

register a three-fold increase within a decade the Prime Minister said: this confidence is comparable to the assurance with which Mohammad Bin Qasim came to this part of the world at the head of a devoted army of Islam.

"Confidence was as much his watchword as the faith, the fighting skills and the determination of his soldiers were the basis of his trust in the success of his enterprise, the consequences of which have reverberated through the centuries - Pakistan itself being a consequence of that event", the Prime Minister declared.

He said we are honouring ourselves by building a tangible monument after the great Commander in acknowledgement of his intrepid achievement and "I can only hope and pray that some of his intrepidity rubs off on us in our battle for the economic and social betterment of all of our people".

"It has been my Government's policy that our developmental effort must be for the maximum good of the maximum number. To me the ultimate aim of every development activity is to bring about an improvement in the living conditions of our people", Mr Bhutto added.

Tenders for the construction of an exclusive berth for iron ore and coal for the Steel Mill would soon be invited and the contract for the construction of four berths for handling cargo is evidence of progress of the project, he said.

He stressed the importance of the concurrent completion of the Steel Mill berth with the mill going into production and hoped that the construction of first four berths will

be followed in quick succession by the construction of three more berths to complete the target of seven berths in the first phase of the programme.

"Insha-Allah", he said, "within 20 months from today, Port Qasim should be operational and receive its first cargo vessel. With that pressure on the Karachi Port will begin to ease and its chronic congestion will begin to dissipate. Mr. Bhutto said: "I am confident that Karachi Port and Port Qasim will vie with each other in servicing their clients, and both will earn the reputation of being among the most efficient ports of the world".

#### COMPLETION OF BERTHS

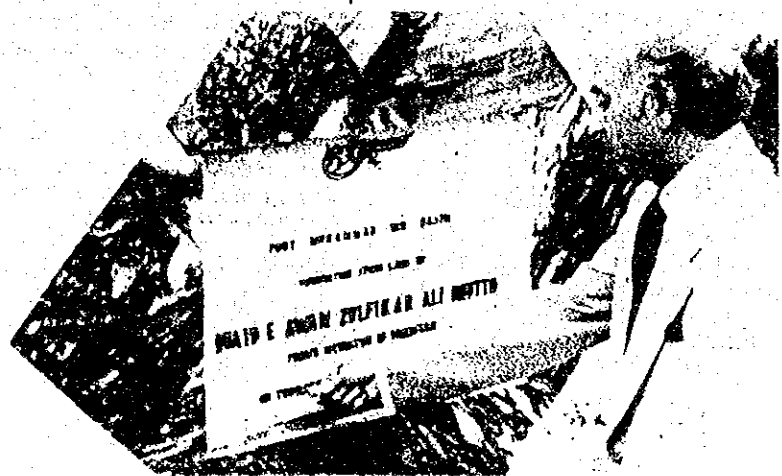
Earlier, Mr Mumtaz Ali Bhutto, Federal Communications Minister, in his welcome speech said the first phase will be completed by 1979-80 completing seven multi-purpose berths at a cost of Rs. 792 million. The Steel Mill berth will be completed by early 1978 at a cost of Rs. 269 million and an automatic Conveyor system of 1,000 tons per hour capacity will connect the loading point at the Port Terminal with the discharging point at the Steel Mill.

The important item of development work during the first phase is the dredging of navigational channel to accommodate ships of 50,000 tons carrying capacity. During the first phase, dredging alone will cost Rs. 589 millions, he said.

In the second phase, he said from 1981-85 the development work includes one oil pier, one bulk cargo berth to handle phosphate rock, sulphur and fertilizers, one grain terminal and other Steel Mill terminal to handle iron ore and coal for Karachi Steel Mill when its production capacity is raised to two million tons per year.

The first four berths will be completed with a Belgian credit by Belgian contractors, Messrs NV De Mayer Zeisate. The design and tender documents for the construction of iron ore and coal berth, dredging of navigational channel, aids to navigation and related works have been completed by Japanese International Cooperation Agency under free technical assistance programme, he said.

Mr Mumtaz Bhutto thanked the Governments and people of



Britain, France, Japan, Canada, West Germany, Bulgaria and Belgium for their assistance and cooperation and also hoped that the ADB will also contribute substantially.

The Prime Minister arrived at the site aboard an Army helicopter and landed at the helipad near the site of inauguration and was received by the Communications Minister, Mr Shah Nawaz Khan, Secretary, Ministry of Communications and officials of the Port Authority, the Director-General of Ports and Shipping, Capt. L. K. Jackson and others.

Among those present in the large gathering were: The Governor of Sind, Mr Dilawar Khan; Federal Ministers M. Yusuf Khalak, Rafi Raza, Qaim Ali Shah; Special Assistant to Prime Minister on National Security, Gen. (Retd) Tikka Khan; Chief of the Naval Staff, Admiral Mohammad Shariff and members of the Diplomatic Corps stationed at Karachi.

APP adds: Saying that the people's Government has invested heavily in the communications sector Mr Bhutto said: "We have purchased over 60 new diesel railway engines to replace an aging fleet. Another railbridge is being built over the Indus at Kotri to remove a bottleneck there, a modern marshalling yard is being built here at Pipri which will not only serve Port Qasim and the Karachi Steel Mill, but will also reduce the turn-around time for our rolling stocks".

"Similarly a new highway on the right bank of the Indus was being designed and when completed would remove the present congestion on the national highway", the Prime Minister said.

Published in Dawn August 1976

## PORT QASIM

### LOCATION

24° 46' N  
67° 21' E

### PILOTAGE

Compulsory, Licensed Pilots are provided.

### DRAFT

(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.

### RADIO

Karachi Radio.

Port Qasim control maintains 24 hours watch on VHF—Channel 16. Working VHF Channel 10.

### TUGS

Three Sea Going Tugs. 3500 BHP with 40 Tons bollard pull each.

### CRANES/OTHER CARGO HANDLING FACILITIES

Loading and discharging by ships gear Mobile cranes upto 24 tons lift are also available on payment.

### SPECIALISED CARGO HANDLING FACILITIES

Bulk unloading facilities for Iron Ore and Coal. Mechanised bulk wheat handling facilities.

### STEVEDORES

Integrated Terminal Operation carried out by Cargo Handling Companies appointed by the Port Authority.

### BUNKERING

Available through local Oil Companies. Delivered by Oil Barges or Road Tankers.

### SHIP REPAIRS

Can be carried out through private contractors.

### SURVEYORS

Classification and Cargo Surveyors are available.

### AIRPORT

Karachi International Airport is located approximately 30 km from Port Qasim.

### TIME

GMT + 5 hours throughout the year.

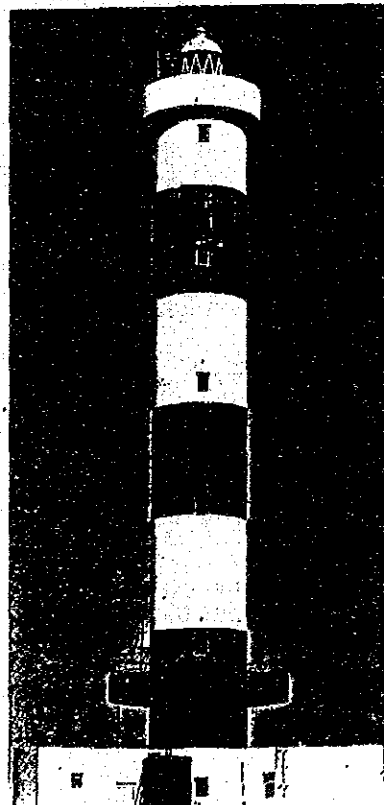
### HOLIDAYS

Government of Pakistan Gazetted holidays.

### PORT REGULATIONS

As per Gazette of Pakistan. Notification N.85RO 42(KE)/81 of 17 Oct. 81.

Light House of Port Qasim.



# TEXT OF BHUTTO'S SPEECH

(Delivered on August 15th, 1975, on the occasion of foundation laying ceremony at Port Qasim.)

Following is the text of the Prime Minister's address at the foundation-stone laying ceremony at Port Qasim.

"I take the pleasure in being here today and in associating myself with the workers, technicians, engineers, designers and managers who have brought Port Muhammad Bin Qasim to its first phase of construction.

For over two decades the building of a second major deep-water port to service the pressing needs of trade and industry, and other traffic of the whole of Pakistan has grown from an idea to a plan and now to a project that has arrived at the stage of construction. I take pride in the contribution made by the people's Government in promoting and implementing this project which is a vital segment in the infrastructure needed for the economic development of the country. The port of Karachi 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.

This 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.



The need for a second major deep-water port has long been felt in Pakistan. The people's Government, as soon as it could, took decisions and translated them into reality to relieve the growing congestion at the port of Karachi. As a short-term measure, new berths were added to handle the increasing number of ships which came to Karachi's harbour to discharge their loads - essential for our economic development, including food requirements - and pick up cargo which brought us increased foreign exchange earnings.

But, obviously, this was not a permanent solution, and we, therefore established the Port Qasim Authority to advise the Government on the location of the new port, on its design and to supervise its construction. I am gratified that the Port Qasim

Authority has acquitted itself well in completing the first two of its tasks.

## STEEL MILL

The Minister for Communications made a reference just now to what I said, at the start of the construction of the Karachi Steel Mill, about the role of Port Qasim in our national development. The Federal Government's decision to build the Karachi Steel Mill and Port Qasim was anchored firmly in our national development plans. Their priorities were based on our assessment that no self-sustaining industrialisation or mechanisation of farming could move forward without indigenous production of iron and steel, and also on our inter-linked appraisal that we should considerably expand and improve our communications and our distributive mechanism.

