

commence during 1989-90 and completed by 1995-96.

#### **A-I REPLACEMENT OF HARBOUR TUGS AND PILOT BOATS:**

The replacement programme for the existing harbour craft and equipment, under first phase comprises of procurement of two harbour tugs and two pilot boats. The status position on these two schemes is as under :-

##### **i) V.S.P. HARBOUR TUGS :**

The outline design and tender documents for two modern 35 tons bollard pull V.S.P. harbour tugs were prepared by the Port Consulting Engineers, M/s. B.V.S. of Holland. Prequalification of tug builders was carried out, and as a result 14 shipyards from EEC member countries were prequalified and invited to tender for this project. Tenders were received in March, 1984 from 7 shipyards, which were examined and the lowest financial offer from the German Shipyards, M/s. Neue Jadewerft of Wilhelmshaven was accepted. The VSP Tugs were financed under a soft-terms K.F.W. Credit amounting to DMs 24.5 million from the West German Government, which was negotiated and signed.

Firm order was placed on the German shipyard in August, 1984 and the Contract Agreement executed in Sept. 1984. The shipyard expeditiously commenced the preliminary and mobilization works. Detailed designs and drawings were completed, and firm orders for machinery & equipment were placed. Keel-laying for both the tugs was performed in the Wilhelmshaven shipyard of the Contractor during January, 1985.

After completion of hull fabrication and installation of main engines, both the tugs were launched in May, 1985. Fitting out, piping, electrical and finishing items of work were completed and preliminary tests and trials conducted during October/November, 1985, prior to shipment of tugs to Karachi. The tugs reached Karachi in January, 1986 on board a dock-ship, and after final confirmatory & acceptance trials and tests in Karachi, both the tugs were put into ship handling service from February, 1986. The new VSP tugs have added safety and reliability to handling large vessels and oil tankers.

##### **ii) PILOT BOATS:**

The outline design and tender documents for two modern sea-going pilot boats were prepared by the Port Consulting Engineers, M/s. B.V.S. of Holland. Prequalification of boat builders was carried out, and 22 shipyards were prequalified. Tenders were received in December, 1983 from 8 shipyards. These were examined and the second lowest tender to KPT specification submitted by M/s. K.S.E.W., was accepted. A firm order was

placed on K.S.E.W. in June, 1984. The two pilot boats will be completed at a cost of about Rs. 15 million with Rs. 9 million in foreign currency.

The progress on this contract work has been delayed by K.S.E.W. right from the beginning. The signing of Contract Agreement was delayed till August, 1984. The work of design and drawings taken in hand in collaboration with M/s. Maierform of West Germany had been very slow. The hull profiles were finalized in January, 1985 after carrying out required tank tests. Orders for machinery, equipment and outfits have been placed with the approval of the Engineer. The pre-fabrication of hull and superstructure was taken in hand, and the keel laying of pilot boats was performed on 2.3.1986. The hull was fabricated in three sections for each pilot boat, placed on cradles, aligned and final welding completed. Prefabrication of aluminium superstructure has been completed and since installed on hull section. Procurement of machinery and equipment has also been completed. Painting of hull section and installation of machinery and outfit items has been substantially completed. Arrangements for shore test of machinery and outfit items have been taken in hand. Launching of pilot boats now awaited but long delayed. The works are already 22 months behind schedule and Karachi Shipyard are constantly pursued to complete the delayed works.

#### **A-II KARACHI PORT MODERNIZATION PROJECT - PORTS V.**

This project comprises of three major port modernization schemes to be financed under a World Bank credit. These schemes relate to replacement of old out-lived oil berths OP-II and OP-III by a modern Liquid Products Marine Terminal capable of accommodating largest size tanker visiting the port; replacement of an existing old bucket dredger and two old hopper barges with a new modern stationary type bucket dredger, two modern split type hopper barges and a general service pusher tug; and procurement of four heavy-duty container handling mobile pneumatic tyred cranes together with reconstruction and upgradation of quay area pavements at existing general cargo berths. This project is presently being appraised by the World Bank for financing under project aid, and the credit covering the foreign currency requirement is expected to be available by June, 1988. The salient features and status position of the three schemes is as under :-

##### **i) LIQUID PRODUCTS MARINE TERMINAL:**

The existing oil berths OP-II & OP-III have outlived their useful economic life. Further, their capacity and size is not adequate to meet the current demands of oil tankers. It is hence proposed to replace these two berths by a fully integrated marine oil terminal berths capable of handling tankers of upto 75,000 DWT size. The oil products berths will be equipped with larger size common user

pipelines, marine loading arms, fire fighting facilities etc, for handling the forecast volumes of oil traffic and tankers. The detailed design and layout of the project are under preparation and the scheme is under submission to the Government on proforma PC-I. The scheme is estimated to cost Rs. 360 million with 70% in foreign currency expenditure.

**ii) BUCKET DREDGER AND ANCILLARY CRAFT :**

The KPT dredging flotilla for maintenance of harbour channels & shipping berths, inter-alia, comprises of two bucket dredgers built in 1964, working with six hopper barges built during 1958-72 period. One of the existing bucket dredger "Izhar" is in a very dilapidated condition and frequently breaks down resulting in accumulation of dredging arrears. Two of the hopper barges of 1958 vintage are not only old and dilapidated, but have in-adequate hopper capacity.

It is hence proposed to replace these craft of the existing dredging/flotilla, with a modern 850 litre capacity stationary type bucket dredger, two 800 cu. m. capacity split type hopper barges and one 1000 H.P. general service pusher tug for movement of the bucket dredger. The procurement of new dredging craft will enable the port to meet not only the existing and future maintenance dredging requirements, but also to clear the dredging arrears and undertake further improvements with deepening of the harbour basins. The outline designs, drawings, specifications and tender documents for the bucket dredger and ancillary craft has been substantially completed and the scheme is under submission to the Government on proforma PC-I. The scheme is estimated to cost Rs. 300 million in foreign currency.

**iii) MOBILE CONTAINER HANDLING CRANES :**

The container traffic handled by the Karachi Port has been growing at an accelerated pace, with an annual growth rates of about 25% during the last five years. Presently the Karachi Port is handling about 300,000 TEUs. Most of the container traffic is handled by self-sustaining vessels using their own derricks and cranes. However, such vessels are now phasing out of operation, with the result that more of gearless vessels are visiting the port. For handling gearless container vessels the port is required to provide shore container handling cranes. One such crane is already in operation. However, to cope with future container vessels and container traffic, shore based container handling cranes are required. Accordingly, proposal for the procurement of four pneumatic tyred mobile container handling cranes with a lifting

capacity of 30 tons at 40 m. out reach, has been made. The work of outline designs and specifications for mobile container handling cranes has been taken in hand and well-advanced. The four mobile container cranes together with required fork-lifts and pellets are estimated to cost Rs. 200 million in foreign exchange. The project also includes reconstruction and upgradation of the quay area pavement at six of the existing dry cargo handling berths. This would allow the unobstructed and free movement of new mobile container handling cranes at these berths. This part of the project is estimated to cost about Rs. 100 million. The total scheme on proforma PC-I is under submission to the Government.

### **A-III OTHER MAJOR SCHEMES :**

In addition to the above project schemes, the following major project works are included in the next development phase of Karachi Port modernization and expansion. All these works are in preliminary planning stage and will be taken in hand in phases during 1988-90 and completed by 1993.

1. Road improvement schemes in and around port areas for expeditious movement of vehicular traffic carrying heavy-duty cargo, including Southern By-pass Expressway connection across Chinna Creek, and upgradation of existing Mauripur Road as a dual carriage-way 8-lane limited access road.
2. Construction of roads, railway, services and infrastructural facilities for a Modern Warehousing Complex in the Queens Road Estate for meeting the needs of export trade.
3. Procurement of suitable and appropriate oil skimmer and related equipment for controlling and containment of oil pollution in the harbour.
4. Installation of modern navigational aid and control system.

### **A-IV JINNAH BRIDGE - SECOND PHASE.**

The north-end approach of the new Jinnah Bridge will be developed with the provision of a high-level free-flow road rotary with ramped approaches to the city roads and a fly-over connection to Mauripur Road. This scheme has been approved in principle by the Federal Government for inclusion in the Sixth/Seventh Five Year Plan, and will be executed by KPT as an agency of the Federal Government. The scheme is estimated to cost Rs. 200 million, and will be completed in 1992.

#### **A-V CAPITAL WORKS :**

The Planning and Development Division was also entrusted with the planning, design, construction and completion of the following major capital civil engineering works. These works are in various stages of execution, and are expected to be completed by June, 1988 :-

1. Upgradation and reconstruction of Keamari - Clifton Road and the peripheral Marine Drive Road in the Keamari Oil Installations Area.
2. Improvements to external road approaches in front of Lloyds Gate, West Wharf and provision of storm water drainage system.
3. Development of Infra-structure for Truck Park Terminal in the Keamari Oil Installations Area.
4. Reconstruction of Masjid-e-Rehmatul-Lil-Alameen at Berth No. 18, West Wharf.

The Planning and Development Division has also been entrusted with the planning, design and execution of following major capital works. The designs, drawings and estimates for these works have been taken in hand and will be executed during the period 1988-90.

1. Construction of office blocks for the staff of Planning and Development Division at the Hydraulic Model Building and at West Wharves.
2. Construction of Mohyuddin Stadium and Sports Complex at Agha Khan Road under a phased programme.
3. Construction of Pilotage Control Centre at Keamari Groyne Cargo Complex.
4. Reconstruction of Crane Pier at Manora.
5. Renewal and upgrading of pavings and roads in T-Series plots and in storage area at East Wharves.
6. Improvement to truck parking facilities at plots No. 14 & 15, Keamari Oil Installations Area.
7. Replacement of existing timber fendering by heavy duty rubber fenders for dry cargo shipping berths at East/West Wharves.
8. Reconstruction and Improvement of 80 ft. wide road along plots No. 59 & 60, Keamari Oil Installations Area.

# CIVIL WORKS

## B. NEW WORKS-CIVIL ENGINEERING DEPARTMENT :

### 1. HOUSING (STAFF QUARTERS).

There are about 2000 Bungalows/Flats/Quarters of various categories at Manora, Keamari, West Wharf and TPX constructed for KPT Officers and Employees.

There is a regular programme for construction of more KPT accommodation at suitable sites.

### 2. DEVELOPMENT :

#### a) RAISING ANOTHER STOREY ON THE EXISTING CANTEEN & UTILITY STORE IN KPT HEAD OFFICE :

The existing canteen in the K.P.T. Head Office was not sufficient to cater for the needs of the K.P.T. Staff. Hence a dining hall for Supervisory Staff over the existing canteen building and recreation hall for the K.P.T. Staff over the existing utility store building in the K.P.T. Head Office have been constructed during the financial year 1986-87.

#### b) CONSTRUCTION OF AN ADDITIONAL ROOM, VERANDAH & GARAGE IN PORT HOUSE AT LALAZAR.

An additional room with verandah was required to be constructed in the Port House. Accordingly a double storied block consisting of a store room on the ground floor and an additional room with verandah and attached bath, on the 1st floor has been constructed during the financial year 1986-87.

#### c) PROVIDING MARBLE TILES & FLOORING IN GROUND FLOOR VERANDAH OF KPT HEAD OFFICE MAIN BUILDING:

The walls and the steps in the main entrance passage for cars in the Head Office building needed replacement of worn out flooring. Similarly some part of the flooring of the ground floor verandah of KPT Head Office main building was required to be replaced with marble tiles. This work

was carried out and completed during the financial year 1986-87.

- d) LAYING OF 300 M.M. (12") DIA DUCTILE IRON SALT WATER PIPE LINE FROM CHINNA CREEK PUMP HOUSE TO OVER HEAD TANK AT TPX:

Implementing the Long Term recommendations made by the T.P.X. Fire Enquiry Committee, a new 300 m.m. (12") dia ductile iron salt water pipe line has been laid from Chinna Creek Pump House to over head tank at T.P.X. This work was carried out in two phases. The Phase-I of the scheme was completed during 1984-85, while the Phase-II has been completed in the financial year 1986-87.

- e) REPLACEMENT OF MISSING & BROKEN WOODEN FENDERS RUBBING STRIPS AT BERTHS NOS. 22,23,24 & LIGHTERAGE BERTHS AT WEST WHARF.

A number of timber fenders provided at Berths No. 22, 23, 24 & Lighterage Berth at West Wharf were damaged and needed replacement. The work of replacement of missing and broken wooden fenders rubbing strips at Berths Nos. 22,23,24 & Lighterage Berth at West Wharf has been carried out during the financial year 1986-87.

- f) ALLOTMENT OF ADDITIONAL SPACE FOR STORAGE OF COTTON IN NEW T.P.X. - CONSTRUCTION OF A COMPOUND WALL.

- g) CONSTRUCTION OF ROAD NET WORK.

- h) RE-CONSTRUCTION OF SERVANT QUARTERS, LATRINES AND BATH ROOMS:

- i) PROVIDING FIRE HYDRANTS :

The New T.P.X. Area was required to be extended to provide additional accommodation for the storage of cotton bales. There has been a bumper crop of cotton in the country while there was an acute shortage of storage area for cotton. Hence additional space at New T.P.X. was allotted to the Karachi Cotton Association for the storage of Cotton. In connection with the extension of the aforesaid area the above four(4) works, briefed below, were carried out and completed during the financial year 1986-87.

- i) A compound wall about 385 Meters long was constructed in the New T.P.X. Area.

- ii) For the smooth movement of vehicles, road net work was provided and access roads were constructed in the plots leased out to Karachi Cotton Association in the New T.P.X. Area.
  - iii) In order to develop the entire area within the compound wall the existing temporary Sweepers quarters, a block of bath rooms and lavatories, which were open to sky, were dismantled and four quarters alongwith one bath room and one dry type latrine and a series of ten bath rooms and ten dry type latrines, alongwith drainage lines, septic tank, manholes and soak-pit etc. were constructed within the compound of the Sind Special Constabulary.
  - iv) Six Nos. fire hydrants and salt water mains were provided for the safety of cotton bales from fire on the plots newly allotted to Karachi Cotton Association in New T.P.X. Area.
- j) **RECONSTRUCTION OF K.P.T. OFFICER'S HUT NO. 3-N AT SANDSPIT.**

The K.P.T. Officer's Hut at Site 3-N at Sandspit was severely damaged by strong waves and tidal actions. The R.C.C. platform in front of the hut collapsed and foundation of the hut rendered very weak. Since the above hut was over 30 years old and its wooden structure with A.C.C. roofing in top out-lived its useful span of life. It has therefore necessitated the reconstruction of the hut by a new hut. The work was awarded on Contract and has since been completed.

- k) **ADDITIONS AND ALTERATIONS IN MASJID-E-ALSHIFA KEAMARI.**

Due to increasing number of Namazees the Masjid-e-Alshifa gets full and the Namazees have to offer their prayers on the platform open to sky. It was therefore decided to provide R.C.C. roof on the platform and raise the width of varandah and platform. The work was awarded on Contract and has since been completed.

- l) **CONSTRUCTION OF THREE GARAGES FOR PARKING AMBULANCE PICK UP IN K.P.T. HOSPITAL KEAMARI.**

The pick ups of Hospital are parked in open. To provide safety and security to vehicles three garages have been constructed in the compound of Hospital.



