



# YEAR BOOK 2017-18



**KARACHI PORT TRUST  
GOVERNMENT OF PAKISTAN  
MINISTRY OF MARITIME AFFAIRS  
MARITIME AFFAIRS DIVISION  
ISLAMABAD**

## **INTRODUCTION**

Karachi Port is the nation's most important economic asset bearing a proud and distinguished history. A constant and on-going development programme based on scientific maritime principles has equipped the port to ably meet both the present and future requirements of cargo-handling. This impressive pinnacle of achievement has been reached after more than a century of development work and far-sighted planning.

## **EARLY HISTORY OF THE PORT**

The port has evolved from its genesis as a rudimentary harbour favourably located near the mouth of the Indus and sheltered from the intensity of the monsoons that sweep the Arabian Sea. Its geographical location lends credence to the speculation that it served the Greeks who came with Alexander and was also the landing stage for Islam on the Subcontinent, the Debal of Mohammed Bin Qasim. However its evolution into the magnificent Port complex we see today was initiated by successive British colonialists and administrators who governed Sind after its conquest in 1843. Men like Napier who left Karachi predicting her future glory and Bartle Frere who methodically made Napier's vision a reality.

It was however the advent of the Industrial Revolution in Europe which was the catalyst to the development of Karachi Port. The insatiable hunger for cotton by the mills of Lancashire in the middle of England and the sudden withdrawal of the accustomed supply of cotton from across the Atlantic due to the American Civil War in 1843 gave a huge boost to the growth of the Port and to rail, road and river connectivity to the hinterland growing this precious raw material. The annexation of the Punjab in 1849 opened up the North for the import of English manufacture and of export of diverse raw materials and as such Karachi became not only the natural "port of Scinde" but also of the Punjab and Central Asia. Once the Suez Canal was opened in 1869 this relative new comer among ports began to be seen as a viable alternative to Bombay being that much closer to Europe. The advantages of Karachi over Bombay were enumerated in a memorandum prepared by the Port Engineer's Office in 1894. This note was later included in the 'Humble Memorial of the Trustees of the Port of Karachi' addressed to the Viceroy Lord Elgin requesting the use of Karachi as a 'trooping port.'

To keep up with the demands of commerce there had to be adequate infrastructure and there lies the genesis of the Manora promontory jetties thrusting southward into the Arabian Sea protecting the harbour from the worst monsoon swells and inward extension of the main navigable channel to about 8k.m. from the headland allowing passage and anchorage of ships drawing as much as two meters.

The pressing exigencies of mercantile activity made improvements essential. Trade had increased from 5.18 million rupees per annum in the period 1850- 60. The beginning of the scientific process of development which has continued to this day and has become the hallmark of Karachi Port was inaugurated. The plans for cutting an opening in the mole to allow the tide to enter Chinna Creek, closing it at the other end meant that the creek in effect was turned into a huge reservoir which filled with each flood tide and drained at the ebb. The scouring actions of the tides sterilized and cleansed the harbour and the constant movement of this great body of water kept filtration to a minimum. It was also suggested that a groyne be built – a groyne being a barrier built out into the sea. A breakwater at Manora was designed, the prime purpose of which was to tranquilize the fury of the south-west monsoon and create an artificial niche for the harbour

itself. Because of these stupendous engineering feats, Manora Breakwater and Keamari Groyne, Karachi was established as a major harbour. Larger ships could now be accommodated though there were still no docks, wharves or ship piers. Everything was labouriously loaded onto and moved by lighter or inshore crafts.

The economic boom attracted waves of traders and settlers to the city to take advantage of the opportunities offered for commerce. The Karachi Chamber of Commerce was set up in 1860 and became the parent body of the Harbour Board in 1880 with representation from the Railways, Customs and Engineers. This in time evolved into the Karachi Port Trust (KPT).

The foundation stone for the port's first pier, Merewether pier, was laid in 1880. The famous Manora Lighthouse was constructed in 1882 and still stands proudly as a symbol of KPT. The Railway company invested in building a wharf and shed at Keamari with the proviso that the Port would become the eventual owner. Development kept pace with demand with the construction of new wharves, the provision of more back-up space and maintenance dry docks, the extension of the railway branch line to Keamari to transport cargo inland: one after the other as the need arose, schemes were planned and executed and all in record time with no expense spared and to the highest specifications. This tried and tested formula of a finely calibrated response to necessity is a tradition that is still followed at the Port today.

## ***THE FORMATION OF KARACHI PORT TRUST***

In 1886 an Act paving the way for the establishment of Karachi Port Trust was passed by the Bombay Legislature Council. It defined the land and seaward limits of the port and harbour and vested land, buildings and port facilities under a public trust comprising of a Board of Trustees which represented users in both the public and private sectors. The Trust's mandate gave it the power to utilize and mobilize resources in an expeditious manner bypassing the delays caused by the bureaucratic chain of decision making.

### **THE BOARD OF TRUSTEES**

The Board of Trustees comprises eleven members including the Chairman KPT, who is also the Chief Executive. The Chairman is appointed by the Federal Government whereas the ten members are divided equally between the public and the private sectors and hold their positions for two years. Business is conducted as required by the Act through the mandatory twice a month meeting of the Board.

### **HOW KPT DEVELOPED**

The Trust geared itself to face the challenges of a fast changing world and since the progress of the port was its sole responsibility it moved with astonishing speed, developing in all directions. It drew Rs 60,000 from the 1.5 million Government loan. This was used for the construction of berths from 5 to 8 and the first oil facility at the port. Prosperity was visible in the new structures and by 1890 the port at Karachi had become one of the most important maritime terminals between Java and the Cape of Good Hope.

## ***PRE-PARTITION HISTORY***

The dawn of the new century and the addition of three new berths earned Karachi the status of international port. Demand required more berths and four more were added between 1908 and 1910. By the end of that year Karachi Port boasted 17 berths in one continuous line extending more than 2.5 kilometres, served with railway sidings and equipped with hydraulic floating cranes. At the same time maintenance and refurbishment of the older wharves was carried out as was dredging by the bucket dredger, the William Price, newly acquired to deal with the problem of siltation.

