling pedestrian bridges and bus shelters was not included in the Karachi development package. Lack or absence of proper alternative routes on under-construction roads had become a leading cause of fatal traffic accidents in recent weeks.

"The absence of a protective mechanism through a proper alternative route is a major reason for increasing road injuries and fatalities these days. Take, for instance, the example of a patch from Karachi University to Safoora Goth. Drivers are forced to choose the wrong-way since no alternative route has been created, increasing the risk for a head-on collision" said Prof Shabar Ali, the chairman of the

department of urban and infrastructure engineering at the NED University of Engineering and Technology.

The development works should be carried out in coordination with all relevant agencies, he said.

A department that could have played a central role in designing and implementing a development plan for the city is the Traffic Engineering Bureau (TEB). It is a key body assigned the advisory role for agencies concerned on how to safely carry out any construction/development related to roads under an act.

Established under the Karachi Division (Traffic Engineering Act) 1985, the bureau was set up to define, design standards, specifications and lay out plans of roads and convey the same to the agency or authority undertaking construction or repair of roads or bridges.

Under the act, it has some 22 functions that include to advise the agency or authority concerned (undertaking development/construction) to turn, divert or close any road or part of road either temporarily or permanently.

The sources said that the department played an active role for many years, not just as an advisory body but also provided facilities like bus shelters and pedestrian bridges. For the past six to eight months, however, no development funds are available to the department, which was completely ignored during the preparation of the multi-billion development package for the city.

“All over the world, the traffic engineering department is given a lot of importance. Unfortunately, this is not so in our country,” senior TEB director Qazi Abdul Qadir said.

When asked whether any recommendation was sought from the bureau, Mr Qadir, who has been with the TEB for over two decades, said: “They neither asked for advice [before launching the mega city development package under which many roads are being repaired and widened] nor have responded to our letters based on our concerns regarding government assets on these roads.”

These assets, he said, included bus shelters and pedestrian bridges.

“A lot of money was spent on these infrastructures. They should be safely dismantled, redesigned and re-installed,” he said.

The sources said there was no prior consultation with the Karachi Water and Sewerage Board (KWSB) for the development works on the University Road and Manghopir Road. Besides, the actions decided in consultation with the KWSB were not implemented in the ongoing works.

According to sources, both roads have vital water and sewerage network. Lines under the University Road supply water to many parts of the city.

“The water lines, which earlier came under the service road on the University Road, now stand exposed in the middle of the road as it is being widened.

“Heavy traffic passing through the road will be a serious threat to the safety of these lines and it is likely that incidents of pipeline leakages and bursting will increase in future if they were not laid properly at a certain depth,” an official said, adding that the lines were decades old, some required replacement and others relocation.

Upon contact, KWSB chief Misbahuddin Farid said: “Vital corridors of water exist under the University and Manghopir roads and caution is needed in relocation and replacement of old lines. We have conveyed our concerns and project director Niaz Soomro has assured us that the utility would be consulted in all matters.”

Sami Khan, who has been awarded the contract of development works including of the University Road, blamed the recent traffic accidents on the bus drivers, insisting that “proper alternative routes have been provided where the possibility for the same existed”.

“The sections of the University Road where work is being completed are being opened for traffic. The public should also realise that development work is going on and exercise caution,” he said.

On the line safety, he said that it was the responsibility of the KWSB and the utility was working on it.

Project director Soomro stated that all relevant agencies were consulted before launching the projects. “Once repaired, these roads can be safely used for 25 to 30 years. All kinds of costs included those of relocating pedestrian bridges have been included in the project,” he said.

He justified repair of Sharea Faisal and was of the opinion that it had completed its life.

Recently, the DIG-traffic stated in a letter to the Karachi commissioner that his department was not consulted before launching the development projects in the city, which were not only a source of frequent traffic jams but also increasing road injuries and fatalities.

(By Faiza Ilyas Dawn 15, 20/02/2017)

Dilapidated artery: SHC takes notice of slow construction on University Road

The Sindh High Court (SHC) directed the provincial local government secretary, the Karachi commissioner and East deputy commissioner to submit details regarding day to day progress on construction of the dilapidated University Road, where five people, including four students and a child, have been killed in tragic road accidents.