- m) RAISING THE LEVEL OF FOOT BALL GROUND AND OTHER MIS. FACILITIES TO THE VISITORS & REPAIRING THE EXISTING PAVILION AT KEAMARI.

To provide better recreational facilities to the residents of Keamari a number of improvements have been carried out in the existing Foot Ball ground and pavilion.

**3) RAILWAYS:**

Under the R.E.W. Scheme the quay Side Tracks, the transit tracks and the Marshalling Yards were laid in late fifties and early sixties. The Quay side and Transit Tracks which are flushed deck tracks have outlived their useful life and need replacement and renovation. A programme of renewal of Rail Tracks has been formulated and as a part of the same the following works have been completed.

- a) RENEWAL OF RAILWAY TRACKS AND ATTENDANT PAVINGS SERVING GRAIN GODOWN AT EAST WHARF.
- b) RECARPETTING OF BITUMINOUS PAVINGS IN BETWEEN AND ALONGSIDE RAILWAY TRACKS AT EAST WHARF.
- c) RECARPETTING OF BITUMINOUS PAVINGS IN BETWEEN AND ALONGSIDE RAILWAY TRACKS AT WEST WHARF.
- d) PROVISION OF ROAD & FLUSHING RAILWAY TRACKS TO FACILITATE MOVEMENT OF VEHICLES IN 'F' GROUP OF TPX.

**4. GENERAL :**

- a) RE-MODELLING OF VARIOUS SHOPS IN PORT DEPARTMENT AREA MANORA.

A number of structures for the Port Department at Manora, constructed long before independence, had out-lived their useful span of life and were beyond economical repairs. It was therefore considered necessary that these obsolete structures dismantled and replaced by new designed double storyed building to suit and cope the present day requirements. The work was accordingly awarded on contract and has since been completed.

- b) PROVIDING A SUB STATION SWITCH GEARS 11 KV & L.T. DISTRIBUTION SYSTEM AT MANORA.

A Sub Station building has been constructed at Manora through Contract for installing independent electricity system for K.P.T. by Mech. & Elect. Department.

c) **SPECIAL REPAIRS AND RENOVATION OF PASSENGER PIER IN PORT DEPARTMENT AREA MANORA.**

The Passenger Pier at Manora which is used by the Private Launches for transporting general Public from Main land to Manora was dilapidated condition and needed special repairs and renovation. The work has been carried out through Contract.

d) **GENERAL MAINTENANCE AND REPAIRS TO PIER IN PORT AND ENGINEERING DEPARTMENT AREAS MANORA (MATERIAL PIER).**

The Material Pier in Engineering Department Area was in dilapidated condition & needed general maintenance and repairs to keep it operational. The work was awarded on Contract and has since been completed.

e) **GENERAL MAINTENANCE AND REPAIRS TO PIERS IN PORT & ENGINEERING DEPARTMENT AREA, MANORA (PILOT PIER).**

The Pilot Pier in Port Department Area needed general maintenance and repairs. The work has since been completed through Contract.

**C) REPAIR AND MAINTENANCE :**

Normal maintenance was carried out to Karachi Port Trust Crafts during the year 1986-87.

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## **PORT EQUIPMENT AND MARINE CRAFT**

The total area of land vested with the Karachi Port is about 8179 hectares (20210 acres). Out of this, an area of 1135 hectares (2804 acres) of land is above high water mark while 7044 hectares (17406 acres) of land is below high water mark. There are principally two lengths of wharves for ocean going vessels known as East & West Wharves.

### **a) WHARVES :**

The East Wharf is a continuous line of 17 Berths with modern facilities such as cranes, bunkering, fresh water supply, Quay-side tracks (rail services) and transit sheds etc. The total quay length is about 2679.67 meters (8789 ft) from Berth No. 1 to the north end of Berth No. 17-A.

Another stretch of water front portion is that of the Commissariat Wharf and the Return Wharf with a total length of about 155.44 meters (510 ft). In addition to this, there are four Oil Piers which accommodate Oil Tankers transporting petroleum and other oil products. Bunkering and discharging pipes have been laid on these piers which give direct connection to the Bulk Oil Installations located nearby.

Two ship-repairing Jetties have been provided at the north end of the East Wharf i.e. one at N.M.B Wharf and other adjacent to Berth No. 17-A.

The West Wharf comprises of eight shipping Berths No. 18 to 24-A. All these Berths have Bunkering and other modern facilities and have adjoining transit sheds and plinths. A 375 meters (1230 ft.) long lighterage wharf i.e. Berth No. 18-A is in operation in continuation of Berth No. 18 towards Juna Bunder and given new Berth Nos. 29 and 30. The four new berths viz. Nos. 25 to 28 and ancillary works have been completed and are in operation.

**b) CRANES AND MACHANICAL EQUIPMENT:**

There are 85 Electrical Wharf Cranes in the Port, the distribution of which is as follows :-

**i) ELECTRICAL WHARF CRANES :**

East Wharves	53 Cranes (3 Ton capacity)
Berth No. 18 to 24	27 Cranes (3 Ton capacity)
Lighterage Wharf	01 Crane (30 Ton capacity)
Juna Bunder Berth	04 Cranes (2 Ton capacity)

**ii) MECHANICAL EQUIPMENT AND FLOATING CRAFT :**

Modern Mechanical Handling Equipment and appliances such as Mobile Cranes, Forklift - trucks Shunting Tractors, Towing Units Trailers etc. are available for use of cargo Handling in Sheds and on Plinths. Two full fledged workshop complex at East & West Wharves are available for all kinds of repairs including running repair, first line of maintenance and other major over-hauling of engine and machinery of these Cargo Handling Equipments. In addition CM&EE's Transport Pool comprising of school vans, Staff Cars, Pickups, jeeps & Recovery vehicle Caters for various functional requirements in and outside the Department.

### **CHAIN TESTING HOUSE:**

A full fledged Chain Testing House with facilities of repairing, annealing, servicing and overhauling of lifting gears upto 60 Tons Proof Load and 100 Tons Portable dynamometer is available alongwith the services of "Competent Person" for inspection and certification of such gears used in the port area and on vessels, as required under Dock Labour Safety Regulations.

### **FLOATING CRANES :**

There are three Floating Cranes viz :

**Hathi** - 125 Ton Lifting Capacity at 45 M. Radius / 95 ft. Radius.  
**Peeltan** - 60 Ton Lifting Capacity at 24.4 M/Radius/80 ft. Radius.  
**Pahlwan** - 25 Ton Lifting Capacity at 7.5 Meter approx. ft.

### **DREDGING FLEET.**

The Dredging Fleet comprises of the following :-

<b>Bucket Dredger</b>	<b>Two</b>
<b>Grab Hopper Dredger (Self propelled).</b>	<b>One</b>
<b>Self propelled trailing suction Dredgers</b>	<b>Two</b>
<b>Reclamation Cutter Suction Dredger Karamat.</b>	<b>One</b>
<b>1000-Barge Ton Self propelled Hopper Barges.</b>	<b>Two</b>
<b>800-Barge Ton self propelled Hopper Barges.</b>	<b>Three</b>
<b>The KPT Dredgers dredged upto end of June, 1987</b>	<b>42,95,295, barge tons.</b>

## **HARBOUR CRAFTS**

Diesel Harbour Tugs	six + (2 New tugs acquired in Dec. 85 whereas two tugs are being written off).
Sea going Salvage (Motor Tug)	One
Lighterage Tugs	Four
Anchor Hoys	Two
Ferry Boats.	Two
Hazardous Cargo Barges	Three
Pilot Boats	Four
Water Barge (Self propelled)	One
Fire Fighting Tug	One
200 Ton capacity Dump Oil Barge	One

### **c) K.P.T. MANORA WORKSHOP :**

There are different sections, mechanical equipments/tools in the workshop, details of which are as follows:-

#### **i) DIFFERENT SECTIONS OF MANORA WORKSHOP EXTENDING REPAIR FACILITIES.**

- Diesel Shop
- Machine Shop
- Copper Smith Shop
- Carpenter Shop
- Black Smith Shop
- Indoor Fitting Shop
- Outdoor Fitting Shop
- Rigger Shop
- Structural shop
- Painters Shop
- Welding Shop
- Main Compressor Room
- Moulding Shop

ii) MECHANICAL EQUIPMENT.

"DENYO" Diesel Engine Welding Plants (For floating crafts.)	2 Nos.
Lathe Machine 10' Bed.	3 Nos.
Shapper Machine 2 stroke 18" stroke	1 No.
Oil Furnance 500 Kgs.	1 No.
Coal Shifting Trolleys	2 Nos.
Coal Shifting Trolleys	2 Nos.
Calculators Model No. EG-838	3 Nos.
Lathe Machine 6' & 8' bed	2 Nos.
Portable Heavy duty welding Rectifier	4 Nos.
Power Saw 18" stroke	1 No.
Portable Drill Machines	7 Nos.
Portable Grinding Machine with different grade of 6 wheels	3 Nos.
Plain Paper photo copier Machine Make Rocket, Model FT3060	1 No.
Planner for wood work Model L-150 Size 3 5/8"	1 No.
E.O.T. Gantry Crane-5 Tons.	1 No.
E.O.T. Gantry crane 3 tons	1 No.
Connecting Rod Boring Machine	1 No.
"Denyo" Diesel Engine Welding Plants.	4 Nos.
Sewing Machine	1 No.
Filler gauges, Engraving Machine, Masonry drill of different size.	Assorted
Radial drill machine	1 No.
Portable air compressor (ITAWA)- One Electric driven and one Diesel Driven.	2 Nos.
Plate Shearing Machine - Size 1525mm x 10mm	1 No.

TOOLS :

Prematic grease gun, electric Blower, Torque Wrenches.	2+2+2=6 Nos.
Lathe Machine 6' bed	1 No.
M.S. Rope Pulleys with one brass wheel dia 4", capacity 1 ton	2 pairs.
M.S. Rope Pulleys with two brass wheel dia 42, Capacity 2 Tons	2 Pairs
M.S. Rope Pulleys with three brass wheel dia 4" Capacity 3 Tons	2 Pairs
Photographic Camera for under water Photography	1 No.
Gauging Tool set of 5 pairs	3 Sets

"V" Blocks Small	2 Nos.
"V" Blocks Medium	2 Nos.
"V" Blocks Large	2 Nos.
Torque Wrenches.	2 Nos.
Torque Screw Drivers.	4 Nos.

**iv) IMPROVEMENTS - WORKSHOP FACILITIES :**

a) In view of various machines, having outlived their useful life, action for their replacement was taken and machines mentioned in item-iii viz. Mechanical equipment have been procured and fitted in lieu of the old ones.

b) Two Nos. Gantry Cranes (overhead) of 3 Tons & 5 Tons Capacity have been installed in Diesel Shop and Carpenter Shop (New) respectively. The same are being utilised to the best advantage.

v) **FIRE FIGHTING FACILITIES :** A mini fire station carrying one fire pump jeep and fire fighting appliances is established at Workshop to fight small fires.

**vi) TRANSPORT FACILITIES :**

a) 2 NOS. TROLLIES DIESEL DRIVEN - transferred to Manora workshop from Traffic Department for handling heavy items and transportation from one section to other section of Manora Workshop.

b) 1 NO. AUTO CARRELA (DIESEL DRIVEN) for transportation of heavy parts.

c) **CRANES :** Three Nos. Mobile cranes of 10-Tons capacity each are held by Manora Workshop. Subsequent to commissioning of Dry Docking the use of cranes for handling heavy items / components / steelplates in the Dock has increased manifold. Difficulties are being experienced in unshipping the propellers, propeller shafts, rudders and hopper doors due to limited span of the crane jibs.

vii) **APPRENTICES TRAINING CENTRE :** This centre caters for the training of Marine Apprentices. Two Categories of Apprentices i.e. 'A' Class Marine Engineering Apprentices and 'B' Class Trade Apprentices are trained in this centre. The training in this centre is mostly on practical jobs, which is a prerequisite for any apprentice. The number of Apprentices currently undergoing training, category wise, is as under :



A Class Apprentices - 18 Nos.  
B Class Apprentices - 52 Nos.

Process for improving the output and efficiency of the workshop is a continuous one and to achieve the desired objectives, procurement of various equipments and machine is under progress against sanctioned budget for the fiscal year 1987-88.

**viii) DRY DOCKING & SLIPWAY FACILITIES :**

a) **DRY DOCK :** The graving dock has been renovated by P & D Department, which was commissioned on 18th October, 1986 after conducting various trials and rectifying various defects / deficiencies revealed during trials. Since its commissioning, following vessels have been docked and undocked for conducting under water hull repairs and surveys.

1. T.S.D. RAJHANS	From 18.10.86	to 16.12.86
2. D.H.B. SARAS	From 31.12.86	to 22.2.87
3. M.T. SOHRAB	From 28.2.87	to 25.4.87
4. F.C. PAHLWAN	From 28.4.87	to 17.5.87
5. F.B. SURKHAB	From 17.5.87	to 9.6.87
6. G.H.D. AMINUDDIN	From 14.6.87	to - - in dock.

It is worth mentioning here that since the commissioning of Dry Dock, an appreciable saving in the repairs of the K.P.T. Vessels has been achieved as the expenditure incurred by Manora Workshop are well below the amount charged by K.S.& E.W. In addition the amount which was paid to K.S.& E.W. for the repairs of vessels, needing under water repairs, has been saved.

b) **BARGE SLIPWAY :** One barge slipway is in fully operation state, where traffic barges and Port Department Water barges are hoisted for under water repairs. The Slipway is in regular use.

c) **LAUNCH SLIPWAY :** It is in extensive use due to frequent hoisting and lowering of shipping launches/FC launches. The old trolley has outlived its life and construction of new trolley has almost completed. Trials are awaited. The slipway rail has deformed and wasted and needs proper repairs/replacement. Chief Engineer has been requested to undertake the work at the earliest.

**ix) COMMUNICATION :**

a) **ONE SET OF VHF:** Connected with Berth No. 7, G.M. (E)'s

office, Port Department and various shipping tugs operating in the channel. The set operates at channel 6 for shore communication and at channel 5 for shipping tugs.

b) **THREE TELEPHONE SETS** bearing numbers as given below are connected to microwave system. Distribution of which is as under :-

219506	-	Dy. C.M.E. (W/S)
219507	-	Dy. C.M.E. (F/C)
219508	-	M.E. (Tugs)

**x) FIRE FIGHTING SERVICE :**

The number of serious, major and minor fires which occurred and dealt with by the Port Fire Service during the year 1986-87 are detailed below:-

	Serious	Major	Minor	Total
Port Premises	x	6	14	20
Outside Port Premises	x	3	5	8
<b>Total Fires</b>				<u>28</u>

Standby arranged/provided on Cotton Bales, Dangerous Cargo, Chemicals and Jute are detailed below :-

Cotton	890 Nos.
Jute/Chemicals	
Dangerous Cargo :	196 Nos.
<b>Total :</b>	<u>1086 Nos.</u>

**d) WORKS POSITION :**

**THE FOLLOWING WORKS HAVE BEEN COMPLETED DURING THE YEAR 1986-87**

- Rewiring of AXEN (South office at East Wharf)
- Rewiring of Ground Floor of KPT Hospital Keamari (New Wing).
- Provision of one additional ceiling fan in "H" type quarters.