With the development of the North Western Railways, Karachi Port became an established gateway for the agricultural produce of the country. Where in 1895 the total sea-borne trade was worth 156.8 million rupees by 1900 wheat exports alone were 60% per annum rising to 80% in 1901. With a draft of 8.2. metres at the lowest tide passenger and cargo shipping lines were now plying regularly from Britain and Europe.

New fixtures were invested in: the first bulk oil jetty was built in 1909 linked with storage tanks of oil companies through separate pipelines. The same year a major reclamation project was launched to reclaim the 70 hectares which became Thole Produce Yard, 25 hectares which became Mansfield Import Yard and 45 hectares between Keamari and Chinna Creek. That same year the powerful new light on Manora Light House was installed flashing warning signs upto 30 kilometres in clear visibility. In 1910 a new railway bridge across Chinna Creek further facilitated the swift passage of goods to and from the port. By 1914 any vessel capable of passing through the Suez Canal could berth at Karachi Port though dredging had to be carried out regularly to deal with the burden of silt. The port was now recognizable as the one we see today; a long way had been travelled from the landing stage where passengers had to wade ashore and cargo ferried to land by small craft.

During the First World War, 1914 – 1918, Karachi Port by virtue of its strategic location was called upon to play a significant role and by now it was fully equipped to deal with the logistics of moving ammunition, equipment and troops. The magnificent Head Office building had been started in 1912, in the Renaissance style. By 1915 this handsome building with its impressive dome, its curved exterior and its airy loggias and staircases was completed. It was immediately requisitioned as a Military Hospital and it served as such until the end of the war. This service to humanity by the Karachi Port Trust set a precedent for a tradition of social service by the Organization and the many civic projects it has offered to the City over the years stand testimony to this largesse.

## ***THE BIRTH OF PAKISTAN AND THE ROLE OF THE PORT TODAY***

With Independence on 14<sup>th</sup> August 1947 the fortunes of Karachi Port Trust changed. It had become the new nation's vital artery, the lifeline on which its prosperity depended. Energy was redirected towards fulfilling international commitments and the needs of the new country and there had to be an inventory and assessment of the facilities inherited from the past.

The infrastructure of the Port at Partition comprised 21 shipping berths, an oil berth and some commercial moorings, nearly all of them close to half a century old plus a 9.3. deep navigable channel. The challenge now

was to modernize and develop both the harbour and its facilities. A first priority for the Trust was to rehabilitate and upgrade existing facilities and plan for the medium and long term future.

By December 1957 the first refurbished berth No.5 was commissioned and in the next four years one after another the remaining 12 berths were put to cargo handling service with the supporting infrastructure completed by 1963. The greater depth at berths, higher capacity quay cranes and easier road and rail approaches increased capacity by more than 50%. The second phase of the redevelopment involved reconstruction of berths 1 to 4 and construction of new berths 22 to 24 at West Wharf and a new lighterage wharfs at Juna Bunder. In January 1974, after seven years of work the entire scheme was formally commissioned.

The famous Manora breakwater constructed in the 1870s having suffered the ravages of time was rehabilitated in 1969. The Karachi Port Master Plan was drawn up for development of the port up to and beyond the 20<sup>th</sup> Century. A Hydraulic Model was set up to test the potential impact of these new developments on the marine regimen and the ecological environment within Karachi Harbour. It was established that more than a 100 new shipping berths could be developed and accommodated in the harbour's bay without damage to the environment.

A boost came in the form of the new revolution in maritime commerce – containerization. In 1981 the lower harbour and external approach channel was deepened from 9 m to 12.2 m and a new dredger procured. Due to increased traffic the century old Napier Mole Road Bridge had been showing its age and was upgraded and renamed Jinnah Bridge in 1982. Old harbour tugs and pilot boats were replaced with new ones and put into service in 1986.

By the 1990s Karachi Port had comfortably accommodated itself to the demands of a new age in shipping. The existing dilapidated bucket dredging fleet was replaced with a new bucket dredger and two split bottom hopper barges. New liquid terminal OP-111 was commissioned on 23<sup>rd</sup> February, 1995. Heavy duty pavements were constructed by 1996. The link road named Mai Kolachi Express Way was constructed to provide rapid road connection between Karachi Port and the National Highway. It was inaugurated on 27<sup>th</sup> April, 1995. Other traffic schemes involved Mai Kolachi to Submarine Chowrangi in Clifton underpass, upgrading the Mauripur Road and completing two bridges over the Lyari River. Jinnah Bridge with flyover connection was completed in phases between 1996 and 1998. The same year also saw the installation of Karachi International Container Terminal at berths 22 to 24 at the West Wharf.

The dawn of the new millennium saw the second container terminal PICT at berths 6 to 9 at East Wharf. Berths 5-8 were also reconstructed and inaugurated in the New Year. Another successful project was the building of a sea wall, a 30 metre wide marine drive with a green belt and 3 km long promenade along Clifton beach.

In June 2001 a comprehensive twenty five year development plan to transform Karachi Port into a modern, efficient and well-equipped port of regional standing was initiated. Features included a handling capacity of 100 million tons per annum with the aid of dry bulk cargo terminals, liquid natural gas terminals, off-dock distribution centres and a deep channel to handle mega ships and free flowing road and railway approaches. Dilapidated oil pier 1 was replaced by a new pier and redesignated Oil Pier 11 and to keep abreast with

maintenance dredging two dredgers along with complementary hopper barges, two tugs and two pilot boats were acquired and commissioned between 2006- 2008. The latest methods of I.T. were introduced in various spheres of KPT for streamlining and safeguarding the Port and its efficient running.