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 objectives 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 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. 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.

## SOCIAL JUSTICE

This very important purpose I speak of is social justice, the achievement of which will be helped by an evenly balanced distributive system. It is this consideration that has determined our policy 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. In this way, through a properly planned and expanded communications system, we hope to build into our development infrastructure a physical mechanism which will help us fulfil our ideological commitment to an equitable distribution, in all areas of the country, of the fruits of an integrated national endeavour.

It is because of this objective that the Federal Government has invested heavily in the communications sector. We have purchased over sixty new diesel railway engines to replace an aging fleet. Another rail bridge is being built over the Indus at Kotri to remove a bottleneck there, and modern marshalling yards being built here at Pipri which will not only serve Port Qasim and the Karachi Steel Mill, but will also reduce the turnaround time for our rolling stock. A major new highway in the right bank of the Indus is being designed and when completed will remove the present congestion on the national highway.

The Minister for Communications has informed us that our export

trade would register a three-fold increase within a decade. This is evidence of our confidence in our efforts in the public and in the private sectors of our economy.

This confidence is comparable to the assurance with which Muhammad Bin Qasim came to this part of the world at the head of a devoted army of Islam. Confidence was as much his watchword as the faith. The fighting skills and the determination of his soldiers were the basis of his trust in the success of his enterprise, the consequences of which have reverberated through the centuries - Pakistan itself being a consequence of that event.

This port has been named after this great commander in whose memory somehow no tangible monument was raised by those who came after him. In acknowledging him and his intrepid achievement,

by naming this new port after him, we do honour to ourselves. And I can only hope and pray that some of his intrepidity rubs off on us in our battle for the economic and social betterment of all of our people.

In this battle, the people's Government has tried to make the best use of the means and resources at our disposal. It is because we are accountable to the people that we take every opportunity to tell them what we are doing and what are the problems involved in national reconstruction and development.

## DEVELOPMENT

It has been my Government's policy that our developmental effort must be for the maximum good of the maximum number. To me the ultimate aim of every developmental activity is to bring

to be continued on page 18



## PORT QASIM - Sails into the 21st Century!

Port Qasim, the first Multi-purpose and Industrial Port and the second deepest Port of Pakistan, is situated 50 kilometers South East of the centre of the city of Karachi, the industrial, financial and commercial metropolis of the nation. The area, a decade ago the

meeting point of the fringes of the Arabian Sea and the inhospitable sandscapes of Pipri — now known as Bin Qasim through the process of mutation unleashed by human efforts, ingenuity, technology and material resources, has been converted into the industrial environment of a modern Seaport.

The development of Port Qasim was envisaged to realise the two basic policy decisions by the Government of Pakistan i.e.

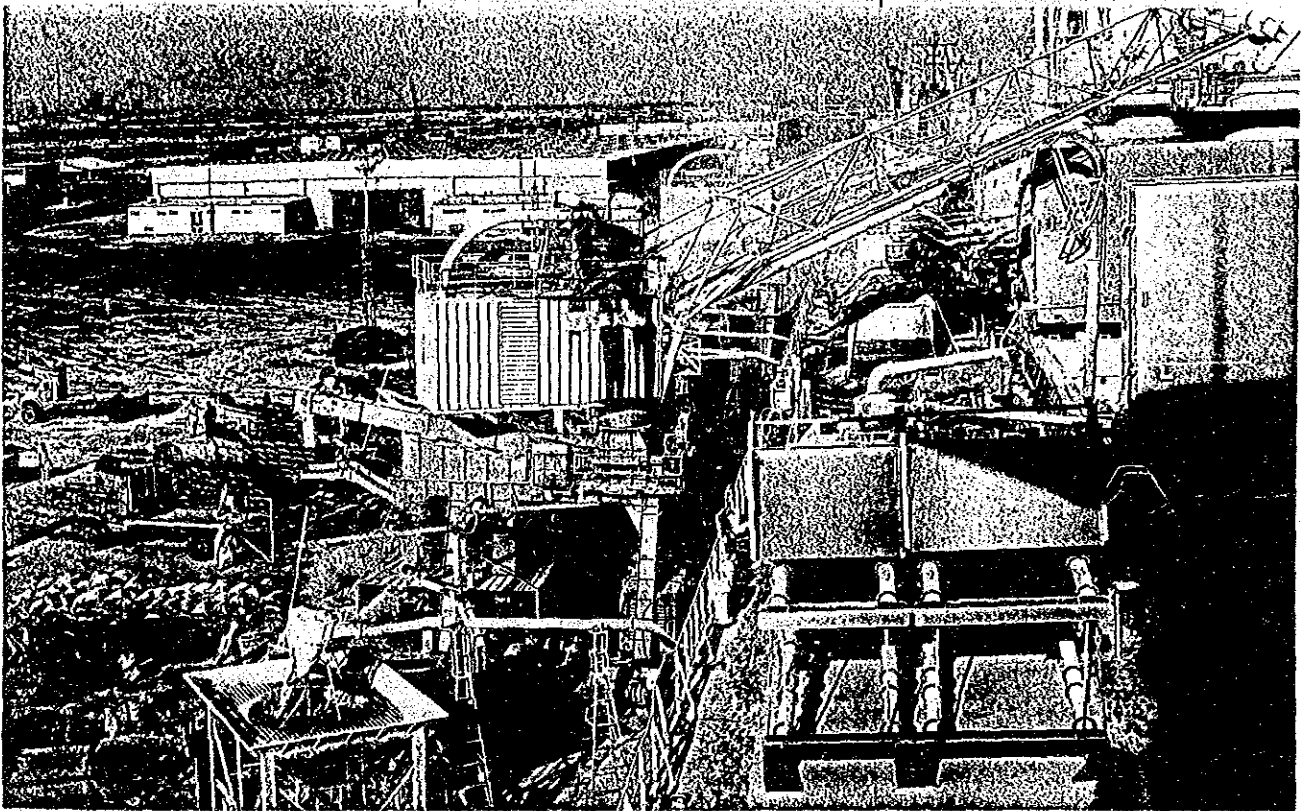
a) Provision of alternative Port facilities to those at KPT to combat the port congestion

there, to accommodate the port requirements of an expanding economy, serving as standby port for Karachi whenever desired.

b) Provision of exclusive port facilities to Pak Steel for handling of its imports in bulk at its doorstep.

Port Qasim was also called upon to accomplish:

1. Relief to the city of Karachi from congestion on roads connecting Karachi Port with traffic arteries to up-country and passing through the city and



Activity at Multi-Purpose Terminal

from the environmental pollution so caused, with diversion of part of traffic beyond a certain level to PQ.

2. Provision of appropriate areas for location of industries and economic activities which are either import or/and export based & for whom close proximity to port facilities constitutes substantial external economies in the form of savings in time & cost of inland transportation.

#### **ACHIEVEMENTS**

Since the commencement of port operation in September 1980, Port

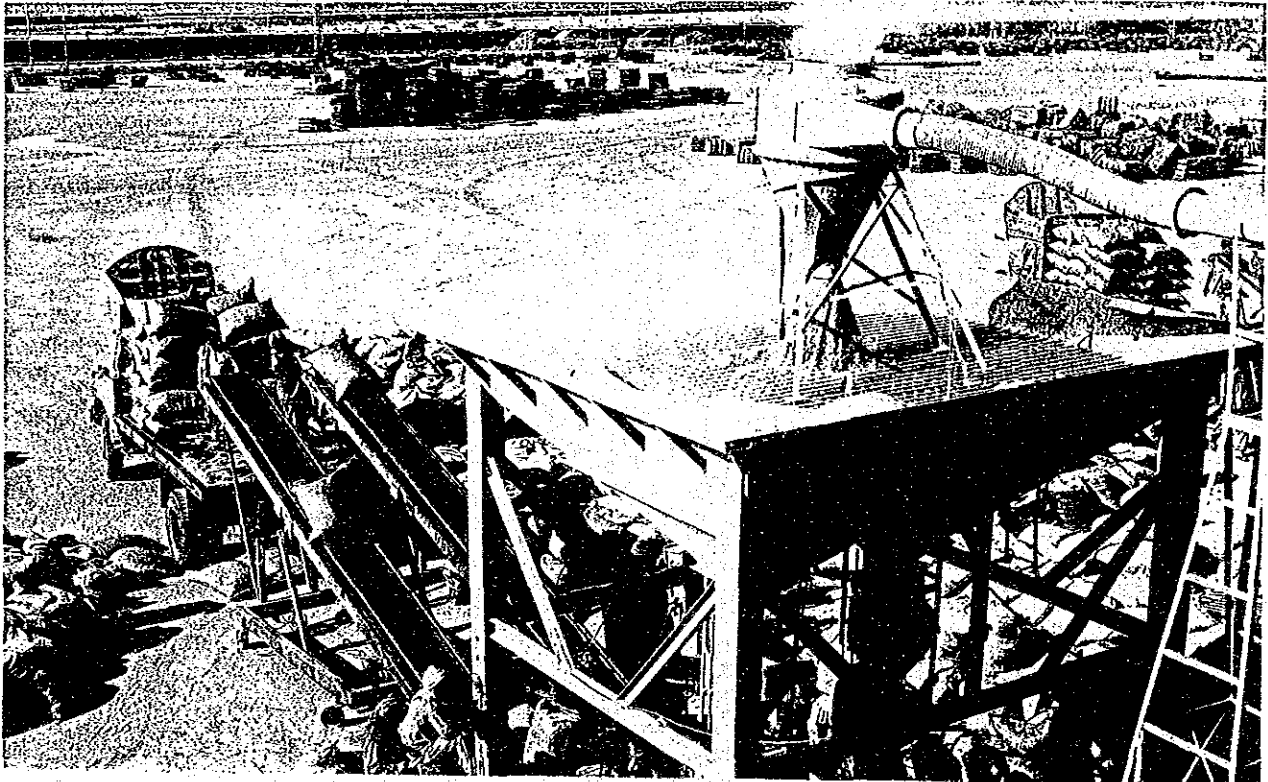
Qasim has come a long way in justifying its existence. It has stood the national economy in good stead by meeting challenges and overriding crises befalling the national port sector at different points in time during these years.