- Re-wiring of AXEN (Keamari) Village office and workshop.
- Re-wiring of 1st Floor of K.P.T. Hospital Keamari.
- Re-wiring of 2 'C' type bungalow Keamari.
- Re-wiring of 'E' type Flats in KPT Hospital.
- Rewiring of Ground Floor O.P.D. in KPT Hospital.
- Partial rewiring and change the mains and sub-main 9 'D' type flats
- Rewiring of 60 'H' type quarters at Wharfage line Keamari.
- Rewiring of Traffic Office and lavatory Block at T series.
- Rewiring of Zafar Welfare Centre Keamari.
- Installation of Solar Power Navigational lights.

#### **OYSTER ROCK & BREAK WATER :**

Battery powered beacon lights, with provision for charging the batteries through solar panels have been provided at Oyster Rock and Break water.

#### **SUB-STATION AT PORT DEPARTMENT MANORA:**

A Sub-Station with H.T. & L.T. Transformers has been provided at Port Department.

#### **RADIO FIRE ALARM SYSTEM AT T.P.X. EAST & WEST WHARF.**

Order has been placed - work in progress.

#### **INTERCOM SYSTEM AT EAST WHARF :**

Order placed - work in progress.

Air-conditioning and Ancillary work for Conference Hall and Library at KPT Head Office Building Karachi.

An order placed - work in progress.

#### **INSTALLATION OF PASSENGER LIFT IN KPT HEAD OFFICE ANNEXE BUILDING :**

An order placed - work in progress.

**PROVIDING PASSENGER LIFT IN SIGNAL TOWER AT BERTH NO. 1 EAST WHARF.**

Order placed - work in progress.

**SUPPLY, INSTALLATION & COMMISSIONING OF V.H.F. SETS :**

Order placed for the supply, installation and commissioning of 21 Marine Mobile sets, 13 Fixed Station sets, 3 International Base Station sets - 1 Tape Recorder dual transport, 18 vehicular Mobile sets and 34 Walkie Talkie sets-work in progress.

**REPLACEMENT OF ELECT. FIRE ALARM AT T.P.X.**

The old zonal Fire Alarm System in use at T.P.X. is also being replaced by Radio Fire Alarm System. Orders have been placed with M/s. Datel (Pvt.) Ltd., and the work is to be completed by 1987.

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## **ESTATES**

### **a) FRESH LEASES :**

Fresh allotment of K.P.T. land has been sanctioned by the K.P.T. Board during the year 1986-87 to the extent of about 16478 square meters in Oil Installation Area.

Three leases of KPT land at West Wharf, measuring about 12030 square meters were renewed. Leases of 11 hut sites were renewed and 5 leases of hut sites transferred and allotment of five hut sites have been cancelled.

### **b) REVENUE FROM ESTATE DURING THE YEAR 1986-87.**

Total revenue receipt in the year 1986-87 from lands and buildings (Non-stacking Area) was Rs. 2,79,54,170/-.

## WATCH & WARD:

a) **Staff Position :**

The Watch & Ward Department maintained a scheduled strength of 1172 personnel against which a total of 935 persons remained on roll.

b) **Prevention and Detection :**

The Watch & Ward staff detected 24 cases of smuggling as against 30 cases during the previous year. The Watch & Ward staff continued to help the Estate Department in keeping a check over encroachments and in the removal of unauthorised construction of KPT lands. 49 theft cases were detected, during the year 1986-87.

c) **Recovery of Stolen property during the year 1986-87 :**

No. of cases detected	49
Value of Stolen property recovered	Rs. 90,730/-
People (Outsiders) involved in theft/ smuggling cases	93

d) **Harbour Police :**

A total number of 49 cases were handed over/registered with the Harbour Police.

e) **Intelligence Cell :**

The Cell is functioning under the control of Port Intelligence Officer who is directly responsible to the Chairman. Daily, Weekly, Monthly and Six Monthly reports of thefts/pilferages occurring in the Port Area are sent to the D.I.G. Police, Karachi.

## CRIME REPORT :

The Intelligence Cell Staff detected the following cases during the year 1986-87, as indicated below :-

1.	Theft & Pilferages	30
2.	Smuggling	11
3.	Value of Stolen Property recovered	Rs. 6100/-

f) **Port Police :**

The case for formation of Port Police has been referred to the Federal Government for approval. It has been recommended that this force be drawn from regular Police forces on deputation.

## **STORES :**

The main objective of the Stores Department of Karachi Port Trust is materials management, and to provide logistic support to the various Services, Operation and other Departments of the Trust, with a view to maintain their functions efficient and effective. Materials management is an important job particularly when the end product of the Organization is a service, as in the case of Karachi Port Trust. It cannot function efficiently and effectively, without proper Materials management, as it spends Millions of Rupees for thousands items of different nature and categories, which are purchased, and stored until the same are needed. Thus the Stores Department plays a basic role in an Organization for ensuring its each and every function efficient and effective, like other Departments i.e. Operation, Engineering, Finance and Administration.

The Stores Department is divided into the following main functions :-

- Planning and Administration.
- Purchasing and Procurement.
- Stores Depots.
- Central Receipt & Inspection.
- Disposal of old and unserviceable stores.

The Manager Stores, who is Head of the Stores Department, is responsible for administering all the Materials Management functions of the Stores Department efficiently, effectively, and economically.

The aforesaid functions were given due consideration, and were taken care of with sustained efforts, and as such performance of the Stores Department, during the year 1986-87, has been efficient and satisfactory, as stated below :-

### **1. Planning & Administration :**

Guiding instructions were issued to the staff of the Stores Department, within the frame-work of the existing rules and regulations, as were necessary, with a view to improve efficiency, functioning of the Department economically and to reducing avoidable delays in disposal of cases. Special attention was also given to the training of the staff to make them conversant with the policy and objectives of the Administration, principles and methods of working of the Department, and implementing the working procedures and instructions, to make them useful and better employees.

## **2. Purchasing Procurement :**

This function of the Stores Department was taken care of with sustained efforts to make it more effective and efficient by taking timely action to make provision and procure store items of all categories promptly, and in an economical manner. Much economy was effected during the year by adopting correct and improved methods of purchase of stores, such as giving widest publicity to tenders, providing appropriate and easily understood description and specifications of materials, resorting to bulk purchases at appropriate time and in a planned manner resorting to import of spares and materials against allocation of foreign exchange, reducing inventories and breaking cartels and monopolies. The Stores Department has also been making its best efforts to ensure as follows :-

### **i) Low Cost acquisition & Possession:**

Every effort was made to explore all possibilities to acquire good quality/genuine material at low cost, by giving widest publicity to tenders through Press in the Country and abroad by sending telexes to various manufacturers/suppliers. By doing so i.e. ensuring low cost acquisition, and possession, not only good quality/genuine material has been procured but also a considerable amount to the tune of about Rs. 6.5 Million was saved.

### **ii) High Inventory Turn-Over :**

Concerted efforts were made to get high inventory turn-over, and by doing so the present cost of inventory holding is about Rs. 7 Crores as against bulk procurement inventory of Rs. 18 Crores, thereby resulting in release of cash flow of K.P.T. for the utilization of the same on other useful purposes.

### **iii) Continuity of Supply :**

Efforts were made to shift storage responsibility to the prospective Suppliers by entering into annual rate running contracts in respect of items, which were required for day to day use such as Paints, Lubricating Oils, Cotton waste, thereby releasing K.P.T. money and avoiding storage of material, unnecessarily. This resulted in continuity of supply, better control and security to material.

### **iv) Consistency of quality of material:**

Every effort was made to explore possibility to contact leading manufacturers directly as well as by inviting limited tenders, with a view



to ensure consistency of quality of material i.e. to procure good quality / genuine material and strictly in accordance with the laid down specifications.

**v) Low pay roll cost/low operating cost :**

This aspect was given due consideration, and personal attention, in as much as that present total expenditure on pay roll of the Department, with other allied expenditure is Rs. 1 Crore only as against total expenditure for keeping bulk inventory and arranging bulk procurement/supply of Rs. 18 Crores. Thus the Stores Department has been functioning on low pay cost/low operating cost basis, quite efficiently and effectively.

**3. Stores Depots :**

There are two Stores Depots viz. General Stores Depot located at West Wharf and Stores Depot located at Manora. The Stores Depots catered for the needs of all depending activities, during the year under review, in a most efficient and effective manner. All technical needs relating to K.P.T. flotilla are met from the Stores Depot located at Manora, as stocks of all such spares are kept in this Depot, and the demands in respect of spares relating to transport, towing units, mobile cranes, shore cranes, both electrical and portal cranes, cargo handling equipment are met from General Stores Depot located at W/Wharf.

The Stores Depot were kept in tip-top condition, and efforts were made to implement all working procedures relating to provisioning, receiving, issuing, accounting & stock verifications of stores, and security of records and building, and by doing so, the Stores Depots functioned in an appropriate, efficient and effective manner, during the year under review.

**4. Central Receipt & Inspection :**

All stores procured were received centrally and were subjected to proper inspection with a view to ensuring correct supplies both quantitatively and qualitatively, thereby eliminating doubts of malpractice and/or confusion. The function proved most effective and efficient.

**5. Disposal of unserviceable/surplus stores :**

All unserviceable and obsolete stores, surplus to the requirements of all depending Departments, occupying valuable space and causing hindrance in the way of men and equipment, employed on various jobs in the KPT Area, were auctioned, and the areas were cleared, with a view to :-

- i) Bringing the space into use by storing other useful material and imported goods.
- ii) Facilitating movements of men and equipment employed on various jobs in the vicinity.
- iii) Improving the general appearance of the areas in the Karachi Port Trust and the Stores Depots.

#### 6. General :

Proper and due attention was given to keep the morale of the staff high by :-

- a) Increasing their capabilities and efficiency in their work.
- b) Looking after rights and other benefits such as leave, periodical increments, promotions, and other requisites for which they were considered eligible and in disposing of the same appropriately within reasonable time to the employees satisfaction.
- c) Providing facilities in the discharge of their respective duties to make the job more interesting and comfortable for them.
- d) Simplifying the working procedures and improving the work places and surroundings.
- e) Keeping close contact with them, with a view to build up personal relationship and understanding to the maximum possible extent.

During the year 1986-87 the total estimated value of stores purchased through various sources such as purchases from abroad, purchases through advertised tenders and purchases through casual tender/enquiries, amounted to about Rupees Thirteen Crores.

# PERSONNEL DEPARTMENT

## Functions :

In accordance with Board Resolution No. 269 dated 27.9.78 and Government sanction No. 3 (38)78/P-II, dated 18.3.1979 the existing Personnel Department started its functions, which are briefly, as follows :-

- i) Recruitment and Service conditions.
- ii) Job Specification.
- iii) Dealing with cases of Pension & Gratuity.

### a) RECRUITMENT & PROMOTION FUNCTIONS :

- i) A set of Recruitment & Promotion Rules have been prepared separately and Job Specification i.e. the qualification & experience for fill in the posts, mode of filling in the posts and channel of promotion of each category of staff have been laid down.
- ii) Job Specifications for the post of officers of all the departments have also been drafted and forwarded to Manager (O&M) for finalization.

The Personnel Department is responsible for dealing with the following :-

- Examination & Processing of all the Advertisements for Recruitment to be published in the press of various departments for officer's rank and Class III employees.
- Compilation of the applications received in response to the advertisement and to make selection on paper and to forward the statement of such candidates to Secretary for placing the matter before the Board's Selection Committee.
- To receive the applications for various posts and to send the interim replies.
- Recruitment of Class III and Class IV employees.

- To decide the promotion cases of Class III and Class IV employees.
- To conduct the various tests for recruitment of Senior Clerks, Junior Clerks, Junior Outdoor Clerks, typists, Stenotypists and Traffic Supervisors 1st and 2nd Grades.
- To make arrangement for trade test involved for promotion/appointments of KPT employees as well as outsiders as per agreed demands.

In order to ensure prompt and fair disposal of the Recruitment and Promotion cases, the following Committees have been constituted to deal with the cases of Recruitment & Promotions of Class III & Class IV employees.

**b) CENTRAL RECRUITMENT & PROMOTION COMMITTEE FOR CLASS III EMPLOYEES.**

General Manager (Administration)	Convenor.
Manager Personnel	Member/Secretary.
Head of Department	Member.

**c) CENTRAL RECRUITMENT & PROMOTION COMMITTEE FOR CLASS IV EMPLOYEES.**

General Manager (Administration)	Convenor
Head of Department concerned or his representative but not below the rank of Deputy	Member
Manager Personnel	Member
Deputy Manager Personnel	Member/Secretary

**d) PROCEDURE FOR RECRUITMENT OF CLASS III & IV EMPLOYEES.**

As soon as the department intimates about the vacancy, Chairman's approval is obtained to fill in the same. On receipt of Chairman's approval, date & time of meeting of Central Recruitment and Promotion Committee concerned is fixed to select suitable candidates for the post. Applications of eligible candidates are sorted out and after preparing a statement, interview letters are issued to the candidates. After selection the result of selection as per minutes of the Committee is announced and selected candidates are directed to Chief Medical Officer for medical check-up. After receipt of the Medical Fitness Certificate the candidates are directed to the department concerned for joining duty. While recruiting Class III and IV employees, Personnel Department maintains

various quotas i.e. sons quota of expired, retired & serving employees of Karachi Port Trust, Disabled persons quota and Ex-serviceman quota etc. Sanction of the Competent Authority to the appointment of Class III and IV employees is also obtained by Personnel Department.

During the year 1986-87 the Personnel Department has dealt with the following cases of recruitment and promotion of all the departments of Karachi Port Trust:

Direct Recruitment cases	Class III	43	204	] Promotion cases.
	Class IV	110	342	

e) **Recruitment of Officers Posts.**

Applications received in response to the advertisements are compiled and the particulars of those candidates who fulfil the advertised terms and conditions are forwarded to the Secretary, for placing the same before the Board's Selection Committee for their consideration.

f) **Pension Cell.**

Under the Re-organization Scheme the work regarding pension and gratuity was placed under the Administration Circle of Administration Division vide B.R. No. 269 dated 27.9.1978 by creating the following posts in the Personnel Department :

Personnel Officer (Pension & Gratuity)	One
Assistants (Pension & Gratuity)	Two
Senior Clerks (Pension & Gratuity)	Two
Junior Clerks (Pension & Gratuity)	Two
Peon (Pension & Gratuity)	One

The work regarding the preparation of Pension and Gratuity Cases complete in all respect which was being done by the Establishment Section of respective departments of KPT has been transferred to the Personnel Department vide Chairman's Sanction dated 16.1.1983. Pension & Gratuity Cell of Personnel Department has started functioning with effect from 3.2.1983 with the above mentioned staff.