The period from 2008 to the present has seen extensive port developments. Work on the Deep Water berths alongside the Keamari Groyne consisting of ten berths at 18metre depth was started. Contracts for dredging, reclamation and construction of three new break waters and a quay wall were initiated. Reconstruction of berths 10 – 17 to 16m with a wide turning circle was started with the completion and inauguration of berths 12, 13 and 14 in 2011 while berths 1-5 are being rehabilitated at the moment. At the same time investment in movable assets continues with the purchase of pull tugs from Turkey to facilitate ship movement. Two dredge tenders and a pusher tug were constructed by Karachi Shipyard giving a much needed shot in the arm to the Shipyard. A new dismountable small cutter, suction dredger was inducted in the fleet for the dredging of shallow areas. A desalination plant was installed to meet the requirements of KPT’s Manora area. Reconstruction work of Manora Dry Dock and the jetties at Baba and Bhit Islands progresses smoothly.

Lest it should be thought that KPT is all about work and no play this year also saw a most original use of the old Native Jetty bridge – Port Grand, a new concept Food Street which was opened to an enthusiastic welcome. An Institution like KPT can only function as efficiently as it does because of its work force. KPT has two custom built schools in Manora and Keamari and generations of young boys and girls have used them as launching pads for their future careers. There is both training on the job to hone employees’ skills and a Workshop for apprentices. There is a purpose built Industrial Home with machinery and teachers to provide craft skills to young women. And finally for the health and well-being of its employees there is the KPT Hospital with the best diagnostic and therapeutic medical care provided free. New facilities and state of the art equipment for the welfare of patients is added when necessary, the latest being four well-appointed rooms for recovering officers.

## ***IN CONCLUSION***

To see the spread of the Port from any vantage point is to be impressed by its reach and scope. More than any institution KPT encapsulates the history of this part of the subcontinent but it has moved and changed with the times. For the subcontinent and for this country it has been a beacon of hope in straitened times and a hive of activity in normal times. The demands of commerce have been a driving force but it has balanced this with patriotism and civic benefaction – contributing to the prosperity of the Nation and to the Metropolis of which it is a part: Karachi.

## ***LOCATION***

In the northern coast of the Arabian Sea, from the straits of Hormuz in the west and past the Indus River in the east, lies about 600 kilometres of Pakistan’s serene coastline. Ideally located with well developed connections with Afghanistan, Central Asia and Western China; Karachi Port serves as gateway to the region.



## ***OUR VISION***

“To Transform Karachi Port into a Modern, Competitive, User Friendly Port and a Transshipment Hub of the Region with Hinterland Connectivity”

## ***GOVERNANCE STRUCTURE***

Karachi Port is governed by the Ministry of Maritime Affairs. Chairman is the Chief Executive and also Chairman of KPT Board of Trustees. He is assisted by six General Managers, responsible for the Operations, Finance, Planning and Development, Engineering, Administration and Civil Works & Estate. All policy decisions are vested in KPT Board of Trustees.

## ***BOARD OF TRUSTEES***

The Board comprises eleven Trustees including Chairman. Chairman and five Trustees including one associated with Labour Unions are appointed by the Federal Government. Five Trustees are notified by Federal Government after they are elected / nominated by the respective bodies i.e.

1. Chamber of Commerce Karachi
2. Overseas Chamber of Commerce & Industry
3. Karachi Cotton Association
4. Pakistan Ship Owners Association
5. Karachi Municipal Corporation (City District Govt. Karachi)

Minimum of two ordinary meetings of the Board are to be held each month.

# FACILITIES AT KARACHI PORT

## ***PORT OPERATIONS***

The containerized cargo started coming to Karachi Port from 1973. the American President Line has for the first time given service within a fortnight to bring 100 containers from US whose arrival was inaugurated by the then Prime Minister Ghulam Mustafa Jatoi. Since then cargo freight has mostly shifted to containerized form and is growing every year.

KPT is poised to become the regional shipment hub, and its 30 world-class terminals serve major shipping lines connecting to ports all over the world. Spread out over 32 square miles, KPT is a state of the art port, with easy access for ships that come to call on it.



The Port itself consists of two wharves. The East Wharf has 17 multipurpose berths (Berth No. 1 to 17) and the West Wharf (Berth No. 18 to 30) has 13 berths. Each of the wharves has 2 dedicated container terminals with a design depth of 14 meters. The Karachi Port Trust has also three oil piers to handle liquid cargo.

## ***CONTAINER FACILITIES***

Karachi International Container Terminal (KICT), Pakistan International Container Terminals (PICT) and South Aisa Pakistan Terminal (SAPT) are the three dedicated Container Terminals located on the port developed in collaboration with private partnership and equipped with the latest cargo handling equipments.

## ***WAREHOUSING FACILITIES***

KPT provides at each berth facilities for transit, storage, warehousing and clearance of cargo and containers. Additional services provided are dangerous cargo handling, packing stations



for immediate unloading and packaging of dry goods, custom storage yards, oil tankages, bulk cargo stacking areas and container freight stations.

### ***LIQUID CARGO TERMINAL***

KPT has three dedicated liquid cargo piers used for the handling of petroleum and non petroleum products. These terminals are equipped with the most modern loading and unloading facilities and safety measures.



### ***SHIP MAINTENANCE & REPAIR***

KPT has its own dry dock facility at Manora that enables quick boat repair and maintenance. For more extensive work or for larger ships, a shipyard run by Karachi Shipyard and Engineering works is located near the Port.



### ***PORT SAFETY & SECURITY***

KPT is committed to the utmost safety and security of goods and personnel. A sophisticated system of radars, buoys, and technology systems are employed to monitor incoming vessels and guide them to their berthing space. Additionally, the dedicated Port Security Force, Port Technology Units, Marine Pollution Control Department and Fire Fighting Unit at Karachi Port Trust works round the clock to protect the Karachi Port, its cargo and its users.