By the end of June 1989, PQA has handled 27 million tonnes of cargo carried in 1270 vessels. This cargo includes Iron Ore, Coal, Manganese, rice, wheat, cotton, steel products, fertilizer, heavy machinery, containers and general cargo.

Port Qasim has made available port facilities to Paksteel virtually at its

doorstep, not only for its bulk imports but also for the export of its manufactured products. The pronounced environmental and urban traffic relief to city because of diversion of substantial sea-borne traffic to Port Qasim is all too apparent. As a port it is progressively getting established; there are indications of interest by investors to put up industries and productive capacities which stand to benefit from close proximity of the port facilities at Port Qasim.

Mechanical unloading and bagging of wheat at Multi-purpose Terminal.



## Prime Minister Lays The Foundation of Pakistan's First Integrated Container Terminal

Container traffic started in 1973 and currently it is about 3 hundred thousand 'TEU', absence of the requisite port facilities notwithstanding.

In June 1983, PQA submitted a proposal to the Government of Pakistan for approval in principle for the formulation of a scheme for competitive selection of a company from private sector who would carry out conversion of the three berths into two berth container terminal, its equipment and operation with giant cranes and allied equipment to handle cellular gearless modern container vessels at its cost & responsibility.



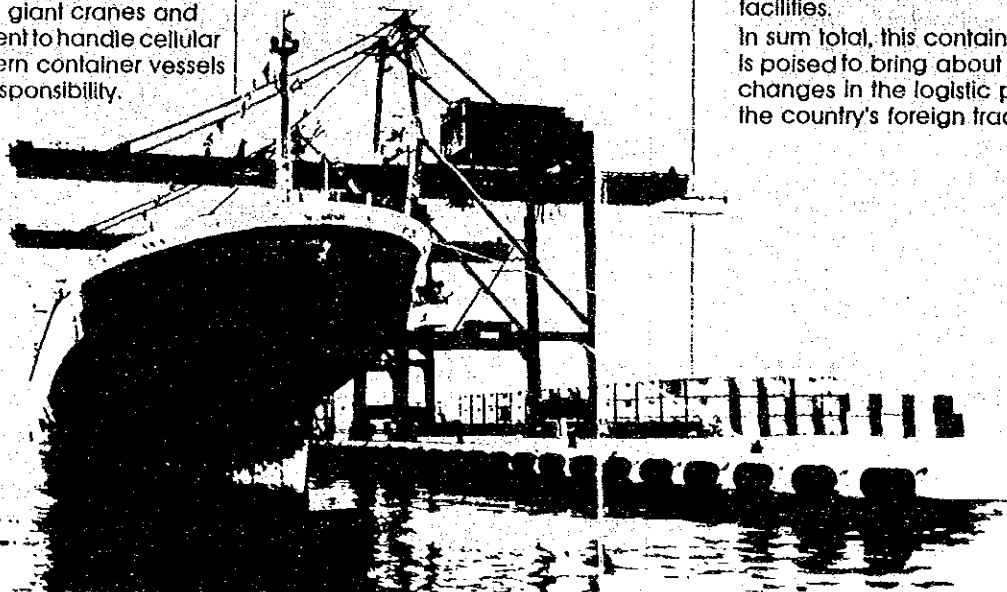
The proposal was approved and the result is the beginning of the first Integrated Container Terminal of Pakistan, which was a vital requirement in trade facilitation. This terminal is a joint venture between the Al-Ghurali Group of

United Arab Emirates and a Pakistani Company.

The terminal at Port Qasim, through conversion of its 3 out of 7 existing multi-purpose berths is least cost and least time option.

The operation of this container terminal would lead to substantial benefits to our foreign trade with savings in time and cost of sea transportation, better and more intensive utilization of port facilities at Port Qasim with substantial improvement in its financial position, development of Port Qasim as Regional Load Centre with direct service of mother vessels, creation of substantial job opportunities both in container handling operation as well as in container manufacturing and container repair facilities in the vicinity of container terminal, transfer of technical know-how in this field and growth in the use of Pakistan Railways and trucking facilities.

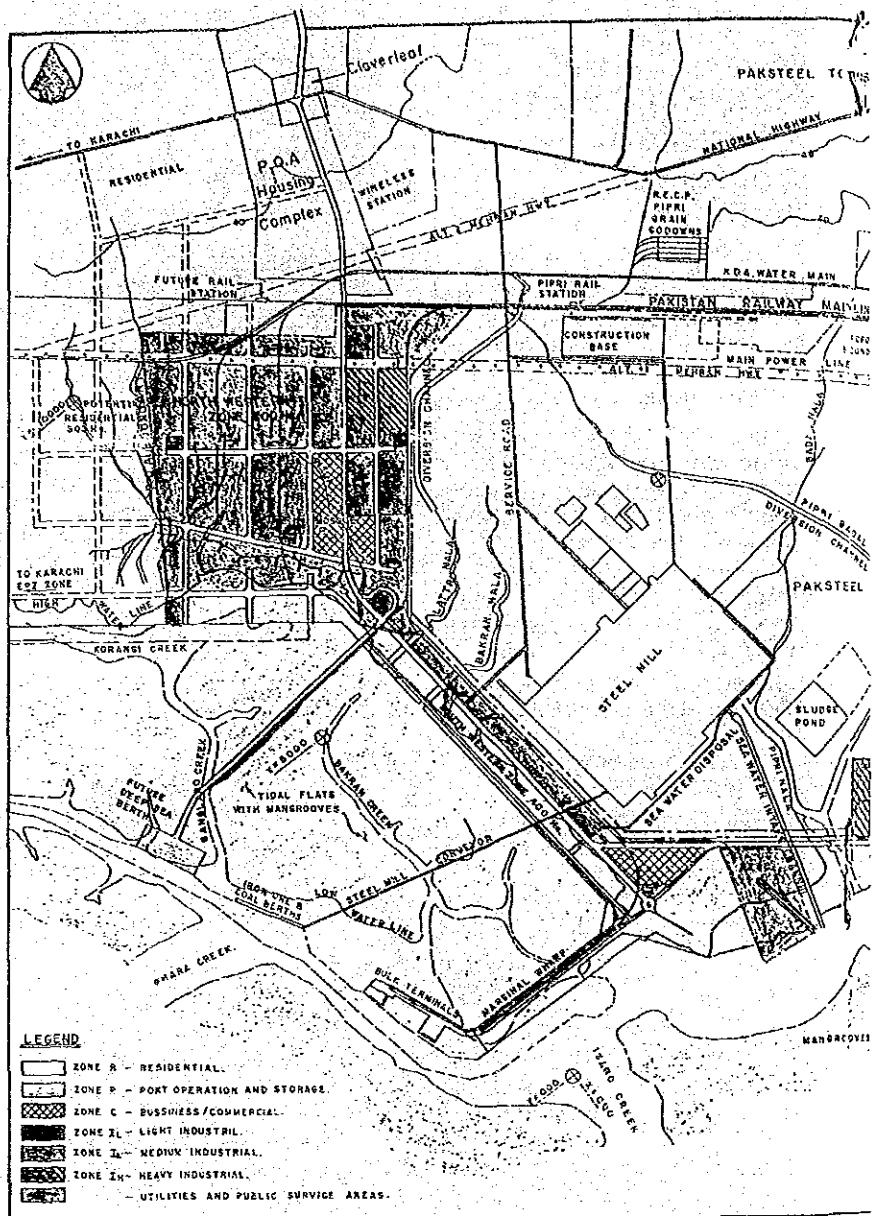
In sum total, this container terminal is poised to bring about marked changes in the logistic pattern of the country's foreign trade.