During the year 1986-87, the Pension and Gratuity Cell has finalized 276 pension cases of the following departments as mentioned against each and sent the same to the Accounts Department for disposal :

<b>Department</b>	<b>Number of cases</b>
Traffic	82
Port	29
Mech. & Elect.	54
Engineering	32
Watch & Ward	34
Medical	12
Accounts and Audit	08
Stores	05
Planning & Development Division	12
Secretariat	04
Industrial Rels. Estt. & Welfare	02
Estate	02
<i>Total:</i>	<u>276</u>

The Pension Cell has also finalized the following cases during the year 1986-87:-

Revised Pension	109 cases
Daily Wages Gratuity	77 cases
Voluntary Commutation	53 cases
Family Pension i.e. death (after retirement)	55 cases

# STAFF WELFARE

## Education and Training

The K.P.T. Training & Education Department was established on 15th Sept. 1979, for providing Training & Educational facilities to its employees and their dependants, as well as inhabitants of Keamari, West Wharf and Manora, free of cost. The Training & Education Department has three wings viz. Education, Training and Mosques.

### a) Education Wing :

The following institutions are running under this wing:-

S.No.	NAME OF INSTITUTION	DATE OF ESTABLISHMENT	STRENGTH OF STUDENTS
1	Boys Sec. School, Manora	1966	371
2	I.A. Girls Sec. School, Manora	1960	232
3	K.P.T. Sec. School, West Wharf.	1968	320
4	K.P.T. Boys Sec. School, Keamari	1982	554
5	K.P.T. Girls Sec. School, Keamari	1981	364
6	K.P.T. Primary School-I, Keamari	1970	758
7	K.P.T. Primary School-II, Keamari	1969	943
8	Z.H. Primary School-I, Manora	1980	557
9	Z.H. Primary School-II, Manora	1969	519
10	K.P.T. Primary School, West Wharf	1963	334
11	K.G. School, Manora	1967	107
12	Industrial Home, Keamari	1968	79
13	Industrial Home, Manora	1978	100
14	Industrial Home, West Wharf	1974	70
15	Adult Literacy Centre, Keamari	1958	67
16	Adult Literacy Centre, West Wharf	1969	47
17	Ladies Adult Literacy Centre, Keamari	1983	77
18	Adult Literacy Centre, Manora	1985	50
19	Adult Literacy Centre (Female), Manora	1985	40

In addition to the above, there is planning of establishing K.P.T. Degree College for Women at Keamari Area. Necessary posts have also been created and candidates interviews are under process. It is expected that the college will start functioning from the academic year 1988-89.

#### **School Management Committee :**

A School Managing Committee has been formed which usually hold meetings to discuss various problems and advises to take measures towards betterment of the schools, physical environment and intellectual atmosphere.

The Committee comprises of the following members :-

1.	General Manager (Admn.)	President
2.	Manager, Training & Education	Vice-President
3.	Dy. Manager, Training & Education	Secretary
4.	Chief Medical Officer	Member
5.	Chief Accounts Officer	Member
6.	Education Officer	Member
7.	Representative (C.B.A.)	Member
8.	Representative (C.B.A.)	Member

**School Staff :** Highly educated and trained staff has been appointed in K.P.T. Schools. The emoluments paid to the teaching staff are higher than those working in other schools of city and under Provincial and Federal Government. Moreover, various training courses are conducted to improve their teaching skills.

**Standard of Education :** To raise the standard of education of the Schools, demonstration lessons were delivered before the teachers with the help of modern methods and techniques by the Education Officer. Apart from this, the teachers are sent for different training courses to improve the teaching talent. More attention is paid to equip the teachers with the modern methods of teaching. These efforts of the Trust are improving the quality of teaching and has produced better results at the Board level and we continue to strive for still better standards.

#### **Audio-visual materials & Educational equipment in K.P.T. Schools :**

According to the policy, development concepts, improved attitudes, appreciation and interests in children education Audio-Visual Aids and Educational equipments are being used in K.P.T. Schools. The skill of recitation of the Holy Quran is being taught by the Religious Teachers with the help of pre-recorded cassettes in all the K.P.T. Schools.



### **Use of T.V. and V.C.R. in K.P.T. Schools Unique Feature :**

A monumental work in the field of Audio-Visual Aids has been introduced in K.P.T. Schools, i.e. addition of colour T.V. and V.C.R. They are being used for showing educational films to the school children and teachers. This is a unique feature in the field of teaching in schools in Pakistan. K.P.T. is producing Video Films to demonstrate :-

1. Science Practicals.
2. Lessons in Social Studies with materials aid.
3. Lessons in English, particularly for tenses alongwith charts.
4. Lessons in Urdu according to methods of Education Training.
5. In the learning of Mathematics.
6. Home Economics Practicals.
7. Lessons of Nutrition etc.

Some of the films have already been prepared and are being used in the schools and some are in the process of completion.

**Religious Education :** Religious education has been made more systematic and its scope has been expanded. Cassettes with correct Quranic pronunciation by renowned Qaris are being used in the schools. Head Masters/Head Mistresses and Senior Teachers/Mistresses ensure that students in the KPT Schools must complete training of Quran upto VII Class.

**Extra Curricular Activities :** Attention is paid to the extra-curricular activities of the students and a number of functions are held in all the schools on local & national holidays. Seminars, Debates, Tableau, Exhibition and Seerat Competitions are regularly held in all the Schools. Besides this a number of sports events are held in the schools.

Inter K.P.T. Schools General Knowledge, Na'at (S.A.W.) Competition, Bait Bazi (Couplet Competition), Painting & Drawing Competition and Handicraft Exhibition were held, which were very successful. Functions were arranged in befitting manner on important National Occasions like Independence Day, Defence Day, Pakistan Day, Birth Day and Death Anniversary of the Father of the Nation.

K.P.T. Schools students have achieved shining goals in Inter-Schools Tournament organised by Directorate of Schools Education, Karachi.

Following students have been nominated for stipends for Sports for 1986-87 for the events mentioned below :-

1. The Schools Athletic Team participated in the Inter District Athletic Meet last year, Ilyas Jhon of Class IX declared best athlete of the Meet as he won 800M + 1500M Race and established new record. He will be given Sports Scholarship due to his outstanding performance by the Government of Sind.
2. The School Troop organised one day Scouting Camp in the School Premises.
3. The Training and Education Department organised Hockey Camp from 1st October to 31st October, 1987 at KPT Sports Complex.

KPT Industrial Homes : K.P.T. has so far established three Industrial Homes to impart training in Sewing & knitting to the Women of KPT Employees. The Industrial Home located at Keamari, has been recognised by the Sind Board of Technical Education for one year Certificate Courses. A batch of 29 trainees regularly appear & qualify the Board's Exams. Efforts are being made to get this Industrial Home recognised for Diploma Course.

New Buildings have been constructed for the Industrial Home, Keamari, for which suitable furniture, latest Knitting Machines and Sewing Machines have also been procured. Two Assistant Mistresses have got higher training for the enhancement of working Industrial Homes.

#### b) TRAINING WING :

The Training is an effective tool and scientific style of increasing efficiency. It is a specified and very practical form of education. Basically it prepares people to do their jobs well. It develops the skills that make for rapid and effective work, the knowledge that made for intelligent action and the attitude that willing co-operation with fellow employees. At the same time it develops comparable skills and attitudes and understanding. It inculcates in the individual, the self confidence and efficiency. It also broadens vision.

**K.P.T. STAFF COLLEGE :** K.P.T. Staff College was established on 15th September, 1979, as per recommendation of the United Nations Consultants to K.P.T. and continuous & strenuous efforts of the Chairman, K.P.T. The College is also Registered with Sind Board of Technical Education, Karachi. The College is on the approved panel of UNCTAD to conduct the International Courses developed by Port and Shipping Wing of UNCTAD on the various aspects of Port. In very near future, the College will be Regional Training Centre for UNCTAD Project (TRAINMAR) Training Development in the field of Maritime Transport.

Presently the College is conducting Courses on Management of General Cargo Operations a Part of Project Improving Port Performance (IPP)

developed by UNC TAD and financed by SIDA.

The Karachi Port Trust Staff College has been accommodated in a two storied impressive building in a lush green environment of Lalazar.

It has number of syndicate and Conference Rooms and a Lecture Hall. A full fledged library has also been established. In addition to that K.P.T. Staff College has two hall named as 'AMIR-UL-BAHR HALL', "ABDUL QAYOOM SHAHEED HALL", which are equipped with all modern facilities and available for high level Seminars, Conferences, Ceremonies and Literary Gatherings.

Staff College is meant for imparting to :-

- Determine the training requirements for Managerial and Supervisory Skills.
- Arrange in-service training programmes.
- Arrange pre-service training courses, for new entrants of Karachi Port Trust.
- Prepare technical staff for qualifying examinations.
- Assess the effectiveness of training.
- Conduct research in the field of Administration from training point of view.

In addition to International Courses the College conducts 28 courses and 4 Seminars on the various topics of Port and General Management twice a year for all categories including Officers, Supervisors, Clerical and Technical Staff.

**Language Laboratory :** The Language Laboratory has been established at Staff College. However, classes for Elementary & Advance Arabic, French, Pashto and Sindhi Languages have been arranged at K.P.T. Head Office Library Hall. Japanese and German languages were arranged and will continue. In addition to these, special classes for English Grammar have also been introduced, where employees are taking keen interest and number of candidates is raising day-by-day.

The most modern Language Laboratory has been established. The equipment was acquired from Linguaphone, Pakistan.

**Training Schedules :** The K.P.T. Staff College has been organising Training Courses in Two Shifts :-

- a) Day Classes.
- b) Evening Classes.

Most of the Training Courses are being held in the day shift. However, specialised courses in Marine, Ports, Computer, Gardening and Languages in collaboration with various other societies are being conducted in the Evening Shift.

## **GENERAL INFORMATION :**

**Faculty :** There are only three officers in the Department of Training and Education, K.P.T. who manage training affairs. They plan Training Courses in the College, nominate officers and employees to other Training Institutions of Pakistan and also arrange foreign trainings.

### **c) KPT LIBRARY AND AUDITORIUM :**

The Karachi Port Trust Administration has set up a Library in its Head Office Building for its officers/employees. Efforts are being made to equip the Library with the modern techniques and furniture. The library has started functioning under supervision of a trained Lady Librarian in BPS-17.

Over 1000 classified books on various subjects like Ports, Shipping Management, Islamization in Pakistan are available in this library. Over 45 foreign/local Magazines are being received from various agencies on complimentary basis. The library is also subscriber of some international Magazines & Newspapers. Efforts are constantly being made to increase the library collection on various subjects. About 400 employees have been registered as member of the library.

A good number of officers/employees are daily coming to the library in their recess hours for reading of Newspapers/Magazines and borrowing books.

### **d) LADIES COMMON ROOM AT KPT HEAD OFFICE :**

The KPT Administration has provided a Ladies Common Room at KPT Head Office duly equipped with requisite furniture for the rest and recreation of female staff of KPT Head Office during Lunch/Leisure time.

### **e) SPORTS :**

KPT Administration continued to take traditional interest in sports to provide to its staff maximum facilities to develop healthy competitive activity. K.P.T. Sports Teams actively and successfully competed in local and in All Pakistan Tournaments held in and outside Karachi.

KPT Football team which, in the past, has remained on the top performance

list, recently gave signs of going down to its usual form. Necessary measures to revitalise the team were taken and the team is once again in its past form. KPT has formed a Junior string in Football to have a batch of youngsters for providing necessary strength to the Senior team as and when so needed. Junior Players are doing very well and few of them have come up to a standard to be able for utility in the Senior team. KPT Senior and Junior Football teams have won various All Pakistan Tournaments.

KPT is raising a strong Hockey team and for that purpose few International players have been employed and more of such players will be appointed in near future. Pakistan Hockey Federation has granted participatory rights with immediate effect to KPT. This makes its eligible for participation in National Championships for Senior & Junior and in the PHF approved All Pakistan Tournaments.

National Champion in Billiard and Snooker & Classed No. 4 in the world Mr. Latif Amir Bux is also employed in KPT. Karachi Port Trust sponsored this tour in an International Fixture.

Famous Golf Player Mr. Angoor Khan belongs to KPT. He has been doing quite well in the competitions held on Divisional, Provincial and National levels.

KPT has formed a strong Rowing Team which is being housed in a portion of the Merchant Navy Club. KPT Rowing Team achieved praise worthy results in the All Pakistan Quaid-e-Azam Championship as well as in the National Rowing Championship held at Karachi. KPT Rowing Team stood First in both Championships.

KPT Cricket Team is another one which has won laurels for KPT being the champion of Karachi City Cricket Association. KPT Cricket Team won various tournaments.

KPT Badminton Team also has won laurels for KPT and won the various Tournaments in singles and doubles. Some of the KPT Badminton Players have been selected in the National side.

Volley Ball (Passing) Team is another one which has won laurels for KPT being the current Karachi Champion. KPT Volley Ball (Shooting) team successfully participated in various tournaments.

The re-organization of other sports teams will also be taken up soon.

The following teams in sports are being maintained and patronised by KPT Administration :-

<i>Athletics</i>	<i>Hockey</i>
<i>Badminton</i>	<i>Table Tennis</i>
<i>Boxing</i>	<i>Tennis</i>
<i>Cricket</i>	<i>Volley Ball (Passing)</i>
<i>Carrom</i>	<i>Volley Ball (Shooting)</i>
<i>Chess</i>	<i>Kabaddi</i>
<i>Cycling</i>	<i>Rowing</i>
<i>Draught</i>	<i>Billiard/Snooker</i>
<i>Football</i>	<i>Golf</i>
<i>Body Building</i>	

The entire KPT Sports are controlled, supervised and managed by a body called the KPT Sports & Social Committee.

Other Zonal Sports Committees affiliated to the Central body are as follows :-

- KPT Sports & Social Committee, Karachi
- KPT Sports & Social Committee, Keamari.
- KPT Sports & Social Committee, Manora.

A sum of Rs. 12,50,000/- (Twelve lacs fifty thousands only) was provided in the Budget for the year 1986-87 for the expenditure on kit, playing material, tours, allowances for sportsmen, cash reward, refreshment etc. incurred by the KPT Sports & Social Committee and Zonal Committees.

**f) Recreation :**

3 Huts at Sandspit properly equipped and furnished with other amenities have also been provided for the employees/Officers and their families for picnic purpose.

**i) CANTEENS :**

The KPT Canteens at East Wharf, West Wharf, M.I. Yard, Juna Bunder, Manora Workshop, Head Office and Container Park, Keamari continued to supply nutritive food at comparatively cheaper rates to the employees. The Canteens maintained a good standard in respect of sanitation and quality of food. The canteens were regularly inspected by the members of the Canteens Supervision Committee, Labour Welfare Inspector and Medical Officer of K.P.T. from time to time.

## **ii) K.P.T. TEA STALLS :**

The following Tea Stalls are also being run under supervision and control of Inds. Rels. Estt. & Welfare Department.

1. Tea Stall No. 1 at T.P.X. area.
2. Tea Stall No. 2 at T.P.X. area.
3. Tea Stall No. 3 at N.M.B. Wharf.

These Tea Stalls are being run satisfactorily under administrative control of Manager (IRE&W) in order to provide nutritive eatable at cheaper rates to the labours/staff engaged for work in the vicinity of the above area.

## **iii) UTILITY STORES AT KPT HEAD OFFICE :**

The Utility Stores Corporation of Pakistan opened a Utility Store at KPT Head Office Annexe Building for Officers/Employees w.e.f. 1.4.1985 for the supply of essential commodities and consumers goods on a reasonable and cheaper prices than the market but after some time the Utility Stores Corporation of Pakistan, Karachi Division, has closed down the Utility Store at KPT Head Office Building due to reason that the Store was not generating enough sale to make it viable for them to continue its function at KPT Head Office.