### ***ESTABLISHMENT OF CRISIS MANAGEMENT CELL***

To improve Port performance through synergizing efforts, resources, information and coordination (ERIC) in a proactive manner to lessen the safety and security risks, KPT established a Crisis Management Cell for strict monitoring and to avert any crisis. It will culminate to provide monitoring of safe and secure berthing of vessels taking place along with monitoring of weather forecast. The facility is backed up by a system that

enables it to perform marine pollution activities, to monitor through CCTV Camera and to ensure availability of Port Security Force for Crisis Management Cell.

## **DREDGING & RECLAMATION WORK**



The dredging is a constant activity of a port and is conducted to maintain required level of depth at all times within the port channel to facilitate shipping lines and vessels calling Karachi Port. Due to high and low tides, the flow of tidal current bring siltation inside the channel which gradually reduces the depth inside the port channel. KPT has a large flotilla of dredgers and is the sole port of Pakistan to have this facility. The Port has over the years remained in constant pursuit to acquire latest dredgers to meet its requirements.

# DEVELOPMENT PROJECTS

## PORT INFRASTRUCTURE

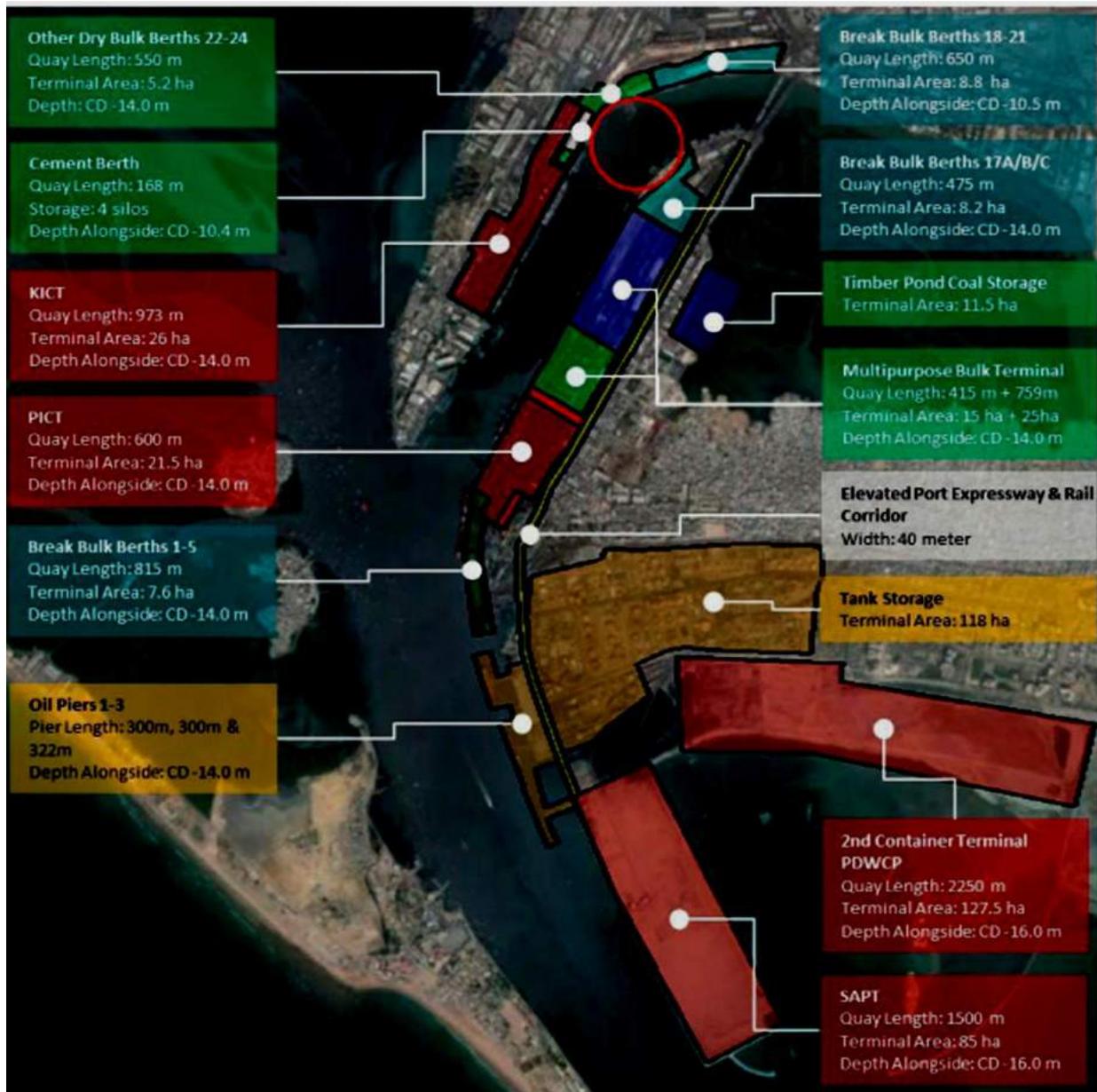
One of the significant structural changes in port management was the introduction of a privatization program early in the 1990s, when the private sector was invited in a number of port-oriented schemes. In this way, it enabled private sector to expand its participation in nation building and development of the port infrastructure as major port terminal operators, instead of restricting its activities to stevedoring and ship handling agencies.

Today, the Karachi Port provides infrastructure spanned over 11.5 km channel, 30 dry cargo berths and 3 oil piers at upper and lower harbour. This includes 2 container terminals KICT and PICT at West and East Wharves respectively. In addition to above, a state of the art Terminal SAPTL has been established at PDWCP. A 10-billion-dollar supporting infrastructure made up of the most modern cargo handling equipment, more than 300 kilometres of internal railway tracks, roads, a network of underground services, dry dock and workshop facilities, a fleet of powerful harbour tugs, dredgers, navigations aid, modern communication systems and a well equipped fire station.



In pursuance of landlord strategy, KPT has also made good progress; however, there are a number of key areas which needs improvement in the transition towards a full-fledged landlord port. Private sector participation has not yet been implemented for non-containerized cargo handling or other port activities such as marine services and maintenance dredging.