# LAND UTILISATION

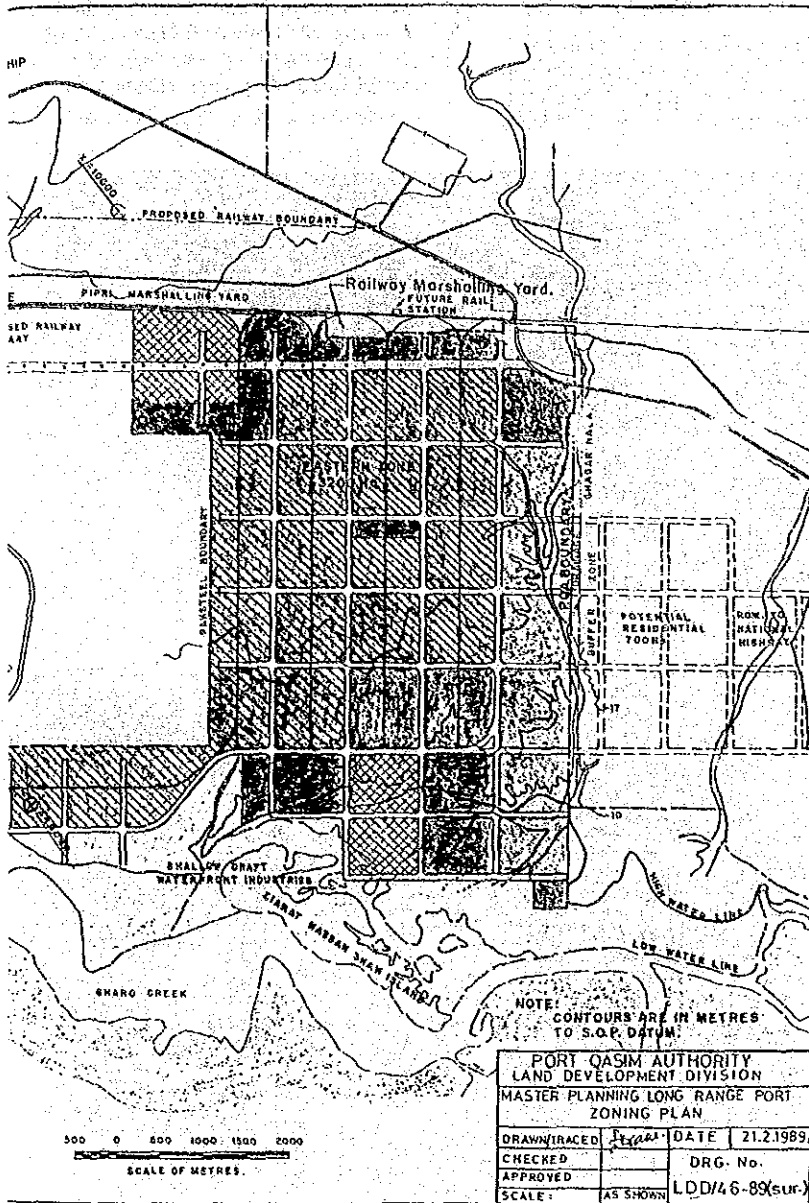
Probably the most promising and far reaching impact on the national economy due to Port Qasim is going to be through the land utilization for setting up industrial units and other commercial activities related to Port. Port Qasim has about 12000 acres of land above high water mark and number of islands which can be developed into locational sites for industry as and when required. There are industries which require massive volumes of imported raw materials for their output and there are industries which manufacture products for export in very large quantities. Such industries find locations near port as ideal since the proximity to port accrues them savings in the time and cost of inland transportation. Port, by allocating land to such industries, adds to their competitiveness in the world markets and thus adds to the efficiency of national economy. This phenomenon is called in the professional jargon as "Maritime industrialisation" and is the expression of industrial function of the port. Port Qasim has set aside 10,000 acres of land for this purpose to establish heavy, medium and light industries and such service industries and commercial activities which have supportive and back-up role for port-based and port-related productive capacities.

The developed countries, thanks to the dynamics of development, are undergoing a restructuring of their





# AT PORT QASIM



service economies. There are certain industries which being wage-intensive, have under the social pressures, become unprofitable for them. They must either relinquish them or shift them to developing countries where wage factor is relatively less expensive. Port Qasim offers very favourable location for international cooperation in such ventures by Pakistani entrepreneurs.

There is another vital and critical angle to look at the land utilisation. In socio-economic terms the developmental potential and scope of Karachi has reached saturation, hence the social problems

By encouraging future industrial and economic growth of Karachi in the Bin Qasim area, we shall reduce the problems and troubles of Karachi. For this take-off the entrepreneurial class of this country which is considered to be the base for development has to play its due role. The area at Port Qasim and around Port Qasim provides the best constellation of objective conditions to be supplemented by the subjective efforts and dash by the investors, relevant Government agencies and financial and economic institutions, making the Bin Qasim area the launching pad for our industrial economic sailing into 21st Century, both for Port Qasim and for Pakistan.

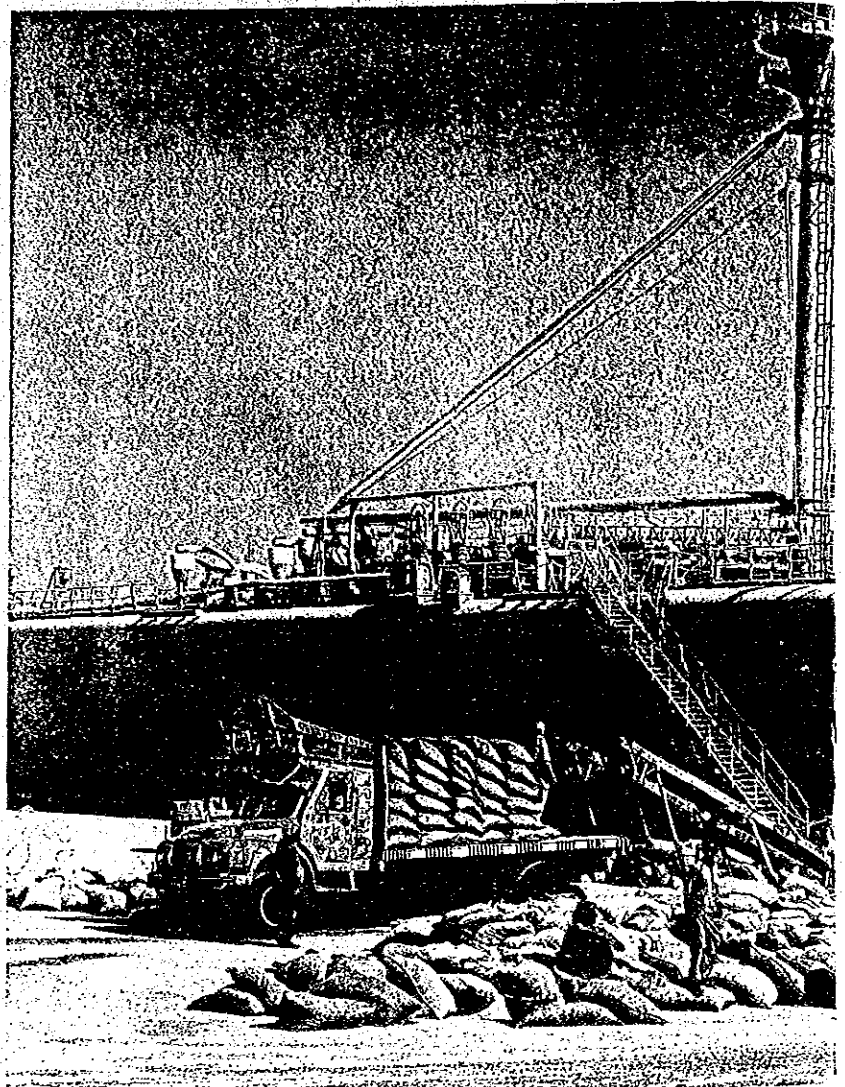
Handling imported wheat is a major aspect of Port Qasim's activities.

The year 1988-89 brought in its brace a massive challenge for Port Qasim to prove its capability as an international seaport by handling

extraordinarily huge volumes of wheat imports of over two million tonnes within a short span of time. The successful and frictionless wheat handling operation amply demonstrated its worth as the

## **HANDLING IMPORTED WHEAT**

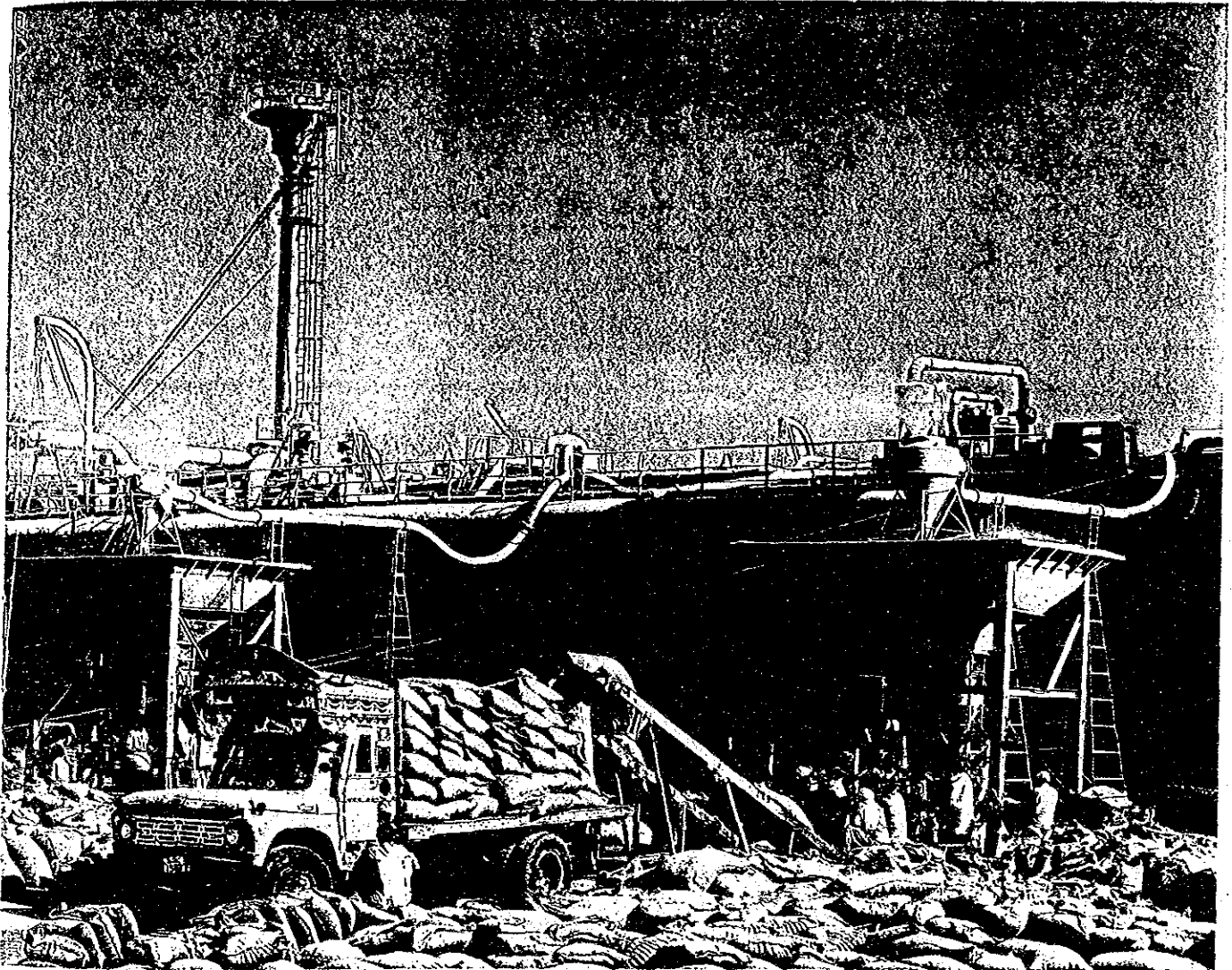
**-an impressive  
exercise in  
coordination!**



alternative seaport of Pakistan, fully equipped to tackle the spill-overs of Karachi Port beyond its economic size of performance. The maximum wheat unloaded in 24 hours stood at 25,300 tonnes.