## **g) RELIGIOUS ACTIVITIES :**

In order to promote the religious activities amongst the KPT employees and inculcate in them the habit of offering prayers five times a day and to facilitate them to perform the prayers at their work site without any trouble and loss of time, mosques have been constructed at various sites of Port area. The proposed number of mosques are eighteen, out of which thirteen have been constructed. The Pesh Imam and Mozzun-cum-Khadims have been appointed in all the mosques by KPT Administration.

## **h) Sending of K.P.T. Officers & Employees for Hajj.**

The Karachi Port Trust send one Officer and eleven employees every year for performance of Hajj and the expenditure in this connection is borne by K.P.T. Administration. The SELECTION OF intending Hajejs is made on the basis of good record of service, seniority and observance of 'Soom-o-Salat'. One hundred eight employees have been benefitted by this Hajj scheme, upto June, 1987.

In order to facilitate the KPT employees who desired to perform Hajj at their own expenses, either alone or with their wife/father/mother etc., applications are

invited for forming group and groups of KPT employees and they are assisted to obtain the requisite permission of Government of Pakistan.

A sum of Rs. 2,92,920/- has so far been spent on this sacred purpose for the year under report.

**i) MEDICAL & HEALTH :**

Karachi Port Trust Organisation is providing full Medical facilities outdoor as well as indoor to its Employees/Officers and their dependants free of cost. This includes medical facilities to its retired employees available in K.P.T. Dispensaries and Hospital. In the beginning KPT had only three out-patient dispensaries at Manora, Keamari & West Wharf to provide out-patient treatment to its employees and most of the patients for in-door treatment and accident cases were referred to Jinnah Postgraduate Medical Centre and Civil Hospital, and few other recognised Hospitals.

During the year 1965, K.P.T. Hospital started with forty beds including Maternity Wing and now it has 186 beds. At present KPT is providing extensive In-door and Out-door facilities at KPT Hospital with the services of the following full time Medical Officers as mentioned against each :-

Medical Officers	13
Lady Medical Officers	8
Resident Medical Officers	18
Dental Surgeons	2
Pathologist	1
Anaesthetist	1
Assistant Surgeon(Eye)	1

In addition to the above, the Services of 21 Part Time Specialists are also available as detailed below :-

E.N.T. Specialists	Two
Eye Specialist	One
Eye Surgeon	One
Skin Specialist	One
Neuro Surgeon	One
Ortho Paedic Surgeons	Two
General Surgeons	Two
Psychiatrist	One
Paediatrician	One
Chest Surgeon	One
Obstetrician/Gynaecologist	One



Plastic Surgeon	One
Paediatric Surgeon	One
Physician	One
Anaesthetists	Two
Radiologist	One
Dental Surgeon	One

A new Operation Theatre has also been added to the existing one, so as to ease the load and situation worsening due to non availability of operation theatre to the Surgeons.

There are two Out-patient Medical Centres, one at West Wharf and the other at Manora. Manora Dispensary also has a Maternity Centre attached to it with 10-beds. A Lady Doctor is permanently stationed at Manora Island to attend delivery cases at the Maternity Centre. She also attends Female Medical cases in the dispensary. The Medical Officer Incharge of this Dispensary also looks after the administration and also attend the patients. These doctors also attend the emergency duties in evening & at night alternately.

Since 1980 K.P.T. Hospital is also providing full-fledged Physiotherapy facilities. One Physiotherapist Incharge, the Physiotherapist and three Physiotherapy Technicians have been appointed to manage this unit. Artificial limbs as well as surgical shoes are also provided by the K.P.T. Administration at the request and recommendations of Orthopaedic Surgeon and Physiotherapist, free of cost to the needy employees of K.P.T. and their children. Recently we have provided two new Suzuki Ambulances which are stationed at Keamari and West Wharf round the clock alongwith the required staff deputed in three shifts.

## **PUBLIC RELATIONS :**

Public Relations Section is playing an increasingly greater role as a Public/Press/Media Liaison Organization. It has been able to establish close personal professional relations with Radio, Television, News Agencies and Newspapers and responsible to provide useful and necessary information about Port Development Progress, Operations and Handling of the cargo and ships. The functions of Public Relations are briefly as follows :-

- i) Periodical Publications.
- ii) Press Liaison.
- iii) Port Visitors.
- iv) Audio Visual Programme.
- v) Advertisements.

### **PERIODICAL PUBLICATIONS :**

Periodical Publications mentioned below continued to be published during the year 1986-87, providing useful information to all concerned about the Port, Shipping and Trade. These Publications were widely circulated among the concerned circles, in Pakistan and abroad. These informative Publications were specially appreciated by the Foreign Ports.

- |    |                              |  |
|----|------------------------------|--|
| 1) | Sadaf                        | (Urdu Quarterly)                                 |
| 2) | KPT News Bulletin            | (English Fortnightly)                            |
| 3) | KPT Year Book of Information | (English Annually)                               |
| 4) | KPT Administration Report    | (English Annually, published by the Sectt., KPT) |

# MANAGEMENT SYSTEMS AND COMPUTERIZATION IN KPT

Computer processing is characterized by speed and accuracy. The computer has the ability to process information at exceedingly high speed which is unsurpassed by any other computing devices like desk calculators, accounting machines and tabulators. The problems which would require several man years of effort can be solved in a few hours by a computer. It has also the ability to process information with unerring accuracy. It is a matter of common experience that in manual or conventional methods of data processing, the efficiency of human beings progressively declines after sometime which invariably results in a greater frequency of errors. A computer is free from this known human weakness. It can work continuously for any duration and provide output with the same degree of accuracy.

On the recommendation of Management Consultants, M/s Mac-Lintock Mann and Whinney Murray, London, to introduce Electronic Data Processing in Karachi Port Trust to have better control over various functions of the organization and in order to introduce computerization effectively in Karachi Port Trust, the KPT Board and the Federal Government sanctioned the purchase of an in-house ICL ME29 Model 37 main-frame computer system. The configuration of the computer system installed at KPT Computer Centre is as follows :

- i) Memory - 512 K (K=1024 bytes or characters)
- ii) Disc Drives-2 - One fixed of 120 million bytes capacity;  
- One exchangeable of 60 million bytes capacity;  
- transfer rate is 1.2 million bytes per second.
- iii) Tape Drives-2 - Tape speed 37.5 inches per second;  
- packing density 1600 bytes per inch;  
- transfer rate 60,000 bytes per second.
- iv) Line Printer-1 - Prints 600 lines per minute;  
- One line accommodates 132 characters.
- v) Work Stations-6 - For Operator control;  
- Program development;  
- Data Entry.

The main objective of installing the computer system is to provide timely and accurate information concerning various aspects of KPT to the Administration for better management decision making and ultimately to improve the efficiency and

productivity of Karachi Port Trust. The M.S. & C. Department has been entrusted with the responsibility of examining the present manual systems, streamlining them, if necessary, designing and programming of computer based systems and to implement them to meet the requirements of various user departments. The M.S.& C. Department is taking up various areas for mechanisation in different phases. The following systems have so far been implemented at the K.P.T. Computer Systems.

1. Payroll System
2. Provident Fund Accounting System
3. Compilation of Annual Budget
4. Management Accounting System
5. Port Dues Billing System
6. Property Management
7. Revenue Recording System
8. Fuel Consumption Reporting System
9. Berth Operation Statistics
10. Transfer & Posting of Employees

The following systems are presently in hand and are expected to come into operation very soon :-

1. Personnel Information System
2. Inventory Control System
3. Advances System
4. Financial Accounting System
5. Ship Scheduling & Berthing System
6. Cargo Handling System

The successful implementation of the computerized system very much depends upon the in-time and accurate communication of master and transactional data. The Management Systems and Computerization Department is very much aware of the importance of proper orientation and training to be furnished at the staff level to enable them to communicate the correct transactional information. To achieve this objective, on the directive of Chairman, KPT, the Management Systems & Computerization Department in collaboration with KPT Staff College has launched a Comprehensive program for training of K.P.T. employees at various levels. It is expected that after this orientation the members of the staff are in a better position to understand the working of the computer system and are able to render necessary assistance to the computer personnel deputed to computerize the jobs pertaining to their Departments.

## **ORGANISATION AND METHODS**

The O&M Department is under the charge of the Manager (O&M) and its set up is as follows :

- Methods Group.
- Works Study Group.
- Centralised Statistical Cell.

### **FUNCTIONS :**

Analysing the Organisational and Functional requirements of the Karachi Port Trust as a whole, and of individual Departments as requested or directed. To formulate the long and short range organisational plans needed to meet these requirements; studying the existing systems and procedures and to streamline the same with a view to effect economy and increase efficiency in the working of the Karachi Port Trust.

The O&M Department has so far completed a number of O&M Studies and submitted reports thereof to the competent Authority with recommendations which have been accepted by the Administration and implementation of the same have brought a very salutary effects on the working of the Karachi Port Trust in increasing efficiency and affecting economy.

# INTERNAL AUDIT

## BACKGROUND.

Realising the importance and advantages of an Internal Audit System in an organization like KPT, an internal audit section was initially established within the Accounts Department. Later on a fulfilled Internal Audit Department was set up in 1978 with the creation of a post of Chief Auditor and two posts of Audit Officers.

The existing strength of the officers, and staff of the Internal Audit Department is as follows :

- Chief Auditor	1
- Audit Officers	2
- Asstt. Audit Officer	1
- Officer Superintendent	1
- Stock Verifiers	6
- Comptists	3
- Stenographer	1
- Typist	1
- Assistants	12
- Senior Clerks	20
- Junior Clerks	8
- Peons	4

## OBJECTIVES & FUNCTIONS :

The functions and responsibilities entrusted to the Department demand that all the Assets, Liabilities, Revenues, and Expenditures of the Trust, and the transactions that affect them are sanctioned and authorised and are recorded in a manner that complies with the prescribed accounting principles and statutory requirements. The Department is also to ensure that the procedures, authorities, and records of the transactions affecting the Assets, Liabilities, Revenues, and Expenditures of all the divisions and departments are prudently applied by conducting a continuous internal audit of the trust. The Department has to act as coordinator in disposing of the audit objections received from the Government Auditors or the Commercial Auditors in respect of all the divisions and departments. The Department has to make special verifications and investigations in respect of matters assigned to it from time to time.

The Internal Audit Department is currently engaged in the following activities or functions :

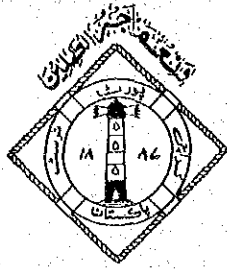
- Audit of Payroll
- Audit of Pension and Gratuity
- Audit of Departmental Imprest Accounts
- Audit of Leave and Service Record
- Audit of Provident Fund Accounts
- Audit or verification of stocks/stores at various KPT locations
- Acting as coordinator in disposing of audit objections received from government and commercial auditors in respect of all departments and divisions of the Trust.
- Audit of Project Accounts.
- Audit of wharfage bills, storage Bills, shipmovement and services bills, crantage bills etc.,
- Audit and verification of cases concerning all types of establishment matters.
- Audit of log books maintained in respect of KPT crafts.
- Audit of Dead Stock items
- Conducting special verifications and investigations
- Audit of various payments including rental ceilings, Loans and Advances, leave encashments etc. etc.
- Checking and witnessing auctions of various items conducted by KPT Stores Department.

#### **TRAINING PROGRAMME :**

During the year 1986-87, auditors were sent to KPT Staff College for training in Computer Orientation, Supervisory Management, etc. The Audit Officer attended a seminar in Society's Expectations from Auditors at the Institute of Chartered Accountants of Pakistan, Karachi.

#### **PHYSICAL VERIFICATION OF STOCKS/STORES :**

The Stock Verification programme of the Department was promptly carried out during the year at various KPT locations. One of the Stock Verifiers of the Internal Audit Department left KPT during the year under report, and accordingly efforts are currently underway to have his replacement as soon as possible.



# **KARACHI PORT TRUST**

**PART - II**

**Administration Report  
and**

**Accounts  
for the year  
1986-87**



# KARACHI

## BALANCE SHEET

	Note	1987 Rupees	1986 Rupees
<b>CAPITAL FUND AND RESERVES</b>			
Capital Fund	1	476,546.61	476,546.61
Capital Reserves	2	43,554,800.60	43,554,800.60
Revenue Reserves	3	884,519,447.21	884,530,347.21
Revenue Surplus		718,487,694.14	955,116,267.08
		1,647,038,488.56	1,883,677,961.50
<b>LONG TERM LIABILITIES</b>			
Long-term loans unsecured	4	768,550,734.20	746,834,644.97
<b>CURRENT LIABILITIES &amp; PROVISIONS</b>			
Current maturity of long term loans	4	73,930,539.35	52,424,505.32
Redeemed Debenture		447,500.00	447,500.00
Employees Welfare Funds	5	194,632,774.10	171,699,417.58
Creditors & accrued expenses	6	312,021,260.93	265,720,733.30
Deposits		111,312,032.36	85,547,561.37
		692,344,106.74	575,839,717.57
<b>Total:</b>		3,107,933,329.50	3,206,352,324.04

# PORT TRUST

## AS AT JUNE 30, 1987

	Note	1987 Rupees	1986 Rupees
<b>FIXED CAPITAL EXPENDITURE</b>			
Operating Assets	7	2,063,812,504.62	2,015,727,582.64
Capital work-in-progress		44,793,666.76	106,740,129.91
		<u>2,108,606,171.38</u>	<u>2,122,467,712.55</u>
Construction Contract-in-Progress	8	9,796,833.24	9,796,833.24
INVESTMENT - AT COST	9	296,382,100.00	282,377,850.00
<b>CURRENT ASSETS</b>			
Stores & Spares	10	95,831,903.47	104,052,914.97
Sundry debtors	11	302,226,178.02	304,634,633.23
Advances deposits and other receivables	12	235,865,345.23	213,755,254.12
Cash & Bank balances	13	59,224,798.16	169,267,125.93
		693,148,224.88	791,709,928.25
<b>Total:</b>		<u><u>3,107,933,329.50</u></u>	<u><u>3,206,352,324.04</u></u>

# KARACHI PORT TRUST

## INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR 30.6.1987

Rupees

Operating Income	14	750,719,090.14
Less: Operating Expenses	15	<u>723,736,108.93</u>
		26,982,981.21
Less: <u>Other Charges</u>		
Depreciation		97,347,291.59
Interest on borrowings		71,110,875.84
Provision for doubtful debts		37,242,612.00
Loss on Exchange		<u>107,571,833.35</u>
		<u>313,272,612.78</u>
Operating Surplus/(Deficit)		(286,289,631.57)
Add: <u>Other Income</u>		
Interest on Investment		13,999,659.26
Interest on Deposits		15,970,450.45
Miscellaneous Income		<u>16,017,065.00</u>
		<u>45,987,174.71</u>
Surplus/(Deficit) for the year		(240,302,456.86)
Surplus brought forwarded from previous year		<u>958,790,151.00</u>
Surplus carried forward		<u><u>718,487,694.14</u></u>