## FUTURE DEVELOPMENT PLANS



The competitive environment and latest developments in the maritime industry in forcing every port of the world in the general and of the region in particular, to embrace the continuously changing scenario, and Karachi Port is not an exception. Accordingly, Karachi Port has devised a multi-pronged strategy i.e. Ten Year Business Plan to fulfil the requirements of the modern competitive maritime industry.

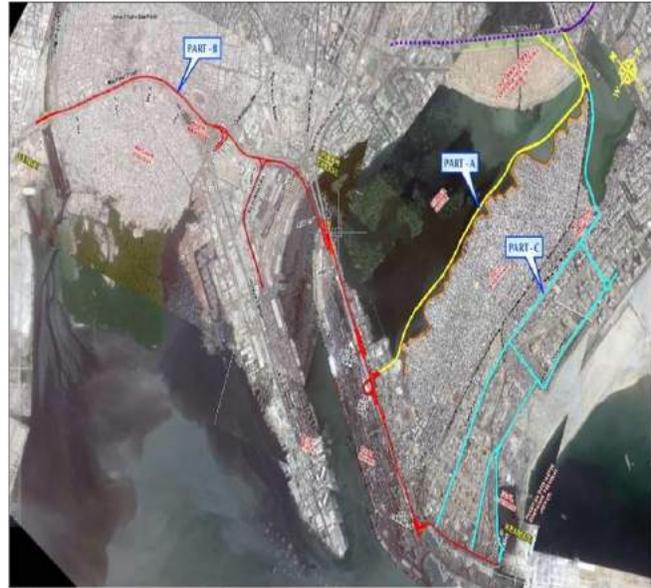
## PORT HINTERLAND CONNECTIVITY

The swift evacuation of the cargo handled at any sea port, via road or rail, plays an important role for the efficiency of the Port. Historically, KPT has been making all out efforts for the development of important port approaches, links and port-access ways, while integrating with the existing road infrastructure of the city.

With the advent of the PDWCP, the cargo handling is expected to increase manifold. The PDWCP having deeper draft, has also the potential and provision for further expansion, which could become a major source of Maritime Affairs business related activities. Besides above, the port traffic due to coal & liquid cargo is also expected to increase to fulfil the requirement of local needs.

It must have been witnessed, ever since the commencement of operations at SAPT since Dec 2016, the port traffic on existing road has increased manifold and frequent traffic jams have been seen in and around the port area.

KPT management decided to implement a comprehensive plan to address the Traffic Congestion issues in & around the port area and plans to develop dedicated Freight Road and Rail Corridors for the swift and efficient evacuation of the cargo from the port area to the relevant destinations. Project consultant has been engaged to devise the most economical and efficient solution to address the traffic evacuation problem with minimal disturbance with the city traffic. Plan shall be implemented within 3 yrs timeframe.



## PORT DEVELOPMENT PROJECTS

KPT has plans to undertake various port development projects like establishment of Pakistan Deep Water Container Port, development of TPX Area, multipurpose cargo terminal, wetland park, LNG Complex, etc. The details are as follows.

### PAKISTAN DEEPWATER CONTAINER PORT

Recently, a new Pakistan Deep Water Container Port has been added as a new feather in the cap of Karachi Port Trust which has an independent “Tipu Sultan” channel for the ships to call. PDWCP master plans envision phase wise development. Phase-1 of the master plan has been successfully constructed and out of 4 berths 2 have been



made operational since December 2016. The entire terminal area of the phase-1 is 854,422 square metres with overall throughput of 3.1 million TEUs. The terminal “South Asia Pakistan Terminals Limited (SAPTL)” will provide berthing to mother vessels having draft of 16 metres.

Future expansion includes construction of 6 more berths.

### **CARGO VILLAGE AT WESTERN BACKWATERS:**

The project has been envisioned to be implemented in two phases over an area of 1300 acres of land at Western Backwaters of the Karachi Port. The basic function of this village would be to consolidate many of the support services into a centralized location within an economic distance from the port so that it may provide a foundation infrastructure that will allow these enterprises to achieve operational synergies and economies of scale. A secondary purpose is to relieve congestion on port terminals that



have limited space or are constrained by geography by removing activities and associated facilities not essential to the direct movement of the cargo.

By developing an off terminal facility of this type, a port can then maximize its terminal operating efficiencies through the rationalization of land use and operational space, the development of specialized cargo handling operations and speeding up the throughput of cargo. Development of Cargo village is expected to provide a boost to imports and exports from Pakistan and also help improve general logistic & traffic situation not only in the vicinity of the Port but also on the city road network. It also aims to enhance operating efficiency of Karachi Port, its competitiveness in the regional shipping scenario and to deal effectively with threats & challenges posed by the nearby ports.

### **LNG COMPLEX**

KPT Management, in line with the national as well as local demand of water, power & gas is planning to establish a multipurpose LNG Complex at the PDWCP site. The concept of the proposed facility is based on the utilization of PDWCP potential for multipurpose usage. The project is considered to be implemented in a phased wise scheme i.e. (1) a standalone 900+



Megawatt power plant coupled with desalination plant to meet the demand of power and drinking water respectively and (2) LNG import terminal for gaseous supply to power and other industrial usage. Detailed studies shall be conducted regarding project risks and economic & financial numbers.

## **DEVELOPMENT OF TPX AREA**

TPX covers an area of 55.8 ha (2,200m across east-west & 450m broad in north-west direction) and located in the vicinity of Karachi Port. It has an excellent rail links to the east and west wharves of the port and the main railway line to the country. Historically this area provided staging facilities for cargo brought down from up-country for exports. However, a period of time and with advent of large-scale containerization and reduction of break bulk movement, TPX has lost its traditional function and thus the site is underutilized.



Being in close proximity of Port and City's financial hub, KPT Management has now planned to advertise the project as a Business District/Financial Hub for the Port city. The largest business sectors are Banking & Insurance Industry, Shipping companies, Stevedoring companies and media houses.