Furthermore, the handling of M.V. OCEAN CHALLENGER which brought 206,898 tonnes of wheat in March 1989 and had to be lightered outside the port as she could not be brought inside the port as her

dimensions were excessively beyond the level of permissibility by the port. The handling of this giant vessel is said to be the largest wheat cargo movement and lighterage operation in the history of shipping.



Wheat being handled of Port Qasim.

# PORT QASIM and Future Development Plans

The location and layout of Port Qasim has great potential for development and expansion. Implementation of the following measures are envisaged:

## 1. CONTAINER TERMINAL

It is the immediate measure which will provide the first integrated State-of-the-art container terminal in our port sector within 14 months from now through conversion of 3 of the 7 existing multi-purpose berths.

## 2) OIL BERTH

Oil berth with annual capacity of 5 million tonnes of bulk liquids.

## 3) IRON ORE & COAL BERTH

Second Iron Ore & Coal Berth to meet the demand for imports of raw materials due to expansion in production capacity of Pak-Steel in early nineties.

## 4. DEEPENING OF NAVIGABLE CHANNEL

Deepening and widening of navigable channel to facilitate the transit of 75,000 DWT class vessels upto Iron Ore & Coal Berth (I.O.C.B.)

## 5. BULK FERTILIZER TERMINAL

Bulk Fertilizer Terminal to meet the accelerated demand of our agriculture for fertilizer imports to increase the level of agricultural produce meeting the demand of increasing population and cut down our dependence on food-grain imports.

## 6. FOODGRAIN TERMINAL

Availability of Foodgrain Terminal and foodgrain reserves would put Pakistan on solid footing to deal with foodgrain surplus, and deficit positions in the country. This facility would be instrumental in realising the recommendations for Pakistan to establish strategic foodgrain reserves by the Ministers Conference of Islamic Countries organization and SAARC.

## 7. LAND UTILIZATION FOR INDUSTRIALIZATION

The location of such industries and productive capacities at Port Qasim which are either import or export based would give a fillip to the utilization of Port facilities and have a positive effect on the financial position of Port Qasim. 10,000 acres have been set aside for this purpose.

## 8. INLAND WATER TRANSPORT

Survey and studies are in hand to explore possibilities using the Indus for cargo transportation to and from the seaport.

## 9. TOURISM FACILITIES

Tourism facilities and Water Sports financed by the private sector would bring not only income for PQ but also cater for the recreation starved populace of Karachi.

## Brief Description of Major Items of Completed Work:

Multi-purpose Terminal Berths 1-7 alongwith facilities.

**Berth Capacity** **3 to 5 million tonnes  
per annum**

- Length of each berth 200 m
- Apron width 30 m
- Depth Berth 1-4 10.5 to 11 m
- Depth Berth 5-7 12 m
- Back up space behind the berth 300 m
- Operating Building 2 Nos.
- Transfer Shed 3 Nos.
- Masque 1 Nos.

### Steel Mill Berth

- Berth Capacity 3.36 mln. ton/annum
- Length of the berth 279 meter
- Depth 12.8 meter
- Operating Building and maintenance facility.
- Rated capacity of 2 Nos. 1000 tonnes per hour each
- Belt conveyor 4.5 km

### Main Access Road

- Length 11.132 km
- Width 7.5 m
- Shoulder 3.0 m

### Railway works

- Length 24 km
- No of track behind the Marginal Wharf Berth 6 Nos.

**Telephone** 6 + 600 line PABX

### NAV. Channel

- Length 45 km
- Width 185-240 m
- Depth 11.3—12.4 m

## MARITIME TRAFFIC

	1980-81	1981-82	1982-83	1983-84
<b>MULTI-PURPOSE TERMINAL</b>				
<b>IMPORTS</b>				
Wheat	—	—	—	—
General Cargo	—	—	5	1
<b>Sub-Total</b>	—	—	5	1
<b>EXPORTS</b>				
Rice	—	—	260	1048
Steel Products	—	138	128	404
Cotton	—	—	52	10
Fertilizer	—	—	—	101
Residual Cargo	1	26	6	—
<b>Sub-total:</b>	1	164	446	1563
<b>Total:</b>	1	164	451	1564
<b>NO. OF SHIPS</b>	2	17	64	134
<b>IRON ORE &amp; COAL BERTH</b>				
Iron Ore	196	708	745	839
Coal	156	538	520	491
Manganese Ore	24	—	25	27
<b>Sub-total:</b>	376	1246	1290	1357
<b>NO. OF SHIPS</b>	15	49	46	39
<b>TOTAL IMPORTS:</b>	376	1246	1295	1358
<b>TOTAL EXPORTS:</b>	1	164	446	1563
<b>GRAND TOTAL:</b>	377	1410	1741	2921

# VOLUME AT PORT QASIM

(000 Tonnes)

1984-85	1985-86	1986-87	1987-88	1988-89	TOTAL
254	855	414	579	2255	4357
—	—	—	—	1	7
254	855	414	579	2256	4364
596	1163	861	791	487	5206
40	92	215	10	35	1062
—	—	—	—	—	62
205	114	30	10	20	480
21	21	22	17	13	127
862	1390	1128	828	555	6937
1116	2245	1542	1407	2811	11301
93	189	114	96	133	842
1185	1303	1378	1504	1397	9255
711	853	941	810	910	5930
—	33	28	—	36	1173
1896	2189	2347	2314	2343	15358
50	53	57	58	58	425
2150	3044	2761	2893	4599	19722
862	1390	1128	828	555	6937
3012	4434	3889	3721	5154	26659

continued from page 6

about an improvement in the living conditions of our people.

This development, whether it takes place in any part of the Frontier Province or Baluchistan, in the plains of Punjab or Sindh or any part of our coast, is an interlinked and integrated effort. Yesterday I laid the foundation stone of the Pakistan Marine Academy. With Port Qasim in operation, the national shipping industry will expand and the marine academy will cater to the national demand for executive and other personnel of our mercantile fleet.

The signing of a contract for the construction of four berths at Port Qasim for handling bagged cargo is evidence of progress here and I am glad to note that tenders are soon to be invited for the construction of an exclusive berth for iron ore and coal for the Steel Mill. I must stress the importance of the concurrent completion of this berth with the Steel Mill going into production. I hope that the construction of the first four berths will be followed in quick succession by the construction of three more berths to complete the target of seven berths in the first phase of the construction programme. Port

Qasim has a vital role to play in the service of the Karachi Steel Mill which is being constructed with the assistance of the Soviet Union.

#### **A BOON**

Once Port Qasim is in operation it should be a boon for international trade and shipping. Insha Allah, within 20 months from today, Port Qasim should be operational and receive its first cargo vessel. With that pressure on Karachi port will begin to ease and its chronic congestion, which has caused substantial losses to the national economy in general and to the shipping industry in particular, will begin to dissipate.

I would like to take this opportunity of publicly thanking the Government of Canada, United Kingdom, France, Federal Republic of Germany, Japan and Belgium