# KARACHI PORT TRUST

## NOTES TO THE ACCOUNTS

	1987 Rupees
<b>1. CAPITAL FUND</b>	
Contribution by Federal Government	476,546.61
<b>2. CAPITAL RESERVES</b>	
Gross sale proceeds of unlinked assets	35,408,548.59
Gain on repayment of sterling debenture loan	4,458,976.50
Forfeiture of merchants deposits	453,970.84
Premium on Loans	37,191.67
Net Profit on sale of assets	3,144,362.00
U. S. Excess Property/U.N.D.P.	51,751.00
	<hr/> <u>43,554,800.60</u> <hr/>
<b>3. REVENUE RESERVES</b>	
General reserve	552,849,479.96
Sinking fund for debenture redeemed	160,902,223.44
Sinking fund for loans repaid	169,750,729.73
Fire, motor and accident insurance	1,017,014.08
	<hr/> <u>884,519,447.21</u> <hr/>

# KARACHI PORT TRUST

## 4. LONG TERM LOANS UNSECURED

S. No.	LENDER	Currency	Amount Disbursed upto 30.6.87	Amount Repaid upto 30.6.87	BALANCES OUTSTANDING				Rate of Interest & charges per annum	Out-standing instal-ments	Year of liquidation	
					30.6.87	30.6.86	Currency	Pak Rupees				
1	2	3	4	5	6	7	8	9	10	11	12	
1.	IBRD Loan 376-Pak	US \$	15,777,812.68	13,409,812.68	2,368,000.00	3,456,000.00	41,331,545.60	58,237,747.20	5.5	4	1989	
2.	IDA Credit 422-Pak	US \$	17,821,580.63	623,755.36	17,197,825.27	17,286,933.17	300,174,281.83	291,305,568.23	7.25	73	2023	
3.	IDA Credit 492-Pak	US \$	15,971,707.74	6,392,926.88	9,578,780.86	9,977,896.74	167,189,956.88	168,139,533.37	7.25	24	1998	
4.	French Credit 1976-77	FF	57,400,000.00	24,381,923.07	33,018,076.93	35,407,564.11	94,946,782.02	85,048,968.99	8.75 & 8.80	7 & 25	1990 & 1998	
5.	15th N. I. Bank Loan 1979-80	DFL	2,600,000.00	259,999.98	2,340,000.02	2,513,333.34	19,945,224.17	17,088,404.71	8.75	27	2000	
6.	KFW Loan No. 837591 & F 958 West Germany	DM	23,460,909.03	650,000.00	22,810,909.03	23,427,894.27	218,893,483.05	179,438,927.79	8.00	76	2034	
								842,481,273.55	799,259,150.29			
								73,930,539.35	52,424,505.32			
								768,550,734.20	746,834,644.97			

Less: Instalments due within a year

Con version rate used (Prevailing on 30.6.1987 for Column 8 only)

US\$	1.00	=	Rs.	17.4542
FF	1.00	=	Rs.	2.8756
DFL	1.00	=	Rs.	8.5236
DM	1.00	=	Rs.	9.5960

# KARACHI PORT TRUST

1987  
Rupees

## 5. EMPLOYEES WELFARE FUND

### PROVIDENT FUNDS

Provident fund and general provident fund.

172,288,987.67

Voluntary Provident Fund

4,472,631.82

Chittagong Port Trust

835,825.59

177,597,445.08

### OTHER FUNDS

Welfare fund

345,796.56

Pension fund

16,689,532.46

17,035,329.02

194,632,774.10

## 6. CREDITORS AND ACCRUED EXPENSES

Capital expenditure

148,633,105.70

Trade Creditors

2,973,941.54

Accrued expenses

102,040,654.59

Accrued interest on long-term loans

44,680,829.18

Other creditors

13,692,729.92

312,021,260.93

# KARACHI PORT TRUST

## 7. FIXED ASSETS

PARTICULARS	C O S T				D E P R E C I A T I O N				
	AS AT JULY 1986		SALE AND ADJUSTMENT 30.6.1987		AS AT 1.7.1986		FOR THE YEAR AND ADJUSTMENT 30.6.1987		WRITTEN DOWN VALUE AS AT 30.6.87
	RS.	RS.	RS.	RS.	RS.	RS.	RS.		
Land	14,924,551.62	-	14,924,551.62	-	-	-	-	14,924,551.62	
Building	335,490,777.35	63,481,059.07	398,971,836.42	3%	54,944,600.90	7,632,182.52	62,576,783.42	336,395,053.00	
Wharves and other facilities	684,376,479.31	6,551,327.41	690,927,806.72	5%	74,177,171.84	19,027,835.88	93,205,007.72	597,722,799.00	
Harbour Structure	936,095,892.00	46,084,624.61	982,180,516.61	3%	261,558,687.68	25,384,539.93	286,943,227.61	695,237,289.00	
Plant and Machinery	763,290,911.45	27,849,442.36	791,140,353.81	5% 10%	339,134,125.66	41,648,584.15	380,782,709.91	410,357,648.00	
Motor Vehicles	37,128,297.00	1,465,760.12	38,594,057.12	10%	25,764,741.01	3,654,149.11	29,418,890.12	9,175,167.00	
Office Equipment	1,413,612.01	-	1,413,612.01	10%	1,413,611.01	-	1,413,611.01	1.00	
<b>TOTAL</b>	<b>2,772,720,520.74</b>	<b>145,432,213.57</b>	<b>2,918,152,734.31</b>	-	<b>756,992,938.10</b>	<b>97,347,291.59</b>	<b>654,340,229.69</b>	<b>2,063,812,504.62</b>	

Add: 145,432,213.57  
 Work-in-Progress 204,488,509.00  
Total: 349,920,722.57

8. **Constructon Contrect work in Progres**  
 Expenditure incurred less recoveries recovered from government

**Total :** 159,694,842.42  
149,898,009.00  
9,796833,24

# KARACHI PORT TRUST

POSITION OF INVESTMENT AS ON 30-6-1987

9 PARTICULARS	FACE VALUE Rupees	COST PRICE Rupees
<b>CENTRAL LOANS</b>		
5.5% Pak Loan 1987	2,500,000.00	2,500,000.00
5.75% Pak Loan 1989	6,000,000.00	6,000,000.00
5.75% Pak Loan 1990	8,000,000.00	8,000,000.00
6% Pak Loan 1991	10,000,000.00	10,000,000.00
10.5% Pak Loan 1983	40,000,000.00	40,000,000.00
11% Pak Loan 1984	10,000,000.00	10,000,000.00
<b>TOTAL</b>	<b>76,500,000.00</b>	<b>76,500,000.00</b>
<b>PROVINCIAL LOANS</b>		
10.75% Punjab Loan 1984	8,000,000.00	8,000,000.00
10.75% Punjab Loan 1986	178,100.00	178,100.00
10.5% Punjab Loan 1988	7,500,000.00	7,500,000.00
10.75% Sind Loan 1986	18,500,000.00	18,500,000.00
10.75% Sind Loan 19883	15,000,000.00	15,000,000.00
10.75% N.W.F.P. Loan 1986	500,000.00	500,000.00
10.5% N.W.F.P. Loan 1988	1,500,000.00	1,500,000.00
10.75% N.W.F.P. Loan 1983	10,000,000.00	10,000,000.00
10.75% Baluchistan 1986	1,500,000.00	1,500,000.00
10.5% Baluchistan 1988	1,500,000.00	1,500,000.00
10.5% Baluchistan 1993	10,000,000.00	10,000,000.00
<b>TOTAL :</b>	<b>74,178,100.00</b>	<b>74,178,100.00</b>
<b>MISCELLANEOUS</b>		
Defence Saving Certificate	144,272,000.00	144,272,000.00
I.D.B.P. Shares	1,432,000.00	1,432,000.00
Govt. Treasury Deposit Receipts		
Treasury Bills		
<b>TOTAL :</b>	<b>145,704,000.00</b>	<b>145,704,000.00</b>
<b>GRAND TOTAL :</b>	<b>296,382,100.00</b>	<b>296,382,100.00</b>



# KARACHI PORT TRUST

	1987 Rupees
<b>10. STORE AND SPARES</b>	
Maintenance, operational and administrative Stock	103,448,852.52
Stock in transit	1,840,871.73
Stock account old	945,239.16
	106,234,963.41
Less: Reserve for adjustment of stores	10,403,059.94
	95,831,903.47
<b>11. SUNDRY DEBTORS</b>	
Government agencies	70,371,323.62
Others	306,327,823.97
	376,699,147.59
Less: Provision for doubtful debts	74,472,969.57
	302,226,178.02
<b>12. ADVANCES, DEPOSIT AND OTHER RECEIVABLES</b>	
Advances to employees	32,459,622.22
Advances to contractors & other suppliers	69,289,420.00
Deposits	3,885,848.33
<b>INTEREST RECEIVABLE</b>	
On own investments	14,029,950.33
On pension fund investments	24,542,811.09
On provident fund investments	73,518,817.14
On deposit accounts	112,091,578.56
<b>OTHER RECEIVABLES</b>	
Karachi Customs	281,442.75
Petty work-in-progress	25,979,077.45
Non operational debtors	5,222,846.29
Miscellaneous	31,483,366.49
	249,209,835.60
Less Provision for doubtful receivables	13,344,490.37
	235,865,345.23

# KARACHI PORT TRUST

## 13. CASH AND BANK BALANCE

1987  
RUPEES

Cash at bank :

On deposit account

11,500,000.00

On current account

49,177,154.48

---

60,677,154.48

Cash in hand

47,643.68

---

60,724,798.16

Less : Balance overdrawn in books

Provision against deposit account balance with  
Muslim Commercial Bank

1,500,000.00

1,500,000.00

---

59,224,798.16

---

## 14. OPERATING INCOME

Cargo handling

302,010,129.82

Cargo storage

205,980,059.70

Ship movement and services

157,229,130.12

Property Management

85,499,770.50

---

750,719,090.14

---

# KARACHI PORT TRUST

## 15. OPERATING EXPENSES AS AT 30.6.1987

DEPARTMENTS	PAY AND ALLOWANCES	OPERATING MATERIAL, SUPPLIES & EXPENSES	REPAIRS AND MAINTENANCE	ADMINISTRATION AND OVERHEAD COST	TOTAL
	Rs.	Rs.	Rs.	Rs.	Rs.
TRAFFIC	105,409,118.31	73,160,529.89	-	2,102,182.59	180,671,830.79
DY. CONSERVATOR	48,101,657.00	15,918,038.12	-	480,989.63	64,500,684.75
CHIEF ENGINEER	45,718,486.99	12,918,538.39	11,981,633.14	1,582,190.34	72,200,848.86
MECHANICAL & ELECT. ENGINEER	143,373,342.84	55,580,741.01	24,017,399.75	5,367,585.00	228,339,068.60
STORES	9,890,813.88	33,864.35	-	534,764.77	10,459,443.00
WATCH & WARD	37,688,003.04	-	-	504,761.18	38,192,764.22
MEDICAL	19,872,510.13	24,121,600.16	-	1,581,506.89	45,575,617.18
PERSONNEL	846,560.76	-	-	35,165.33	881,726.09
CONSTRUCTION	23,721,652.89	382,782.03	-	3,031,967.44	27,136,402.36
SECRETARY	6,005,279.77	-	-	5,126,352.74	11,131,632.51
ACCOUNTS	11,505,376.41	-	-	1,098,321.68	12,603,698.09
ESTATE	2,972,068.94	-	-	1,409,357.36	4,381,426.30
DIVISIONAL OFFICES	2,313,618.31	-	-	507,589.87	2,821,208.18
FINANCE	1,184,270.95	-	-	235,936.30	1,420,207.25
AUDIT	2,911,487.80	-	-	35,629.23	2,947,117.03
COMPUTER	1,387,949.30	-	-	687,746.13	2,075,695.43
TRAINING & EDUCATION	9,843,890.41	242,055.02	-	385,480.78	10,471,426.21
INDUSTRIAL REL. ESTT. & WELFARE	5,366,032.85	-	-	1,152,045.91	6,518,078.86
ORGANIZATION & METHOD	314,290.95	-	-	45,902.38	360,193.23
CIVIL DEFENCE	931,441.18	-	-	115,678.81	1,047,119.99
<b>TOTAL</b>	<b>479,357,852.71</b>	<b>182,358,148.97</b>	<b>35,999,032.89</b>	<b>26,021,074.36</b>	<b>723,736,108.93</b>

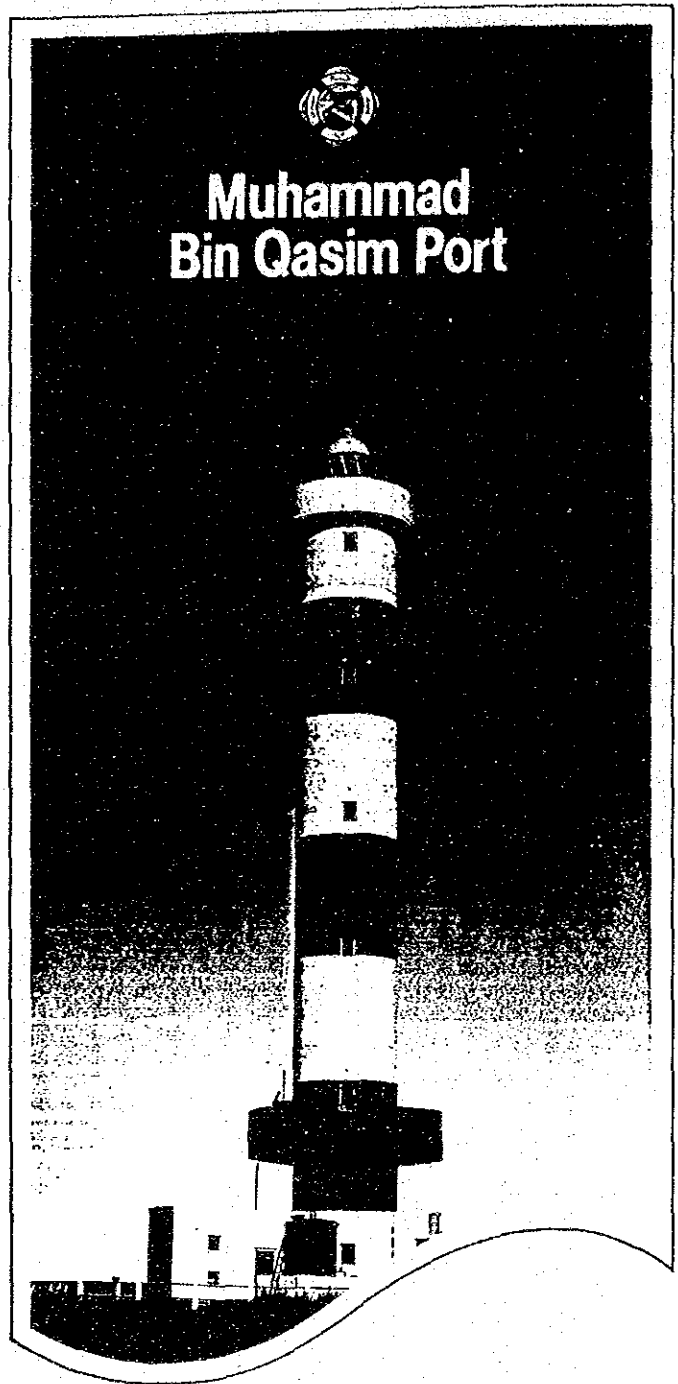
3-4 カシム港パンフレット (I)



**PORT QASIM AUTHORITY**

BIN QASIM, KARACHI-48.  
Telephone: 719700 (Ten Lines)  
Telex: 2633 QASIM PK.  
Telegram: PORT QATY.