Headed by Justice Munib Akhtar, a two-judge bench also called for comments from Karachi’s traffic DIG by February 22 when the matter will be taken up once again.

The bench was hearing a petition seeking inquiry into awarding of contracts for construction of the city’s main artery, slow pace of work and quality testing of the material being used in it. The matter was taken up in the court by a resident, Rizwan Rafi, who had named the provincial secretary local governments department, the Karachi commissioner, the DC East and DIG Traffic as respondents.

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Through Advocate Umar Lakhani, the petitioner submitted that the city’s busiest thoroughfare, University Road, was in dilapidated conditions for the last many years, but the provincial authorities concerned had failed to ensure its maintenance.

He said finally the authorities awarded contract for construction of the road to a private construction company, which was neither reputable nor qualified for the award of the contract in question. He alleged that the contract award proceedings were kept secret.

The petitioner contended that the private firm had also failed to ensure timely completion of both the tracks of University Road and work was being carried out at snail’s pace, due to which commuters were facing difficulties. Rafi contended that due to the slow pace of work, traffic related accidents on the under-construction road were taking place frequently. He said five people, including four university students, had been killed in recent incidents.

The judges were informed that there was no standard to check the quality of the material being used in the construction work, which would amount to wastage of public money. The court was pleaded to order the relevant authorities to ensure quality testing of the construction work through the Pakistan Engineering Council.

It was also urged to direct the LG secretary, Karachi commissioner and deputy commissioner to submit details of the contract awarded to the private firm.

After hearing initial arguments, the bench issued notices to the LG secretary, Karachi commissioner, East deputy commissioner and traffic DIG to file their comments by February 22. Meanwhile, the AG Sindh was directed to submit day to day progress on construction work from the day of its commencement. (By Naeem Sahoutara The Express Tribune 15, 21/02/2017)

SHC seeks daily progress report of University Road, Tariq Road projects

Police told to help KDA remove encroachments in Surjani Town

The Sindh High Court on Wednesday directed the local government secretary to file a day-to-day progress report of the University Road and Tariq Road renovation projects.

The directives came on a petition filed by a citizen seeking quick completion of the road renovation projects. The petitioner has submitted that the projects had been started three months ago and the slow pace of work had been causing severe inconvenience to residents and commuters.

The petitioner contended that these projects were causing traffic congestion on most major roads of the metropolis and the situation was being compounded by the lack of traffic police personnel to guide motorists.

He further submitted that reputed and professional bodies such as the Pakistan Engineering Council should be overseeing the project to ensure that top quality material was being used and all necessary standards were met.

The court was requested to direct the local bodies government to expedite work on the projects and complete it at the earliest. The petitioner sought directives to the traffic police to ensure better traffic management and also the details of the contract award of the project.

The division bench headed by Justice Nadeem Akhtar observed that the provincial law officer was directed to file a daily progress report however no comments have been filed yet. The court repeated notices to the chief secretary, local government secretary and others, directing the LG secretary to appear in person with comments and progress report of the project.

Encroachments

The court also ordered the Karachi Development Authority (KDA) director to ensure removal of encroachments set up by land grabbers from Scheme 48, Surjani Town. The order came on a petition filed by Mohammad Nasir and others against non-allotment of their plots.

The court was informed by the KDA officials that possession was not given to the petitioners due to encroachment by land grabbers.

They submitted that encroachments would be removed as soon as police support was provided to the authority.

The court directed the KDA to remove the encroachments and directed the police and other law enforcement agencies to provide them all necessary support in this regard.

(The News 19, 23/02/2017)

Dilapidated roads: Take a bumpy ride in Karachi's Korangi Industrial Area

Even though Korangi and SITE areas of the city contribute the major portion of Karachi's revenue, the government has failed to improve the dilapidated roads and infrastructure in these areas.

The government's apathy towards improving these industrial zones shows that the authorities are least interested in spending budget in these areas. Korangi Industrial Area road, near Vita Chowrangi, is one such example of the government's negligence, as the road is always inundated with sewerage water.