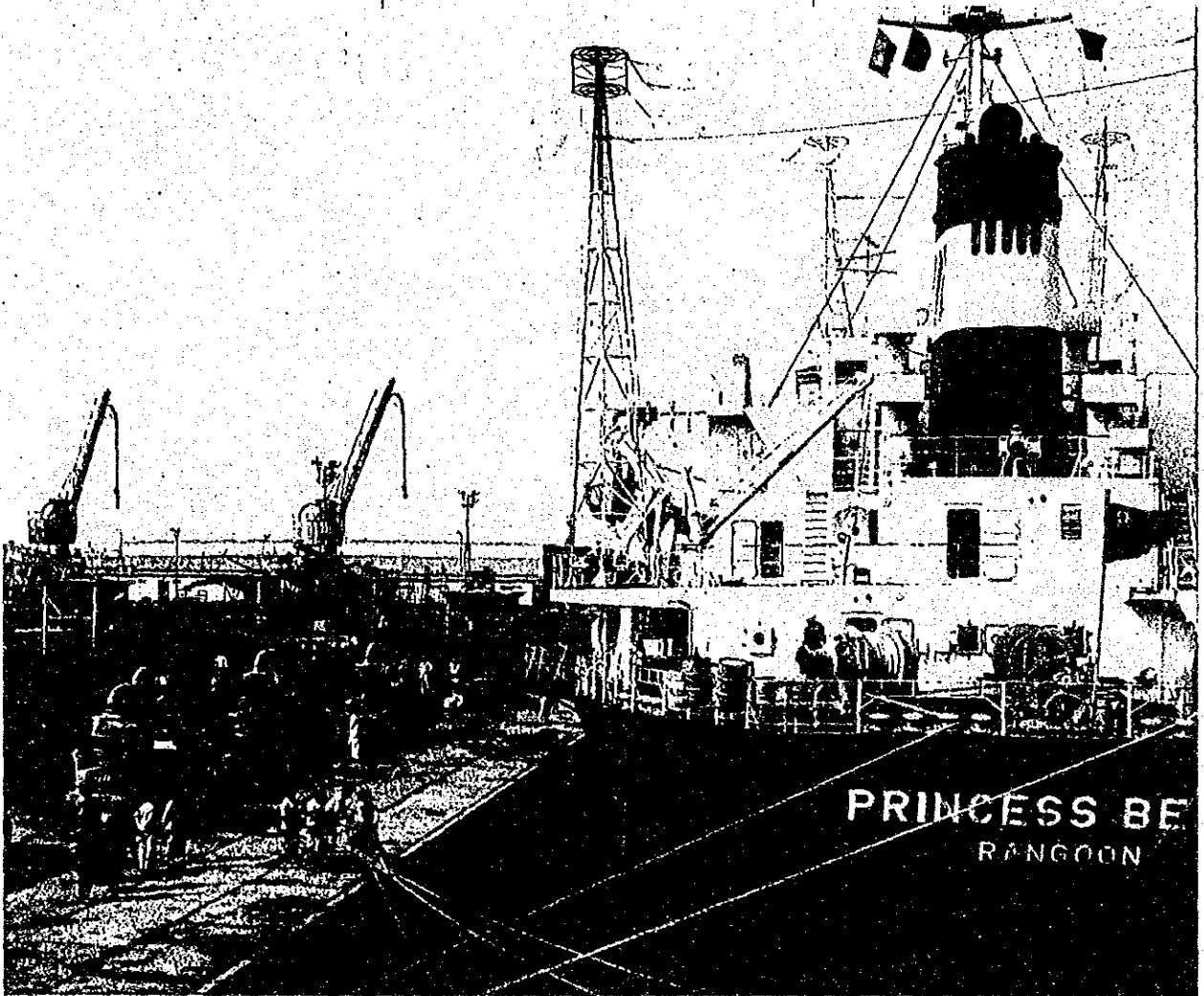
whose cooperation at one stage or another has contributed to the development of the Port Qasim project.

I hope and pray that vessels touching Port Qasim will be well served and with promptitude. I am confident that Karachi Port and Port Qasim will vie with each other in servicing their clients and both will earn the reputation of being among the most efficient ports of the world. Such a reputation will make Port Qasim bustle with purposeful activity. I am confident that with the facilities we are providing, and the skills that our workers and managers possess, Port Qasim will come to be known as possessing an efficient force that can launch and receive a thousand ships.

I have much satisfaction in laying the foundation stone of Port Muhammad Bin Qasim, and in so doing I wish all workers, engineers, technicians, planners and managers success in their assignments in this project which is of great significance to the whole nation.

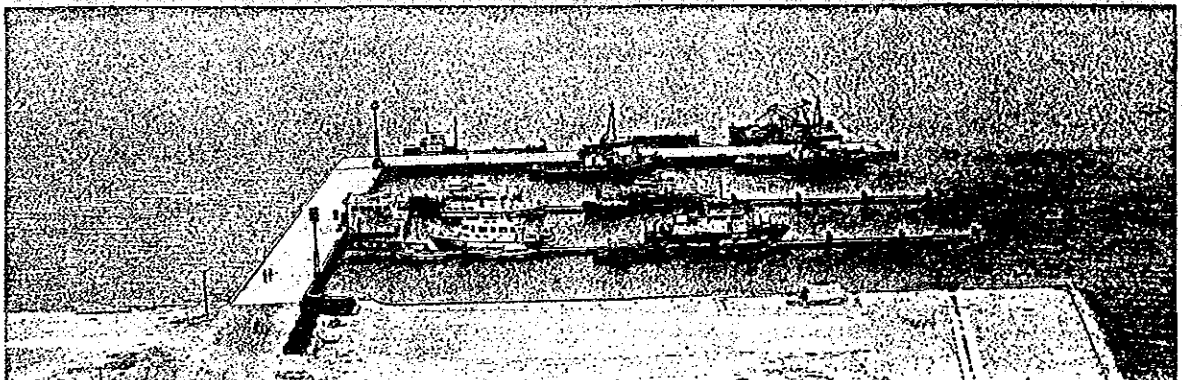
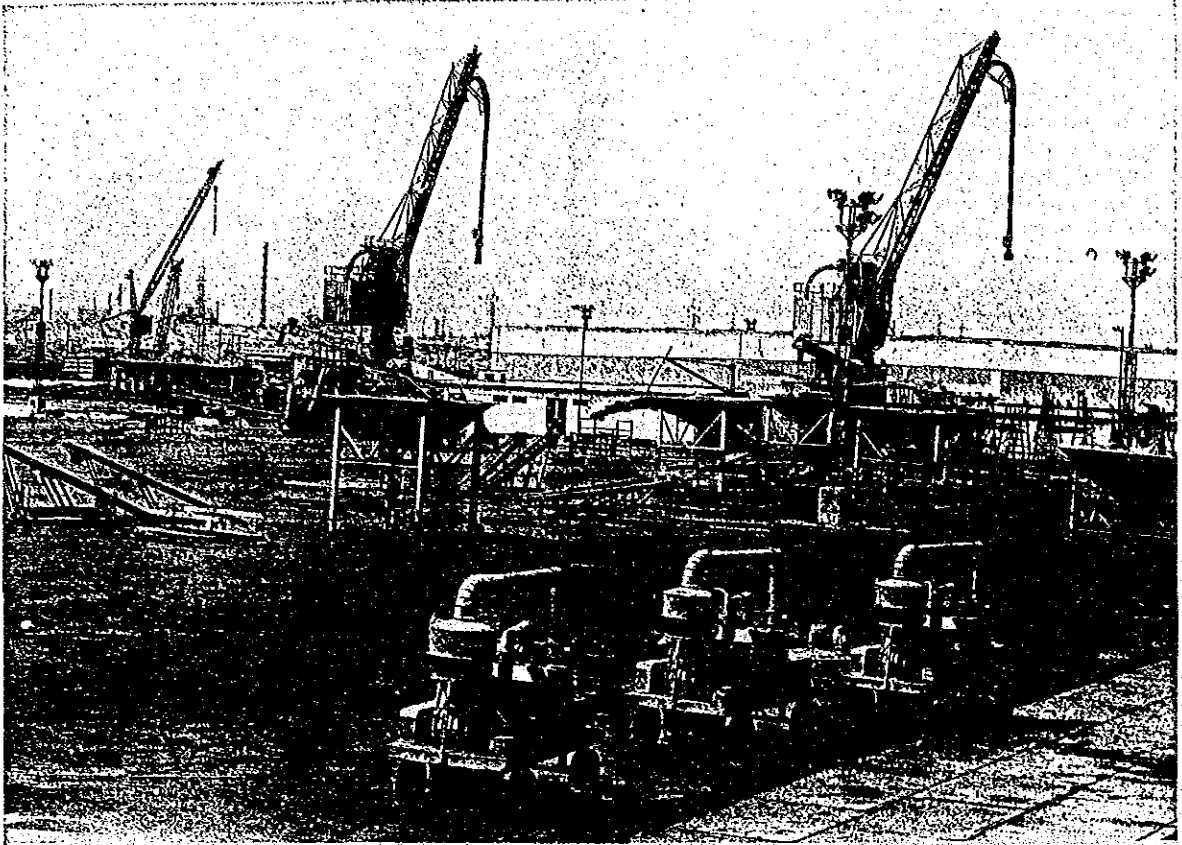
Pakistan Zindabad.





Ship berthed at Port Qasim

Cargo handling equipment



Harbour craft jettty



## 4 - 1 質問状及び回答

### Questionnaire

It is very much appreciated if you could provide us with any information with regard to the maritime safety services. Please also provide us with related-brochures, laws and regulations, if you have any.

#### I. Administrative organizations

Names, duties, number of personnel and annual budget of the administrative organizations that are responsible for the followings.

- a. Law enforcement in the territorial water, security of strife at sea, security keeping against terrorism at sea.
- b. Law enforcement in the 200-mile fishing zone (or exclusive economic zone)
- c. Control of maritime crime
- d. Control of drug-related criminal
- e. Search and rescue
- f. Maritime traffic safety
- g. Surveillance and control of marine pollution
- h. Prevention of maritime disasters
- i. Hydrographic survey, issuance of nautical charts and, hydrographic publications
- j. Establishment, operation and maintenance of aids to navigation (lighthouses, lighted buoys, DECCA, LORAN, etc.)

#### II. Guard, Search and Rescue

##### A. Available resources, equipment or facilities

##### (1) Patrol vessels

- a. Number of patrol vessels classified by type and gross-tonnage
- b. Equipment on board, such as large waterjet, weapons, communication apparatus etc.

(2) Aircraft

- a. Number of aircraft classified by type
- b. Equipment on board such as communication apparatus etc.
- c. Number of helicopters classified by type
- d. Number and type of aircraft which will be introduced in the near future

(3) Communication system

- a. Number of coastal radio stations, locations and facilities etc.
- b. Inner communication system, communication system among organizations concerned
- c. Communication system being utilized for search and rescue
  - Facilities for distress-related communications
  - Operation and watchkeeping system
  - Facilities for homing (direction finding station, etc.)