■ Designed & Produced by: Argus Advertising Ltd.



## Muhammad Bin Qasim Port

**Archway to  
Pakistan's potential**

**First modern seaport  
built by Pakistan**

**Multi-purpose  
seaport of Pakistan**

**earmarked for  
Integrated Container  
Terminal facilities**

**Dedicated  
port facilities for  
Pak Steel**

Data contained in this brochure is meant  
for general information and not for  
official use.

Photograph on title page: The Lighthouse of  
Port Qasim situated at Khuddi Island. Powered  
by solar energy. Flashing Group Flash (4) every  
30 seconds, visible upto 17 nautical miles.

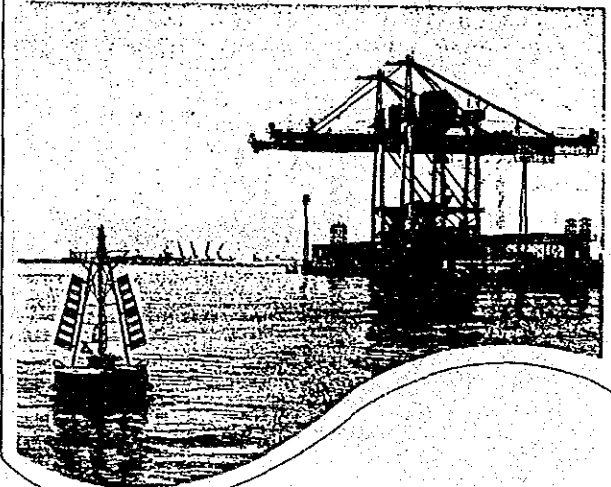
### Introducing PORT QASIM

**W**here the Arabian Sea breaks into the sand dunes of Bin Qasim desert – barely 50 kilometers south east of the heart of bustling Karachi, lies Port Muhammad Bin Qasim – the first port built by Pakistan with multipurpose facilities. It is also Pakistan's first industrial port. Once a bleak desert inhospitable to human habitation, the locale has now been carved into the humming industrial environment of a modern international seaport – thanks to undaunted human effort, energy and ingenuity. Aptly named after the courageous Muslim General who introduced Islam to the sub-continent many centuries ago.

#### ..... And PORT QASIM AUTHORITY

Port Qasim Authority (PQA) was established on June 29, 1973 to undertake planning, designing, construction and operation of the port.

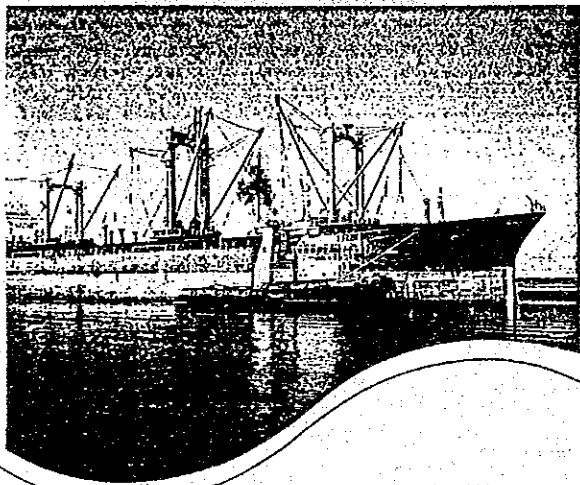
First berth to be completed was dedicated Iron Ore and Coal Berth for Pak Steel where M.V. Ocean Endeavour was berthed in September, 1980.



### PORT QASIM At A Glance

A 45 kilometre long navigational channel connects the open sea with the harbour complex. A full range of navigational aids, communication facilities and floating craft are maintained to support port operations. While the heavy-duty Iron Ore & Coal Berth can handle upto 4 million tons a year, the Seven multi-purpose berths along a 1400 metre linear wharf can handle over 5 million tons annually.

Four of these Seven multi-purpose berths with two transit sheds of about 10,000 square metres each, have a permissible draft of 10 metres. The remaining three berths have a draft of 11 metres with over 300 metres deep flush area behind the berths, providing high degree of inbuilt flexibility to optimise use of technological advances made in port and shipping industry. All the berths upto October, 1983 had exceeded 2 million tons cargo throughput.



### PORT QASIM Linkage With National Road and Rail Network

Port Qasim is located along the national rail & road network 50 kilometres closer to the main hinterland of Pakistan compared to Karachi Port.

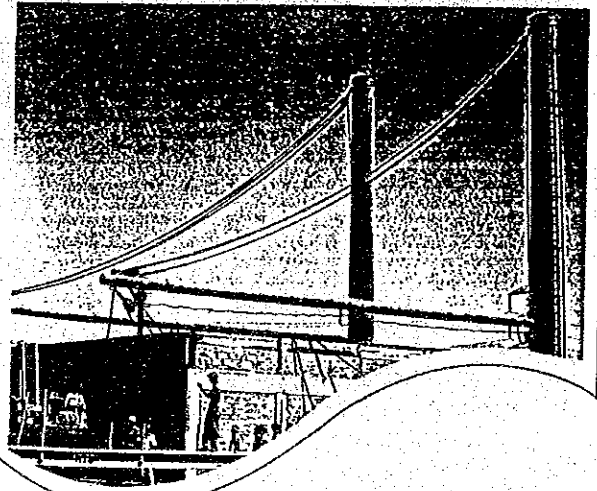
Port is connected with the National Highway through a 14 kilometres long and 7.5 metres wide, two lane main access road.

Port Qasim Railway Station with six rail tracks, located immediately behind the berths, connects the port with National Railway Network at a distance of about 14 kilometres.

The largest Marshalling Yard of Pakistan Railways is also located at Bin Qasim in close proximity of the Port.

### Cargo Handling Training School

Port facilities include Cargo Handling Training School to produce skilled Dock Labour. The School has successfully imparted skills in modern cargo handling methods to dock labour of Port Qasim and outside Agencies.



### PORT QASIM Main Objectives

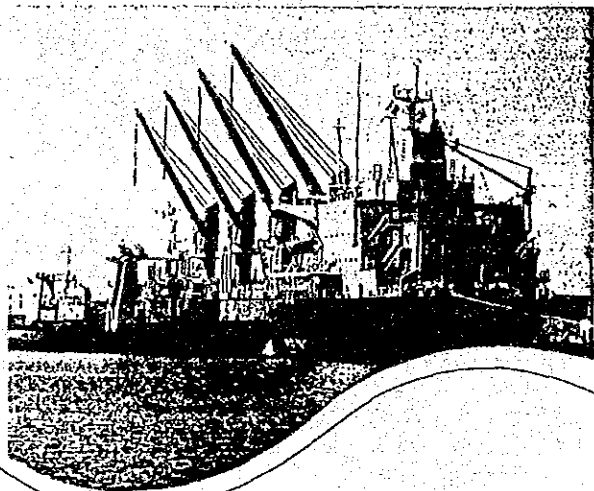
**D**evelopment of Port Qasim was initiated to accomplish the following objectives:

Provision of additional industrial and multi-purpose seaport facilities for Pakistan's ever-increasing foreign trade.

Provision of specialized, exclusive heavy-duty berth for bulk handling of raw material imports for Pak Steel, the first steel plant of the country.

Provision of a highly efficient alternate port for the national economy.

Provision of environmental and ecological relief for the sprawling city of Karachi.



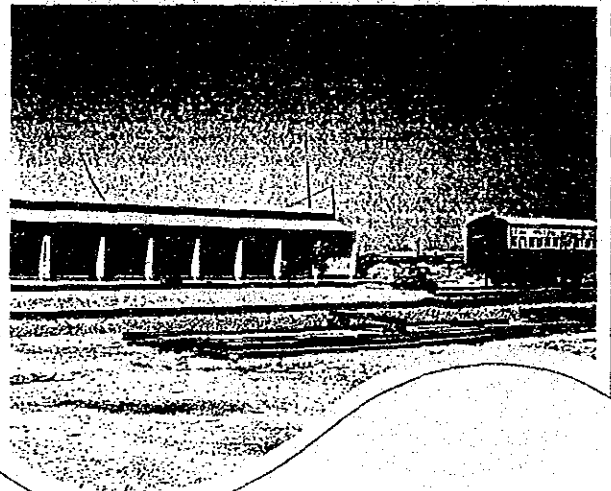
### PORT QASIM Economic Impact on National Development

**A**part from providing multi-purpose port facilities to the expanding foreign trade of Pakistan, Port Qasim is also acting as a catalyst in the regional economic development.

Port Qasim has 4000 hectares of land above high water mark reserved for industries and economic activities which are either port-based or port-biased.

The road and rail system within the port connected to trunk transportation lines makes it accessible from all over the country. These factors combined together promise to turn Port Qasim into a vital contributor towards the country's economic take-off in the near future.

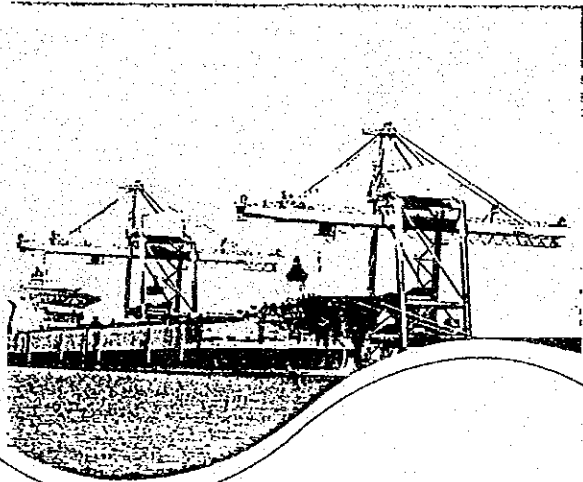
The proximity of Port Qasim with Pak Steel, Export Processing Zone, Industrial Areas of Landhi and Korangi, Power Plant of Karachi Electric Supply Corporation and rice storage and processing facilities of Rice Export Corporation of Pakistan indicates the increasing significance of Port Qasim in the national and regional development.



**PORT QASIM**  
**Iron Ore and Coal Berth**

**T**his specialized heavy-duty berth exclusively handles the import of raw material requirements of Pak Steel. It can accommodate fully-laden vessels of 50,000 d.w.t. and, with further dredging in the future, is designed to take vessels upto 75,000 d.w.t.

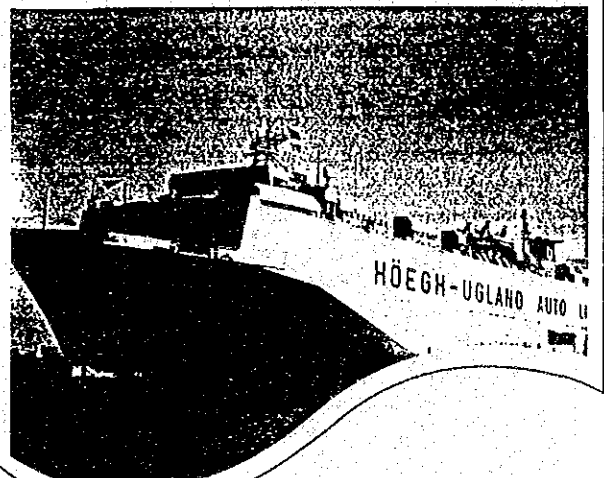
It has two unloaders with 1100 tons per hour capacity and a 4.5 kilometre long Conveyor System to transport cargo from the berth to the stockyard of Pak Steel. The design capacity of the berth is 4 million tons annually.



**PORT QASIM**  
**Tomorrow**

**P**ort Qasim is finalising plans to establish Pakistan's first modern Integrated Container Terminal. Three of its multi-purpose berths with vast flush area between the quaywall and the road-rail system, will be converted into a Container Terminal by installing gantry cranes and other container handling equipment to handle gearless Cellular Vessels.

The operation of the terminal, in line with the Port Management's philosophy will be entrusted to a terminal operator from the private sector.





**PORT QASIM**  
Potential for Future Development

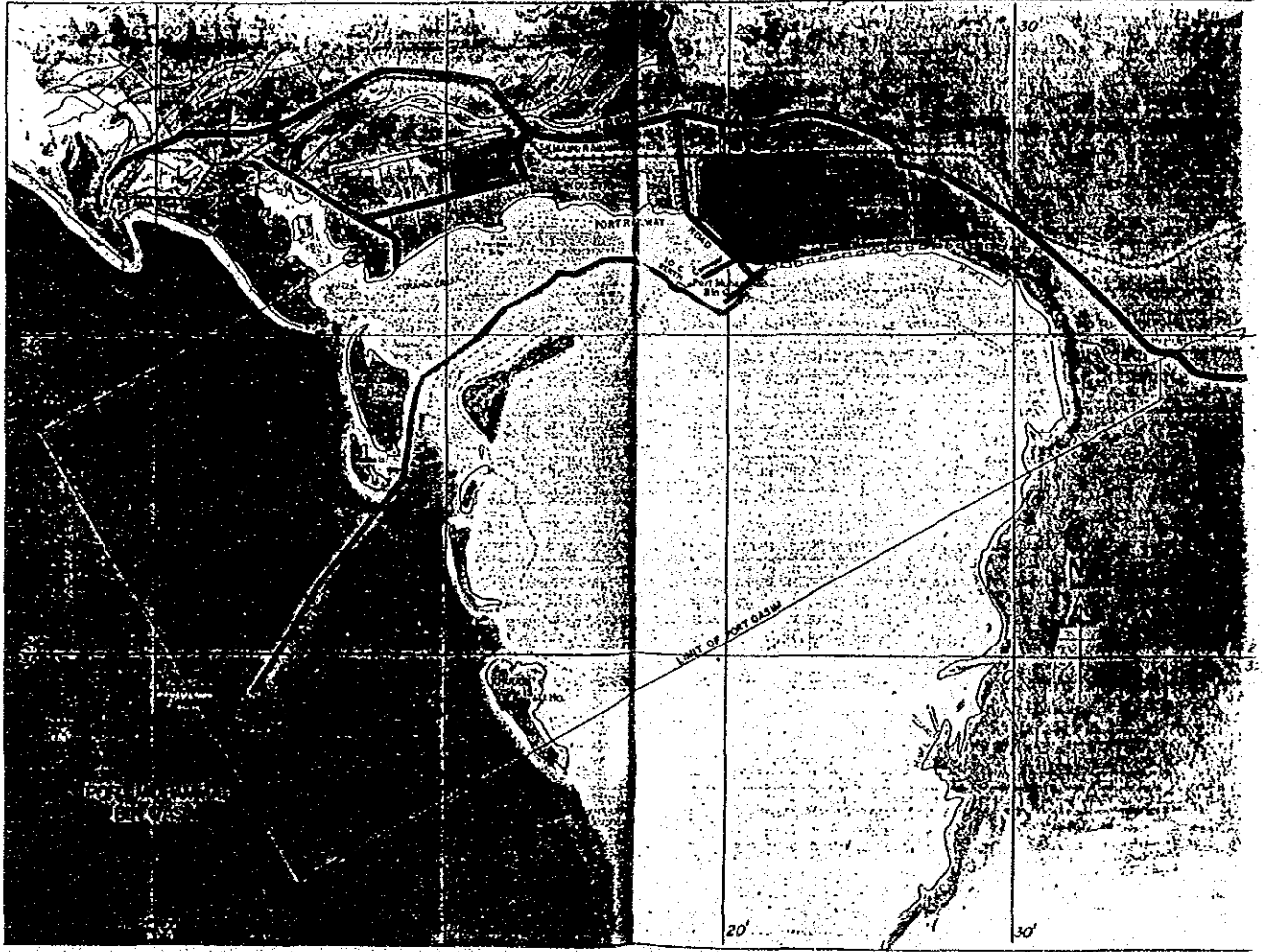
**D**epending on the trend and tempo of the national economy and foreign trade, scope exists for a number of developments in Port Qasim, such as:

- Expansion of Navigational Channel for the transit of 75,000 d.w.t. and larger fully laden vessels.
- Oil Terminal at Bundal Island to provide an alternate facility to cater for the expansion in demand for oil.
- Bulk fertilizer handling facilities.
- Bulk grain handling facilities with Port silos.
- Bulk coal handling facilities.
- Increase in Multipurpose Berths.
- Seaward Terminal for National Inland Water Transport System. Studies and surveys are in progress on the possibility of using the Indus River and other waterways for inland transportation.