## **ENVIRONMENTAL FRIENDLY MULTIPURPOSE BULK CARGO TERMINAL**

In order to enhance port facilities and to match the international standards, old and outdated facilities have been reconstructed and in pursuance of Land Lord Port Strategy, major developments are being planned which will bring up Karachi Port at par with the leading ports of the region. Having met the international standards in container handling, KPT intends to privatize its bulk cargo to match the international standards. The current statistic of bulk



cargo handling at Karachi Port shows a promising future in terminalization concept, which would benefit KPT in shape of additional financial returns. In this vein, the project has been planned to establish an environment friendly clear bulk terminal at berth No.16 and 17 of East Wharf. Coal cargo, which was planned to be terminalize and has been dropped due to decision of the Honorable Supreme Court of Pakistan, wherein KPT was halted for the handling of coal cargo at the Karachi Port.

## **ESTABLISHMENT OF ENVIRONMENT FRIENDLY WETLAND PARK PROJECT**

KPT has initiated an environment friendly social project, Wetland Park over 100 acres area at Mai Kolachi Road at cost of Rs. 3 billion. The scheme comprised of sewerage treatment plant of 60 million gallons per day (MGD) capacity in phase-1 and 40 MGD plant in phase-2. Marshy 100 acres land is kept for the establishment of Wetland Park as part of S-III project and is estimated to cost Rs. 2.9 billion.

## **PERIPHERY ROAD ALONG CHINNA CREEK**

Illegal encroachments have remained a big problem for KPT for quite long time now, therefore, KPT has planned to establish protective bund/seawall and road along the periphery of Chinna Creek for the stoppage of illegal encroachments on Trust land that damages the environment and for providing alternate road connection for the movement of heavy port traffic to ease up traffic flow on M. A. Jinnah Road from Keamari to Jinnah Bridge.

## **CONCLUSION**

The developments taking place at the port, is reshaping it for the fulfilment of future requirements of the global shipping sector. Karachi Port continuous to fulfil the strategic requirements of supporting trade and commerce of the country, which ensures economic wellbeing and sustainability of the dearest motherland.



# ACHIEVEMENTS

## INAUGURATION OF KPT'S HIGH TECH DEEPWATER CONTAINER TERMINAL

KPT constructed and inaugurated a high tech container terminal with an investment of \$1.4 billion which made Pakistan a major hub for regional countries



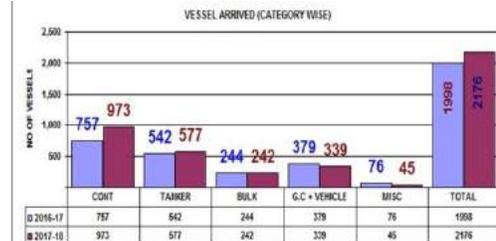
as South Asia Pakistan Terminal on 11<sup>th</sup> May 2018. The auspicious ceremony was well attended by dignitaries from various walks of life and senior officers of KPT and SAPT. The ceremony started with the unveiling of plaque by the then Prime Minister and thereafter with a fireworks and laser lights display to commemorate the Deepwater Container Terminal “SAPT” which has the potential to handle 3.1 million TEUs (Twenty Equivalent Units) per annum much higher than the 2.5 million TEUs being the collective potential of all other Container Terminals of Pakistan.

## ANOTHER LANDMARK ACHIEVEMENT – KPT HANDLES THE MAXIMUM EVER GRT AT KARACHI PORT

The Port Department of KPT has, handled the maximum ever Gross Registered Tonnage of 80,637,447 m.t., in the financial year 2017-18, which is comparatively about 21% more from the handling made in financial year 2016-17”. It has become possible through handling of deeper draught vessels

(i.e. 15 meters draught and length overall “LOA” of 34 meters) at Karachi Port. The draught/LOA is expected to increase further in future as well. To enable Handling of larger / deeper vessels by KPT with the existing resources is itself encouraging and appreciable

which needs to be acknowledged. This remarkable achievement which enabled the KPT to considerably increase its revenues is perhaps indubitably goes to the efficient marine officers of KPT as this could be possible only because of their dedication, professional approach and capabilities under the able guidance



Movement	Corresponding from July-16 to JUN-17	Current from July-17 to JUN-18	Difference & Percentage Variation with Corresponding Year
Arrival	1,998	2,176	+ 178 8.91%
Departure	1,988	2,145	+ 157 7.90%
Shifting	276	373	+ 97 35.14%
Total Movement	4,262	4,694	+ 432 10.14%
GRT	66,312,783	80,637,447	+14,324,664 21.60%
Average GRT/Vessel	33,190	37,058	+ 3,868 11.65%

and dynamic leadership of the Chairman KPT Rear Admiral Jamil Akhtar HI (M) T. Bt.

The breakup in terms of containers, tankers and bulk/break bulk vessels; KPT has handled 47,108,573 tons in containers vessels, 16,314,723 tons in tankers and 7,173,955 tons in bulk/break bulk vessels. Previous year, these remained at 32,835,239 tons, 15,510,458 tons and 7,385,792 tons respectively; hence showing remarkable increase in handling of container vessels' GRT at the port.