(4) Others

- a. Name of department, number of personnel and its budget allocated annually for construction and maintenance of patrol vessels and aircraft, and R & D plans, if any.
- b. Annual budget for maintenance and construction of communication facilities or equipment

B. Search and Rescue

- a. Present status of search and rescue activities
- b. Future plan for search and rescue system improvement
- c. Coordination for search and rescue among authorities concerned
- d. Search and rescue region
- e. Any search and rescue agreement concluded between your country and neighbouring countries or among neighbouring countries based on the Search and Rescue Convention, 1979

- f. Points of contact with foreign SAR agency (RSS)
  - name of contact point
  - address
  - telephone number
  - telex number
  - facsimile number
  - AFTN
- g. Statistics of marine casualties
- h. Application of ship reporting system
- i. Search and rescue activities being carried out by private sectors
  - Organization
  - Resources available for search and rescue
  - Status of rescue activities

### III. Surveillance and control of marine pollution

- a. Any law or regulation for control or prevention of the marine pollution
- b. Surveillance and control system of marine pollution
- c. Present status of the marine pollution control or prevention activities

### IV. Prevention of marine disaster, fire fighting etc.

- A. Any law or regulation regarding prevention of the marine disaster
- B. Marine disaster prevention system (organization, number and type of fire-fighting vessel, oil skimmer, oil boom etc.)
- C. Number of major oil tanker accidents

### V. Establishment, operation and maintenance of aids to navigation

- A. Number of aids to navigation
  - a. Number of visual aids to navigation (lighthouses, lighted beacons, lighted buoys, beacons etc.) by type, by power source (commercial power, gas, solar power) and whether lighthouses are manned or unmanned.

- b. Location of visual aids to navigation
- c. Number of radio aids to navigation by type

B. Administrative organization of aids to navigation

- a. Organization structure (organization chart etc.)
- b. Number of personnel, if possible, classified by those working in the field of administration and those in the technical field
- c. Education and training of staff
- d. Approximate amount of budget allocated for construction and administration of aids to navigation
- e. Number of aids to navigation vessels utilized for operation of aids to navigation

C. Development plan of aids to navigation

- a. Development plan of visual aids - plan to establish new lights or to improve existing lights
- b. Development plan of radio aids such as Radar beacons, Decca etc.

TEAM OF JICA EXPERTS FOR PORTS & SHIPPING  
WING, MINISTRY OF COMMUNICATIONS, KARACHI.

ANSWERS TO QUESTIONNAIRE OF JICA:

1. Ports & Shipping Wing, Ministry of Communications, Government of Pakistan, Karachi. Subjects concerning with International Sea-ports and Shipping of Pakistan, 150 personnel and annual budget of Rs.47,26,000/-. MSA personnel, Coast Guard & their respective budgets are separate.
- a) Pertaining to Maritime Security Agency(MSA).
  - b) M.S.A. is responsible.
  - c) Harbour Police & Pakistan Coast Guard are responsible. Also Principal Officer, Mercantile Marine Department (POMD) is responsible under the provisions of Merchant Shipping Acts.
  - d) Harbour Police, Pakistan Coast Guard.
  - e) Ports & Shipping Wing & Maritime Security Agency.
  - f) Harbour Authorities are responsible.
  - g) Ports & Shipping Wing, in collaboration with Harbour Authorities, Maritime Security Agency, Pakistan Coast Guard.
  - h) Maritime Security Agency is responsible.
  - i) Pakistan Navy, Hydrographic Department.
  - j) Light House Department.
- II.A. This part relates to Maritime Security Agency, they do possess Petrol Vessels, Aircraft and communication system. Karachi Radio Station is the coastal radio station of the area.
- B. a) International Convention on Maritime Search and Rescue 1979 entered into force for Pakistan on 11.12.1985.
- b) Maritime Security Agency to enhance their capabilities.
  - c) Ports & Shipping Wing and Maritime Security Agency and Mercantile Marine Department (PMD).
  - d) Area 10-A (North West Indian Ocean).
  - e) Nil
  - f) Not known.



- III. a) i. Pakistan Environmental Protection Ordinance, 1983.  
 ii. Ports Act, 1908.  
 b) To be established by Port Authorities and Maritime Security Agency.  
 c) Legislative measures only.

IV. A. None.

B. Non existent, KPT and Individual Oil Companies have their own fire fighting organisations/arrangements at their installations.

C. Nil.

KPT: Karachi Port Trust

V. A. a) 14.10.1993.

Electricity, Kerosine, Gas, Solar Power, manned and remaining unmanned.

b) List attached.

c) JIWANI (JI) 330 25-04-23N 61-48-00E.  
 (RASMORI (KA) 244 25-50N 66-40-00E  
 (KARACHI) KC) 271 24-55-38N 67-10-07E.

B. a, b & c chart attached.

d) Allotted Budget by Government	
year, 1986-87	Rs. 927,745.00
	755,511.00
1987-88	Rs. 648,000.00
1989-90	Rs. 697,000.00

e) Required-2.

C. Not yet donated any of equipment from Donor Country.

"It is suggested to improve range of 3 existing Lighthouses (Gwadar, Ormara & Cape Monze) from 19 miles to 27 miles with Electric Power, and to install existing Lights at new positions which would assist in maintaining continuity in covering the gap".

TECHNICAL COOPERATION ON  
NAVIGATIONAL AIDS ON PAKISTAN  
COAST BY GOVERNMENT OF JAPAN.

The Introduction of Modern Technology in maritime field, particularly in Shipping, is progressing rapidly and gaining an acceptance in the Commercial and economical sectors. As a result conventional types of ships and navigational aids are superseded and replaced by new technological changes for ~~to~~ gaining advantages of shortest routes to ports around the World.

It being an international obligation for maritime nations of the world to provide a safe passage and to maintain Navigational Aids on their Coasts; Pakistan being a party to number of conventions conveyed under the auspices of the International Maritime Organization, has to maintain and provide such facilities to complete the chain on its 870 Km. Long Coast extending from QATAR (25-03N, 61-37E) in the West and Sir (23-41.5N, 68-11.0E) in the South for safe passages through her waters and approaches to her Ports and to avoid marine accidents and incidents, that may result in major oil spills, threatening danger to marine life, coastal belt and loss of life at sea.

Further more to conduct an efficient Search and Rescue Operation within the Pakistan Search and Rescue Region, these Navigational Aids would also be helpful for leading and approaching to the site of accident.

At present Pakistan Coast is equipped with only one Navigational Aid System, a primitive one only i.e. Light Houses; whereas rest of the Countries, even our next door Countries like India, Iran, U.S.A., Oman, etc, have installed multiple Navigational Aids Systems like Decca, Raymark, Racon, Loran, D.F., plus the Light Houses. Now a days most of the vessels are fitted with new Navigational System, as mentioned above including satellite Navigation.

To comply with the aforementioned requirements and obligations of the conventions it has become essential to complete the chain of electronic Navigational Aids on the Coast of Pakistan for safe navigation and safety of life at sea when the chain is completed by the installation of required Navigational Aids, it will help:-

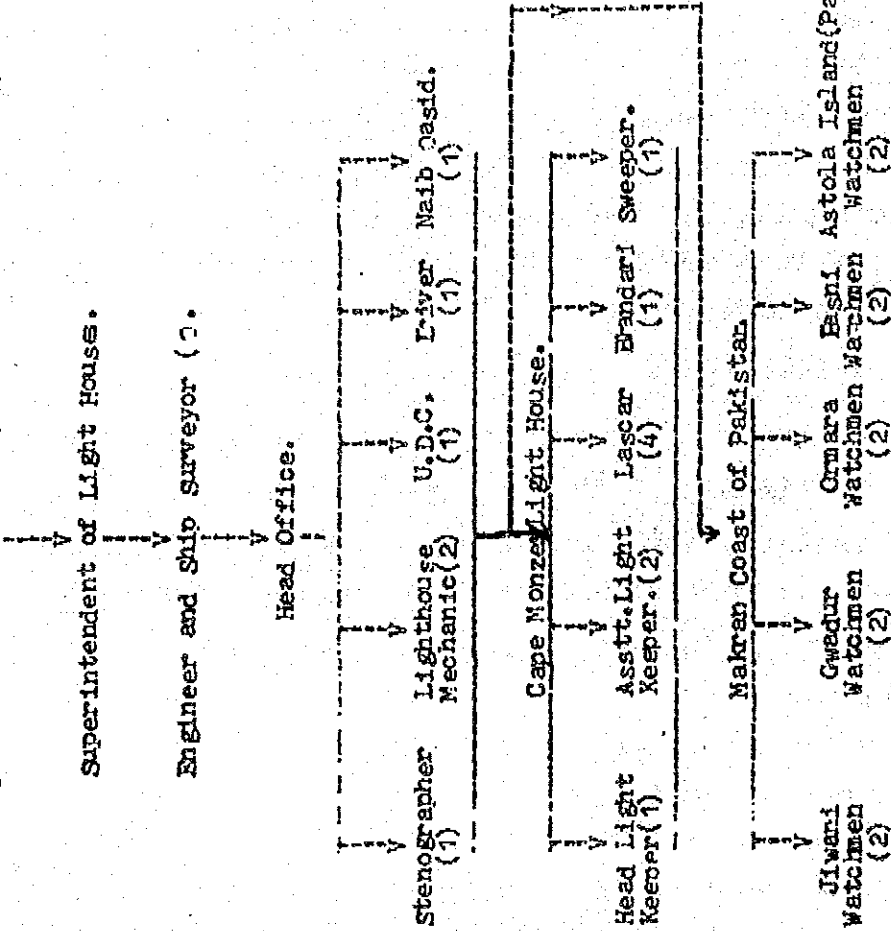
- i) For Navigation to all vessels approaching to Karachi, Port Qasim and other Ports in Pakistan.
- ii) To fill in the gap in N.E. Arabian sea sector, covering Pakistan Coastal Waters;
- iii) To carry out Search and Rescue Operation in Pakistan Sea and other regions;
- iv) Coastal Navigation and avoiding collisions in bad weather conditions, Wrecks and Shoals, in carrying out Oceanographic and Hydrographic surveys, patrolling the limits of territorial waters; and E.E.Z.
- v) Positioning of Oil and Gas explorations.
- vi) To assist Navigation of fishing craft and their wandering over to other countries.