**Muhammad Bin Qasim Port**

<b>Location:</b>	24° 46' N 67° 21' E
<b>Pilotage:</b>	Compulsory. Licensed Pilots are provided.
<b>Anchorage:</b>	As marked on relevant charts.
<b>Draft:</b>	(i) For Iron Ore & Coal Berth (IOCB) varies from 10m to 12m. (ii) For Multi-purpose Wharf (MW) varies from 10m to 11m.
	Permissible Draft is promulgated from time to time and is subject to change without any notice.
<b>Radio:</b>	Karachi Radio. Port Qasim Control maintains 24 hours watch on VHF - channel 16. Working VHF Channel 10.
<b>Tugs:</b>	Three Sea Going Tugs. 3500 BHP with 40 Tons bollard pull each.
<b>Cranes/Other Cargo Handling Equipment:</b>	Loading and discharging by ships gear. Mobile cranes upto 24 tons lift are also available on payment.
<b>Specialised Cargo Handling Facilities:</b>	Bulk unloading facilities for Iron Ore and Coal. Mechanised bulk wheat handling facilities.
<b>Stevedores:</b>	Integrated Terminal Operation carried out by Cargo Handling Companies appointed by the Port Authority.
<b>Bunkering:</b>	Available through local Oil Companies. Delivered by Oil Barges or Road Tankers.
<b>Ship Repairs:</b>	Can be carried out through private Contractors.
<b>Surveyors:</b>	Classification and Cargo Surveyors are available.
<b>Airport:</b>	Karachi International Airport is located approx. 30 km from Port Qasim.
<b>Time:</b>	GMT + 5 hrs throughout the year.
<b>Holidays:</b>	Government of Pakistan Gazetted holidays.
<b>Port Regulations:</b>	As per Gazette of Pakistan Notification N. SRO 42(KE)/ 81 dated 17th Oct 1981.

Muhammad Bin Qasim Port  
Location Map

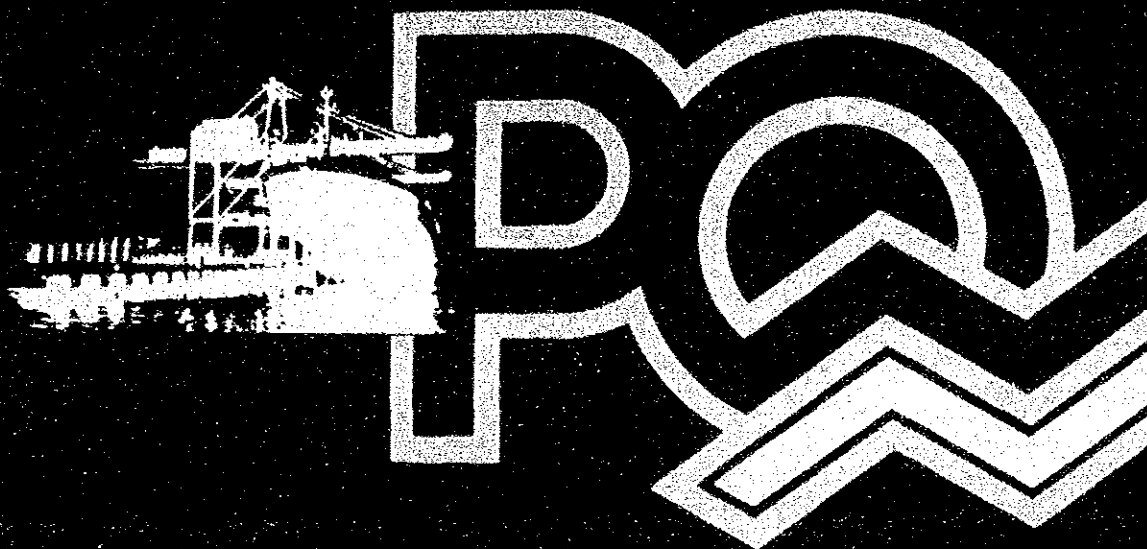




**5th August 1989**

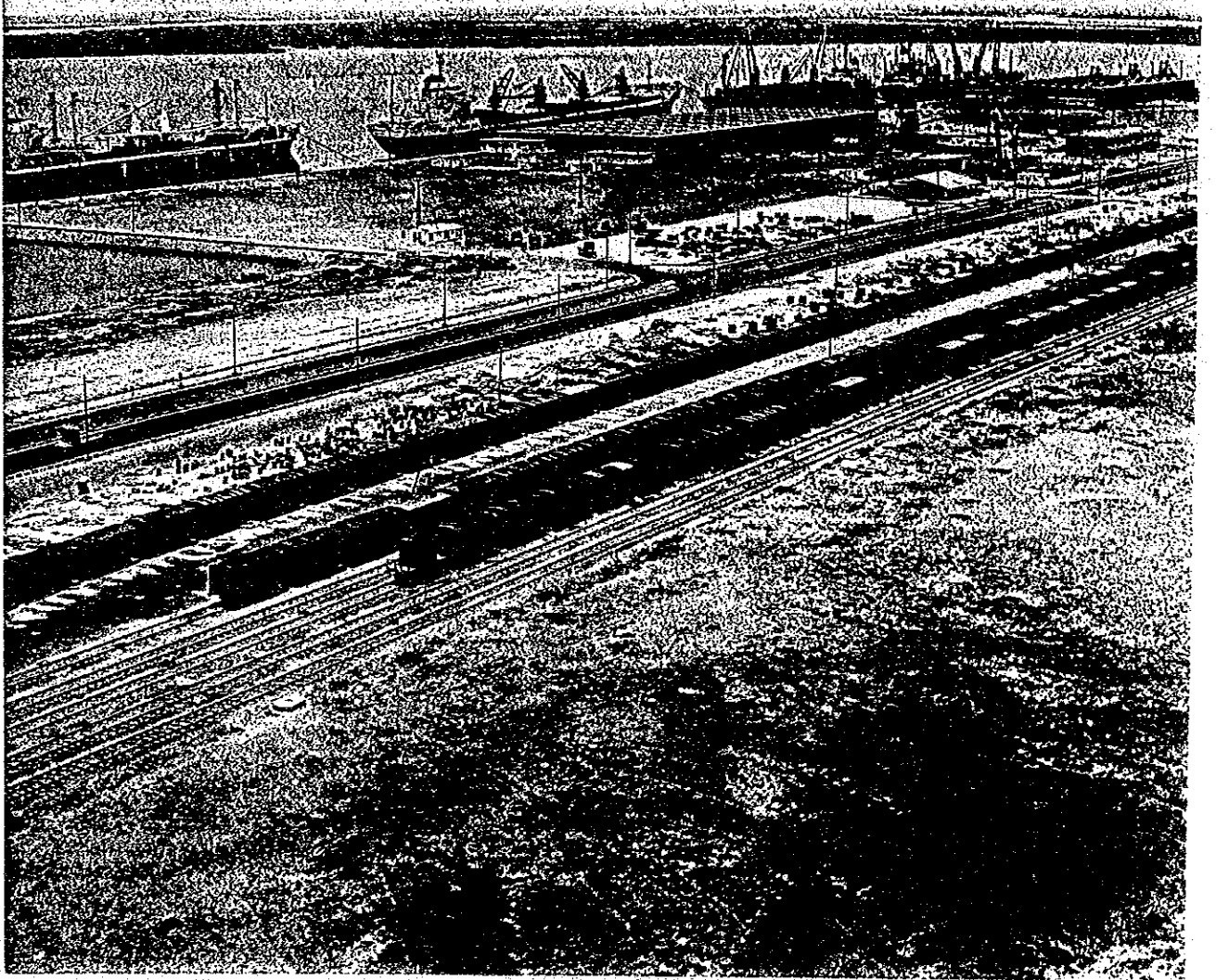
**Prime Minister  
Mohtarma Benazir Bhutto  
Lays the Foundation of the**

**1st INTEGRATED CONTAINER TERMINAL  
at Port Qasim**



**PORT QASIM**

Sails into the 21st century!



## Significance of Efficient System of Sea Transportation

There is no denying the fact that the prosperity of affluent societies of the present — day world owes as much to the carefully controlled and well-disciplined production line as to the efficiency of the distributive mechanism in these societies.

Whatever efforts and energies a country may put in to raise the productive level of its economy as long as they are not coupled with a corresponding improvement in the efficiency of its distributive mechanism its economy is doomed to suboptimisation.

The importance of a sea-port as the most vital link in the chain of transportation resides in the fact of the dominant role played by international trade in economic inter-dependence among the nations of the world. Economic ambitions of a nation in terms of higher targets for imports and exports are subject to basic limitations imposed by the design, structure and capacity of its ports.

It is not sufficient to translate the objectives of economic development into growth rates of industry and agriculture; the distributive mechanism must expand and develop itself accordingly in a country like Pakistan, a sea-port as a shore-based installation for the transfer of goods from and to ships is the most potent

component of the distributive mechanism. It serves as a gateway to an industrialised or agriculturally developed hinterland.

### OUTLET

It provides an outlet for its products and an inlet for the raw material and capital equipment it requires.

Whereas sufficiency and adequacy of transport system is an important basis for progress and prosperity of an economy, there is another more important aspect of it which affects the daily life of every citizen.

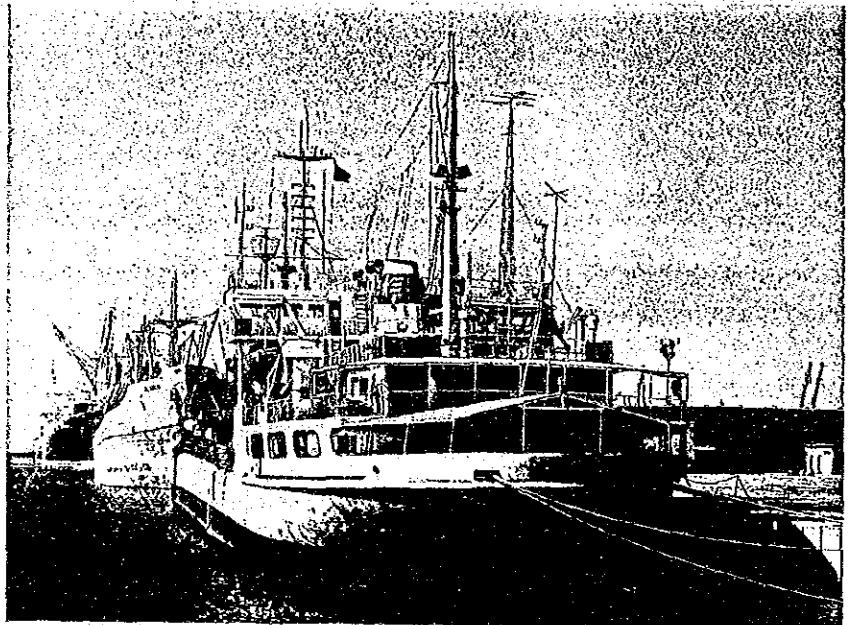
In modern economies with their large-scale mass production, demand for and supply of goods hardly coexist at the same place. Generally production and consumption take place at different locations, carrying goods from one place to another causes expenses which constitute an important cost

component; the higher the transport cost, higher the price the consumer will be charged with.

An efficient system of transportation is one of the measures to check upward swing of prices. Existence of regions of abundance and scarcity side by side in the same country is typical of a non-functioning transport and distribution system.

Marine transport is the cheapest and most significant mode of transport in the modern world. Mass transport of goods on the seven seas would be unimaginable without marine fleet which for their performance require well-developed, equipped and managed port facilities. With Port Qasim in operation it will go a long way towards the realisation of this end.

Published in "Dawn", August 1976



Dredger of Port Qasim

## Port Qasim - Vital For Economic Development

Prime Minister Bhutto yesterday described the Port Qasim - the second deep water port - to be built at Phitti Creek as a "vital segment in the infrastructure needed for the economic development of the country".

Speaking on the occasion of the foundation-stone-laying ceremony of the historic project at the site, the Prime Minister said that the Karachi Port has served the nation well, and it will continue to do so, but its heavy burden will, in the near future, be shared by the new port.



The first phase of the project, costing Rs.2,688 million with a foreign exchange component of Rs.1,233 million, the Prime Minister said, should be "welcome news not only

to all of Pakistan, but to the international mercantile community which trades with us and for all those who use our seaports for the good of their economies as we do for ours".

Mr Bhutto said that the need for a second major port has long been felt in the country, but the people's Government, as soon as it could, took decisions and translated them into reality to relieve the growth of congestion at the Port of Karachi.

He said additional berthing facilities provided by the KPT was not a permanent solution and, therefore, the permanent solution was the establishment of the Port Qasim Authority.

The Federal Government's decision to build the Karachi Steel Mill and Port Qasim was anchored firmly in the national development plans and their priorities were based on

the assessment that no self-sustaining industrialisation or mechanisation of farming could move forward without indigenous products like steel, and also on our

inter-linked appraisalment that Pakistan should considerably expand and improve the communications and distributive mechanism, he said.

"Without adding to the capacity of our seaports and airports, and modernising their equipment, we cannot expect a greater frequency of ship sailings and airplane take-offs. Our objective in building Port Qasim is to reduce turn-around time for carriers coming to and going from Pakistan, to increase the frequency of their calls and attract new ships", the Prime Minister said.

### RAIL, ROAD SYSTEMS

"The relationship between the tonnage of cargo handled and the efficiency of shipping services is fully recognised by the Government which is also providing for proportionate development of our rail and road systems". Mr Bhutto added.

Mr Bhutto said: "With this parallel expansion the Government feels that it will now be able to accomplish an important social purpose of its development efforts in the country's industrial and agricultural sectors".

Government's policy, he declared, is for developing a workable and purposeful communications system, a system which will expedite the opening up of the backward regions of Pakistan to the benefits of social and economic progress and link them with centres of trade and education not only in Pakistan but with all those parts of the world where we can earn and learn.

### CONFIDENCE

Referring to the speech of Mr Mumtaz Bhutto that trade would