Welcome to Karachi, the city of rundown roads

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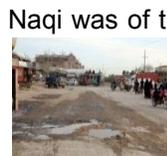
Another six-lane road, also known as Korangi 7000 Road, which is adjacent to Vita Chowrangi depicts the picture of a hilly area, as if the road was never laid here. The median between the roads has been encroached by sand and gravel mafia, where they park their trucks. Heavy machinery, including bulldozers and crane, are also parked here for rent out purposes.

Various industries are situated along the Korangi 7000 Road, which are paying billions of rupees as taxes. However, one might prefer to use an off-road vehicle to reach these industries because of the dilapidated road.

Speaking about their efforts of approaching government institutions to improve infrastructure in Korangi Industrial Area, Korangi Association of Trade and Industry president Masood Naqi claimed that the government's response has always been disappointing.

He added that during a meeting few months ago, the chief minister assured them that he will focus on improving infrastructure of Korangi. However, the staff that is supposed to perform the task is lazy, Naqi said. Whoever it is, the bureaucracy or municipal authorities, they don't do their jobs properly, he added.

Paved roads in Sukkur still a distant dream for residents



Naqi was of the opinion that Karachi has a major role in contributing in country's revenue, while Korangi provides the lion's share in it because it's the biggest industrial zone with most number of factories and highest rate of employment. He claimed that on average they pay around 300 million of tax on a daily basis, however, there is no return in terms of infrastructure development.

The problem is usually with the sewerage lines beneath the roads that keep bursting and the nullah nearby that keeps overflowing, Naqi said. He added that although the law and order condition is comparatively better these days, the dilapidated roads slow down the flow of traffic, providing an opportunity to criminals to commit crimes.

Naqi said the police usually remove the encroachments but the encroachers always come back after a few days. He said they have asked the authorities to restore this road and convert the median into green belt.

A truck driver Razaq Shah, who had parked his truck on the median, claimed that they have never been removed from here. He was of the opinion that no one should remove them because they are earning their livelihood from here. Referring to the roads, he said that they are in poor condition since past two years.



Speaking to The Express Tribune, Korangi District Municipal Corporation chairman Nayyar Raza claimed that the work on this road is in the pipeline. According to him, work on the nullah, which usually overflows, is also in process and it is expected that after the work is completed, flow of sewerage water in the drainage will improve, after which they will begin working on the road again. He added that the work on this nullah is being done by Karachi Metropolitan Corporation (KMC).

While referring to gravel and sand mafias, Raza said he will discuss about it with higher authorities. Karachi Water and Sewerage Board superintendent engineer Saeed Sheikh said that work for replacing the old sewerage lines is in process, while for KMC has started working on the nullah.



KMC technical director-general Shahab Anwar, who is responsible for construction of the roads and nullah, did not respond to the calls, despite repeated attempts.
(By SHEHARYAR ALI The Express Tribune 13, 01/03/2017)

CM vows to complete 41 road projects by year's end

Sindh Chief Minister Syed Murad Ali Shah has announced allocating additional funds for completing 41 road projects by the end of this year as he decided to increase the share of construction projects in the next budget.

He shared this as he presided over a meeting at the CM House on Thursday. The agenda was to discuss the upcoming budget and to evolve a strategy for completion of the most important projects. The meeting was attended by works and services minister Imdad Pitafi, planning and development (P&D) chairman M Waseem, principal secretary to CM Naveed Kamran Baloch, finance secretary Hassan Naqvi, works secretary Aijaz Memon and other officers of the P&D and finance departments.

The P&D chairman told the chief minister that 218 road schemes were in progress in Sukkur, Hyderabad and Mirpurkhas divisions.

On this, the chief minister directed him to identify the most important schemes for additional funds so that they could be completed by December 31.

The schemes include widening and reconstruction of 69.58 km Hala-Shahdadpur-Sanghar road worth Rs100 million, reconstruction of 41.25 km road worth Rs1billion from Mirpurkhas to Tando Adam, widening and reconstruction of Rs1.5 billion road from Karachi-Thatta-Jhampir-Hyderabad, reconditioning of Rs40 million road from Yousif Dahri to Bandhi via Manhero, widening of Rs100 million road from Saeedabad to Shaheed Benazirabad, including bridge over Rohri Canal.

