

GOVERNMENT OF PAKISTAN MINISTRY OF PORTS AND SHIPPING



Mission Statement

- ⌘ **As more than 95 per cent of the total freight trade of Pakistan is seaborne, the overall objective of the Ministry of Ports and Shipping includes modernization and corporatization of Ports and Shipping with a view to introducing landlord concept in Ports, rationalizing Ports' tariffs in order to be competitive in the region, introducing modern technology and data base in line with the present day trends, reviving ship-owning in the private sector by removing the impediments, and enhancing tonnage and profitability of Pakistan National Shipping Corporation.**

PORTS AND SHIPPING IN PAKISTAN




There are three major Seaports and one National Shipping Corporation in Pakistan:

- ⌘ Karachi Port
- ⌘ Port Muhammad Bin Qasim
- ⌘ Gwadar Port (under construction)
- ⌘ Pakistan National Shipping Corporation

KARACHI PORT



- ☒ Karachi Port is the premier port of Pakistan and handles about 75% of the entire national trade. It is a deep natural port with 11 km long approach channel to provide safe navigation to tankers up to 75,000 DWT tankers, modern container vessels, bulk carriers and general cargo ships. The port has 30 dry cargo berths including two container terminals and three liquid cargo-handling berths




⌘ Karachi Port is handling about 14.0 million tons of liquid cargo and 12 million tons of dry general cargo, including 738,000 TEUs containers. The total port area is 100 hectares and an additional 60 hectares is available in close proximity of the port for storage of goods.

DEVELOPMENT PROJECTS OF KPT



- ☒ Keeping in view the port facilities , change in Maritime Transport future requirements of trade & commerce, Karachi Port Trust (KPT) has formulated/ launched a number of projects which are in different stages of planning, tendering & execution.



☒ The implementation of these projects will increase the liquid cargo handling capacity by 8 million tons per annum, provide deeper depths to accommodate deep draft vessels , enhance dredging capacity to improve & ensure harbour depth & expeditious handling of containers.

LIST OF KPT DEVELOPMENT PROJECTS



- ⌘ REFURBISHMENT OF OIL PIER-2
(RS. 1,319 MILLION)
- ⌘ PAKISTAN INTERNATIONAL
CONTAINER TERMINAL (PICT)
(US\$75 MILLION)
- ⌘ KARACHI INTERNATIONAL
CONTAINER TERMINAL (KICT)


CARGO HANDLED DURING 2003-04

	<u>IMPORTS</u>	<u>EXPORTS</u>
		<u>MILLION TONS</u>
Dry General	6.055	3.101
Dry Bulk	2.178	1.167
Liquid Bulk	11.375	1.975
TOTAL	19.608	6.243
Containers (in TEUs)	384,864	353,764

PORT MUHAMMAD BIN QASIM



☒ Port Qasim is Pakistan's first industrial and multi-purpose deep sea port. Located in Indus delta region at a distance of 50 km South East of Karachi, the port is well connected to all over the country through modern modes of transportation and has been playing an important role in the economic uplift of the country.





⌘ Port Qasim offers conventional functions of cargo handling coupled with provision of land for setting up import based and export oriented industrial and commercial undertakings at vast expanse of 12,000 acres of land above high water mark.


PORT FACILITIES OFFERED BY PORT QASIM



- ⌘ 45 km long navigational channel which can accommodate vessels up to 75,000 dwt class subject to adherence of the promulgated permissible draught/ dimensions.
- ⌘ A dedicated Iron Ore & Coal Berth for exclusive use of Pakistan Steel for handling raw material imports to cater for 75,000 dwt class vessels subject to adherence of permissible dimensions.

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- ⌘ A specialized Oil Terminal offering state-of-the-art port facilities to tankers up to 75,000 dwt subject to permissible dimensions.
 - ⌘ Four Multi-purpose berths in a linear length 800 meters extending port facilities up to 45,000 dwt class vessels , subject to permissible dimensions, equipped with two covered transit sheds each having an area of 10000 sq. meters.

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- ⌘ A dedicated chemical terminal to cater for liquid chemicals imports capable of accommodating vessels up to 75,000 dwt subject to adherence of permissible draught/dimensions.
 - ⌘ A dedicated two berths container terminal catering for berthing facilities to 45,000 dwt class container vessels subject to permissible dimension.

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- ⌘ Full range of floating craft and cargo handling equipment.
 - ⌘ Two Term Storage Areas with storage capacity of 118,000 sq. meters.
 - ⌘ Access road to National Highway, onward link with Superhighway and connection to rail network.