HANDLING OF VESSELS & GRT (CUMULATIVE)							
CATEGORY	CORRESPONDING YEAR		CURRENT YEAR		Difference with Corresponding Years		
	01-Jul-2016 To		01-Jul-2017 To				
	03-Jul-2017		03-Jul-2018				
	VESSEL	GRT	VESSEL	GRT	VESSEL	GRT	
CONTAINER	KICT	278	13,439,936	276	12,357,560	- 2	- 1,082,376
	PICT	337	13,002,957	337	12,768,978	-	- 233,979
	KPT	24	397,828	24	362,825	-	- 35,003
	SAPT	118	5,994,518	336	21,619,210	+ 218	+ 15,624,692
<b>TOTAL CONTAINER SHIP</b>	<b>757</b>	<b>32,835,239</b>	<b>973</b>	<b>47,108,573</b>	<b>+ 216</b>	<b>+ 14,273,334</b>	
TANKER	<b>542</b>	<b>15,510,458</b>	<b>577</b>	<b>16,314,723</b>	<b>+ 35</b>	<b>+ 804,265</b>	
BULK / BREAK BULK	Coal	149	4,912,602	109	3,630,431	- 40	- 1,282,171
	Fertilizer	38	1,064,605	50	1,422,463	+ 12	+ 357,858
	S.B.MEAL	29	784,980	22	722,894	- 7	- 62,086
	Rock Phosphate	10	316,083	10	279,080	-	- 37,003
	Break Bulk	5	104,732	10	260,736	+ 5	+ 156,004
	Cement	9	126,033	10	129,003	+ 1	+ 2,970
	Rice	4	76,757	1	23,263	- 3	- 53,494
	Wheat			28	681,970	+ 28	+ 681,970
	Sugar			2	24,115	+ 2	+ 24,115
	<b>TOTAL BULK SHIP</b>	<b>244</b>	<b>7,385,792</b>	<b>242</b>	<b>7,173,955</b>	<b>- 2</b>	<b>- 211,837</b>
GENERAL CARGO	308	6,553,414	259	5,600,393	- 49	- 953,021	
CAR CARRIER	71	3,676,793	80	4,305,703	+ 9	+ 628,910	
NAVAL	33	169,669	4	25,650	- 29	- 144,019	
MISC	43	181,418	41	108,450	- 2	- 72,968	
<b>TOTAL</b>	<b>1,998</b>	<b>66,312,783</b>	<b>2,176</b>	<b>80,637,447</b>	<b>+ 178</b>	<b>+ 14,324,664</b>	

## KPT BROKE ALL ITS PREVIOUS HANDLING RECORDS OF CARGO/CONTAINER HANDLING IN FINANCIAL YEAR 2017-18

The total cargo handling operations, including exports and imports, at Karachi Port Trust has remained brisk in financial year 2017-18 and the KPT broke its own previous record of 52.493 million tons handling while handling 54.685 million tons during the ending financial year. This resulted in increasing total cargo handling by 4.18%. Similarly, the total container handling closed at 2.252 million TEUs (Twenty Equivalent Units) containers during the ending financial year; which remained 6.79% more from the corresponding period last financial year 2016-17 which closed at 2.109 million TEUs.

Breakup shows that total dry cargo handling, including exports and imports, closed at 39.155 million tons during the ending FY 2017-18; whereas the same remained at 37.173 million tons during the comparative period last year showing an adequate comparative increase of 5.33%. The total liquid bulk cargo, according to breakup, has also nominally gained by 1.37%, to close at 15.530 million tons during the ending FY 2017-18, which remained at 15.320 million tons during the corresponding period of previous year 2016-17.

Further breakup of exports cargo depict that dry cargo handling during the ending FY 2017-18 closed, with a gain of 34.78%, at 11.509 million tons and the liquid bulk cargo closed, with a gain of 14.51%, at 1.507 million tons comparative from the corresponding period of previous year 2016-17. These remained previous year respectively for dry and liquid bulk at 8.539 million

tons and 1.316 million tons. The increase was mainly due to handling of dry bulk cargo which remained 206.66% more from the previous financial year due to handling of wheat, cement, clinker and urea. Increased handling witnessed in liquid bulk cargo was also due to handling of Ethanol and Molasses. Similarly, according to breakup of imports cargo, the port handled fertilizer DAP, iron scrap, food grain, etc. as dry cargo; and handled crude oil, bitumen, HSD, etc. as liquid bulk cargo during the ending FY2017-18.

Focussing on its 10 Years' Business Plan, KPT is at the thresholds of port expansion. The deep water container port "SAPT" has become operational and the port has set eyes on developing rail freight corridor and LNG complex projects at the deep water port. Plans are also underway on linking Karachi Port with other two ports of the country which is all the more important as KPT projects to become transshipment hub of the region in the near future.

### **KPT WON PRIZES IN 67<sup>TH</sup> PAKISTAN ANNUAL FLOWER SHOW-2018**

Horticulture Society of Pakistan organizes flower show every year in different categories KPT participates in Official Residence Garden, Official Rest House and Mosques Gardens categories.

This year, in 67<sup>th</sup> Annual Flower show,

KPT Port House has won second prize in the Official Residence category and the KPT Lalazar Park secured third position in the Mosques Gardens category during the opening ceremony of Annual Flower Show 2018 at Sea View, Karachi.



# KPT EVENTS/ACTIVITIES

## CPEC SUMMIT: CHAIRMAN KPT HIGHLIGHTS TO UNLOCK KARACHI PORT POTENTIALS

In collaboration with various government entities, the metropolis Karachi gains the centre of attention through the CPEC Summit on 24<sup>th</sup> April 2018, in which



Karachi Port Trust participated besides the Chinese conglomerates working on various CPEC projects in Pakistan. While speaking in the logistics session of the Summit, the Chairman KPT Rear Admiral Jamil Akhtar HI (M), T.Bt highlighted about unlocking the Karachi Port potentials for the CPEC. He said that numerous investment opportunities are available to investors as KPT has plans to establish LNG Complex, Power Plant of 1 mega watt and a Desalination Plant at Pakistan Deep Water Container Port (PDWCP). He said, KPT has pursued terminalisation in past and it will continue even at the PDWCP site. Utilizing the potentials CPEC, KPT has planned out Freight Road Corridor, Eastern Periphery Wall (Bund Wall) and Road-Rail-LNG Corridor, added the Chairman KPT. He laid stress on even including the White Oil Pipeline connectivity with Port Qasim this Road-Rail-LNG corridor.