They also include reconstruction of Rs40 million road from Ghora Bari to Ghara, Rs1100 million improvement of road from Mataro Kario Ganhar to Kharwah Road, improvement of RsRs30 million road from Mehar to Dokri, improvement of Rs100 million road from Kambar Ghebidero, widening of road from Larkana to Miro Khan, reconstruction of road from Moro Manahoon Mithani to Naushehroferoze , widening of road from Jati to Khurwah, widening and rehabilitation of Tando Allahyar to Tando Adam road, reconstruction of road from Deh 170 to Tando Jan Mohammad District Mirpurkhas, improvement of road from Tando Mohammad Khan to Mula Katiar road, improvement of road from Matiari to Allahdino Sand (mirpurkhas), reconstruction of road from Samaro to Jhudo, reconstruction of road from Rukk to Lakhi, reconstruction of road from Palijani Station to Tando Jam via Shahpur, widening of road from Sakrand to Sarhari (SBA), widening of road from Jhudo Nabisar Road (Mirpurkhas) and various others projects.

There are some bridges, bypasses and flyovers at Nooriabad-Jhampir intersection over railway crossings, construction of flyovers at Birani Railway Phatak at Tando Adam, construction of flyovers on railway southern sides at Subzi Mandi (SBA), construction overhead bridge at railway crossing Tando Adam, flyover at Shahdadpur over Jatia Railway Phatak, flyoverover on railway line between Kotri city and Industrial area Kotri.

The other bridges are pre-stress RCC bridge on Shaheed Benazir Bhutto to Kazi Ahmed on Rohri Canal and a bridge between Mithi to Chalhar.
(The News 19, 14/04/2017)

Govt earns ire of environmentalists by planting date palms on University Road

After attempts to rid the city of conocarpus trees, the Sindh government is now planting date palms. According to environmentalists, this is a repetition of the same mistake as the government is not consulting environmental experts to understand the type of trees that are suitable for the city.

Just a week ago, the Sindh Local Government Directorate transplanted around 100 date palms on the median of the recently renovated University Road. They intend to plant a total 250 date palms on the thoroughfare. Date palms are being planted from Hassan Square till Nipa on the part of University Road that has recently been renovated.



Environmental experts and others concerned about the environment have criticised the government's move on different social media groups. They are of the view that instead of repeating the same mistake, the government should consult environmental experts to understand the type of trees the city requires.

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Paper Mulberry trees to be removed from capital

This has been done to make the newly built University Road more beautiful, said Sindh Local Government Directorate Director Niaz Soomro. He was of the view that they have decided to get rid of the conocarpus trees and have chosen date palms for University Road. Soomro added that so far, a hundred trees have been planted whereas they will plant 150 more trees on the same thoroughfare. He said it has been decided that they are going to plant Gulmohar trees in between the 25-foot gap between the date palms.

When asked if the plan to plant date palms will be successful, Soomro said that since these trees are local and belong to Sukkur and Khairpur, unlike the date palms in the past, they will survive the weather of the city.

The Sindh government also plans to construct a Red Line Bus Rapid Transport system on the University Road. However, the provincial government has no clue as to what are they going to do with these date palms then.

Plantation drive: Rescue 1122 plants 10,000 trees

On the other hand, horticulturist Tofiq Pasha Mooraj criticised the move of the government and said the authorities working in the city have been playing with the environment of the city. He added that the consequences of non-serious attitude from the government towards the environment of the city are clearly visible in the form of rising temperature.

"How long are you going to repeat the same mistake?" he asked. "We have planted date palms in the past but it was never successful." He explained that these date palms either belong to Sukkur or Khairpur where there the climate is not humid.

Meanwhile, he said, in Karachi, even today there is 65% humidity in the environment, which is why there is no chance of the survival of these trees.

He said that if these trees had been transplanted from the Makran region, then there was a chance for survival since the climate of Makran and Karachi is similar. He added that the city needs Neem and Gulmohar trees, which provide shade and help keep the temperature low as well. "Everybody wants to park their vehicle under the shade of a tree," he said. "However no one wants to plant a tree."

World Forest Day: Conserve water, trees to mitigate climate change impact

Environmentalist Moazzam Ali Khan also said the government should prefer the indigenous plants of the city, which include Neem, Gulmohar, Bargad, Amaltas and Peepal.

(By SHEHARYAR ALI The Express Tribune 14, 19/05/2017)