ADVANTAGES FOR INVESTMENT




- ⌘ Full range of port facilities to handle all types of general, bagged break-bulk, bulk, liquid cargo and containerized cargo with back up infrastructure facilities.
- ⌘ First rate multi-modal connections with inland transportation network.
- ⌘ Transshipment and transit facilities for trade with neighboring country Afghanistan & land-locked Central Asian States.


GWADAR PORT



⌘ Gwadar Deep Water Port has just been constructed as the third port of Pakistan. Situated on the Baluchistan Coast, it is about 460 km from Karachi and 120 km from the Iranian border.



⌘ Gwadar Port at the tip of Straits of Hormuz/ mouth of Persian Gulf, has the potential to become a regional hub, an alternate to Gulf Ports and also a vital link to China & CARs, thus, attracting the transit and transshipment trade



⌘ The Gwadar Port Project has been envisaged to be completed in two phases. Marine works of Phase-I have been completed, however, civil works are likely to be completed by September 2005, and Phase-II has been planned to be given to the private sector on BOO/BOT basis.

SCOPE OF WORK FOR PHASE-I OF GWADAR PORT PROJECT



- ⌘ 3 Multipurpose Berths of Total length of 602 m.
- ⌘ One 100 m Service Berth.
- ⌘ 4.5 KM long Approach Channel Dredged to 11.5 m-12.5 m.
- ⌘ Turning Basin 450 m dia.
- ⌘ Related port infrastructure and port handling equipment.
- ⌘ Additional Dredging up to 14.5-14.7 m.

SCOPE OF WORK FOR PHASE-II



- ⌘ 4 Container Berths.
- ⌘ 1 Bulk Cargo Terminal (to handle 100,000 dwt ships).
- ⌘ 1 Grain Terminal.
- ⌘ 1 Ro-Ro Terminal.
- ⌘ 2 Oil Terminals to handle 200,000 dwt Ships.

TRADE FORECAST FOR GWADAR PORT



Description	Year	
	<u>2010</u>	<u>2015</u>
	(In million tons)	
Dry Cargo	4.74	5.77
Liquid Cargo	17.54	18.77
Container (1000 TUEs)	241	295
Transshipment (TEUs)	250,000	300,000

PAKISTAN NATIONAL SHIPPING CORPORATION (PNSC)

⌘ Organization

⌘ PNSC is an autonomous body under the Ministry of Ports & Shipping, administered by a Board of seven Directors including the Chairman; of these, two Directors are elected by the Private Share Holders.

⌘ Shareholding

⌘ The Share Holding of the Corporation is as under:-

⌘ a) Authorized Capital.	:	Rs. 2, 000 Million.
⌘ b) Paid-up Capital. Million.	:	Rs. 1, 201
⌘ c) Government Share.	:	Rs. 89.13%
⌘ d) Private Sector Share.	:	Rs. 7.30%
⌘ e) Institutions.	:	Rs. 3.57%

FUNCTIONS OF PNSC



- ⌘ **The Corporation is undertaking three main functions. These are:**
 - I. Fleet Operations**
 - II. Real Estate**
 - III. Workshops**

OBJECTIVES OF PNSC



- ⌘ **Carriage of National Trade by sea.**
- ⌘ **Freight Stability.**
- ⌘ **Foreign Exchange Savings.**
- ⌘ **Strategic Considerations.**

FLEET COMPARISON



⌘ **The size of a Fleet is determined by its tonnage and not by the number of vessels it has. PNSC since 2001 has had 14 vessels but these averaged about 250,000 dwt. Presently, PNSC Fleet has 14 Vessels but their Tonnage is 570, 466 dwt)**

ACHIEVEMENTS IN 2004




- ⌘ **Acquisition of 4th Oil Tanker**
- ⌘ **The Tanker has been acquired through Corporation's own resources i.e. without Government funding or commercial borrowing or government guarantees. The acquisition has enabled PNSC to transport more cargo and reduce dependency on foreign chartered vessels resulting in saving of precious foreign exchange.**

PORTS AND SHIPPING: FUTURE GOALS



- ⌘ **Implementing landlord concept in all ports of Pakistan.**
- ⌘ **Finalization of Protocol with India on resumption of shipping service.**
- ⌘ **Corporatization of Karachi Port Trust (KPT).**
- ⌘ **Modernization of Karachi Port facilities through BOT and privatization.**

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- ⌘ **Corporatization of Port Qasim Authority (PQA).**
 - ⌘ **Development of Real Estate Plan of PQA.**
 - ⌘ **Completion of Phase-I of the Gwadar Port Project.**
 - ⌘ **Implementation of landlord policy at Gwadar Port.**
 - ⌘ **Enhancement of profitability of Pakistan National Shipping Corporation and its Cargo Share.**