## KPT CELEBRATED WORLD OCEAN DAY 2018



KPT celebrated the World Ocean Day in collaboration with the National Council for Marketing and Public Relations (NCMPR) Bahria University. This year, the theme was “Preventing Plastic Pollution and Encouraging Solutions for a Healthy Ocean”. In this regard a session was conducted by KPT on 8<sup>th</sup> June 2018 at the KPT Staff College.

## **KPT COMMEMORATED THE 70 YEARS SERVICES OF INTERNATIONAL MARITIME ORGANIZATION (IMO)**

Karachi Port Trust (KPT) commemorated a two Day Workshop on “Preparedness and Response against Oil Spill Emergencies in Pakistani waters” in recognition of 70 years services of International Maritime Organization (IMO) on 5<sup>th</sup> March 2018. The workshop was attended by delegates representing stakeholders from Karachi as well as from Gadani and Hub coast delegates; and it was organized to evolve strategies that could lead to ensure safe and secured shipping on clean oceans.



While speaking on the occasion the Chief Guest Chairman KPT Rear Admiral Jamil Akhtar HI(M) highlighted that KPT has worked over 7 decades to establish collective expertise for oil spill preparedness to secure safe shipping on clean oceans. Chairman KPT said that oil spills are inevitable because of the requirements to store and transport oil by sea. He pointed out that it is the devastating effects of oil spills that led to the creation of much needed cooperation between countries, organizations and industries. Chairman KPT said that KPT has setup Marine Pollution Control Department to implement learning opportunities in respect of oil spill preparedness and response since more than two and half decades and the efforts are well paid to produce Oil Spill Contingency Plan along with procurement of necessary equipments. The plan is updated regularly and oil spill response exercise is conducted jointly with the oil and shipping industry stakeholders.



## **KPT PARTICIPATED IN NATIONAL OIL SPILL RESPONSE EXERCISE BARRACUDA-VIII**

Karachi Port Trust is fully equipped with the personnel and equipment required for combating oil spills. For this very purpose, Pakistan Navy organizes every year an exercise of Barracudda. The aim of the exercise is to mobilize oil combating resources and to attract stakeholders to deal with it.



KPT plays the lead role in this exercise as KPT has all the modern day equipments and the properly trained workforce for such emergencies.

## **KPT COORDINATED WITH PMSA TO OBSERVE OIL SPILL**

The Crisis Management Cell (CMC) of Karachi Port Trust informed the Pakistan Maritime Security Agency (PMSA) and Joint Maritime Information and Coordination Centre (JMICC) about the spillage taken place from floating ship on 4th September 2017 at around 1300 hours at Sea View. The length of oil slick on the coast from vessel was 1 NM and width was 0.2NM at latitude 2447N and at longitude 06703'E. From the Devil Point to Village Restaurant, it was of length 0.2NM and longitude respectively 24.46'N and 06703'E.

Team of KPT was called for the analysis and it was observed Chocolate Mousse was hitting the coastline which the crude oil normally turns into if remained present in sea waters for a month or two. It was further observed by the KPT team that the mousse slick has gone into other weathering process.

## **KPT SPONSORED EXHIBITORY FUTSAL MATCH BETWEEN PAKISTAN AND BRAZIL AT KPT FOOTBALL STADIUM**

In a thrilling and entertaining encounter of the very first International Soccer Futsal Exhibition match played at KPT Football Ground, Benazir Sports Complex, on 19<sup>th</sup> February 2018. Pakistan faced the hot favourite Brazil team. Brazil won the match by 6-4 goals under the fun frilled environment.



Later, the Chief Guest Chairman KPT Rear Admiral Jamil Akhtar distributed prizes in a brief post match ceremony. Brazilians lifted the winning trophy whereas Pakistan ended up with the runners-up trophy. Participation shields were given out to all the players. Top scorer Duran received the cash award for scoring three goals.



## **OUTSTANDING PERFORMANCE OF KPT PLAYERS**

### **KICK BOXING**

The KPT Kick Boxer Mr. Maaz Khan has won Gold medal while another KPT Kick Boxer Mr. Mohammed Bilal has won Silver medal in the 4<sup>th</sup> South Asian Wushu Championship recently concluded in in Lahore. Teams from Afghanistan, Bangladesh, Nepal, Maldives and Pakistan are participated in the championship.

KPT General Manager Operations, Rear Admiral Asif Hameed SI(M), awarded Rs.100,000/- Cash to KPT Kick Boxer Mr. Maaz



Khan on 28<sup>th</sup> November 2017 for showing outstanding performance to clinch another Bronze Medal while participating in the 5<sup>th</sup> Indoor Martial Arts Games at Turkmanistan

## **SNOOKER**

The KPT Snooker player Mr. Khurram Agha competed in the Jubilee Insurance 43<sup>rd</sup> National Snooker Championship for the coveted trophy and was able to bag third position in the tournament recently concluded in Karachi Gymkhana on 21<sup>st</sup> February 2018. Leading and ranking players of national level played in the tournament. It was followed by the 2<sup>nd</sup> National Master (+40) Snooker Championship played at Lahore between 27<sup>th</sup> January and 2<sup>nd</sup> February 2018 where he was able to secure 8<sup>th</sup> position. Mr. Khurram Hussain Agha, also won the 21<sup>st</sup> Karachi Club Open Snooker Challenge-2017 defeating Agha Bilawal during a match played on 17<sup>th</sup> September 2017



## **BADMINTON**

- KPT Badminton team played in All Sindh Badminton Tournament and Won all Gold Medals in Single & Double events at National Sports Training & Coaching Centre, Karachi.
- The Badminton team participated in 55th National Badminton Championship held at Lahore from 5 to 11th January 2018 and reached Quarter Finals to claim 5th position in the event. General Arif Hassan Chairman Pakistan Olympus was the Chief Guest of the event.
- Mr. Iftikhar Hussain, KPT Badminton player and Traffic Supervisor-I, has been selected as Coach of Pakistan Badminton team for Commonwealth Games Australia.
- Mr. Ahsan Javed, KPT Badminton player, has been selected in Sindh team to participate in the Sindh Games at Peshawar.