The installation of following System of Navigational Aids on the whole Coast of Pakistan are recommended:

- i) Decca Chain System; ( 3 masters and 6 slaves).
- ii) Loran-C;
- iii) Radar Reflectors 18 Numbers;
- iv) Steel Tower for Radar Reflector 10 Nos;
- v) Racon. 3 Nos. Katty Bunder, Cape House Gaudar.
- vi) D. F. in all Light Houses, (4 Nos.) (Katty Bunder, Cape House, Ormara, Gaudar)
- vii) Means of transport by sea and road (speed boat 40', Vehical 4wd).
- viii) Communication link between Light House on Radio Telephony. (2) Light House 2 Nos. ).

ORGANISATION CHART  
OF

LIGHT HOUSES & LIGHTSHIPS DEPARTMENT, GOVERNMENT OF PAKISTAN, 70/4, TIMBER HARD, N.M. RECLAMATION, KEHWARI, KARACHI.  
MINISTRY OF COMMUNICATIONS ( PORTS & SHIPPING WING )



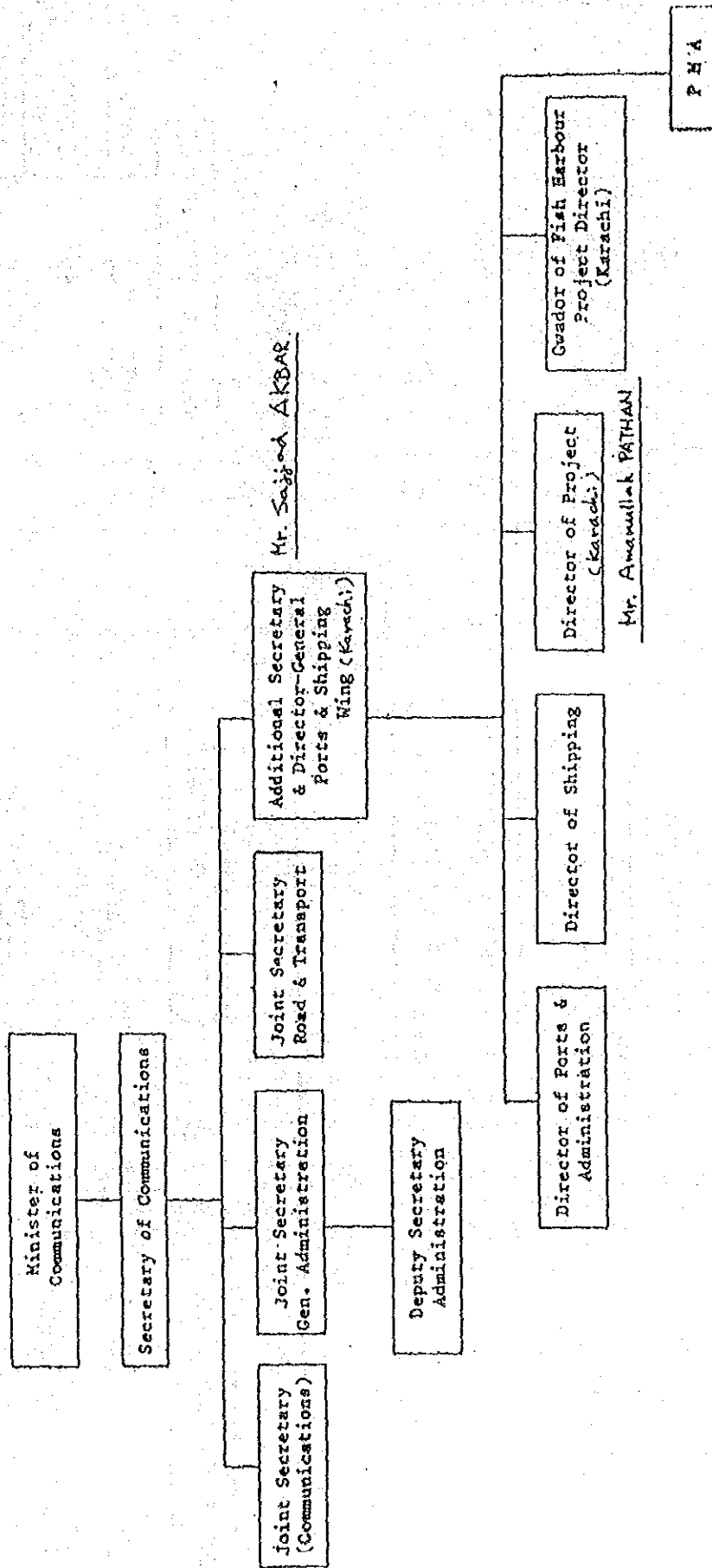
HOUSE & LIGHTSHIPS DEPTT:  
er & Ship surveyor. G-18  
rapher. G-15  
h a n i c. G-10  
C. G-07  
ight Yeover. G-06  
Light Keeper. G-05  
en ( Chowkddar ). G-04  
v e r. G-03  
c . r. G-01  
s i d. ( Peon ). G-01  
n d e r i. G-01  
e d e r. G-01

- Duties of Superintendent of Light Houses, (Grade-20) are being carried out by the Principal Officer, Mercantile Marine Department, Karachi, in addition to his own.

GOVERNMENT OF PAKISTAN,  
MERCANTILE MARINE DEPARTMENT,  
70/4, TIMBER HARD,  
N. M. RECLAMATION,  
KEHWARI, KARACHI.

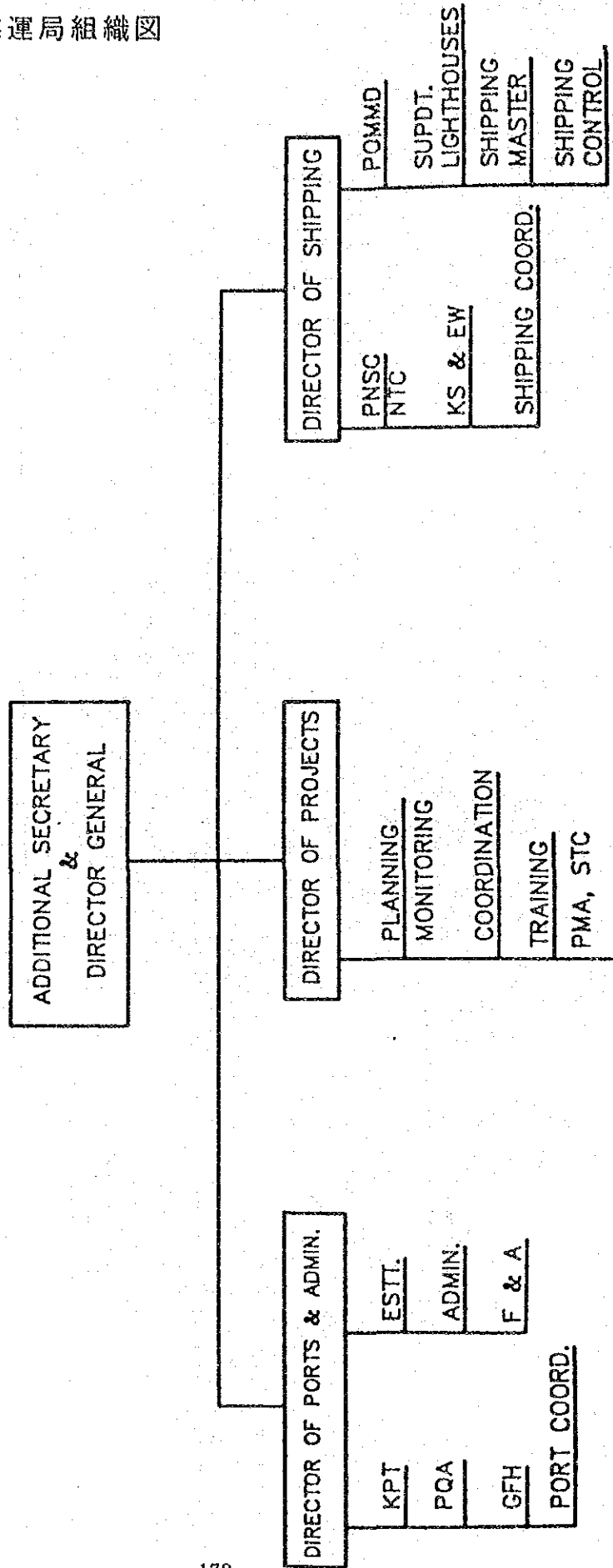
*S. H. S.*  
Superintendent of Light Houses  
Government of Pakistan  
Kerachi District

Organization of the Ministry of Communications



PORTS & SHIPPING WING

MINISTRY



REGISTERED No. S. 1033

The Gazette of Pakistan



EXTRAORDINARY  
PUBLISHED BY AUTHORITY

KARACHI, MONDAY, FEBRUARY 9, 1987

PART III

Other Notifications and Orders, etc., issued by the Government of Pakistan

GOVERNMENT OF PAKISTAN

MINISTRY OF DEFENCE

(Maritime Affairs Wing)

Rawalpindi, the 26th January, 1987

No. F. 1386 MAW (M-1).--The following Resolution, approved by the Prime Minister of Pakistan on 8th January, 1987, is hereby published for general information:—

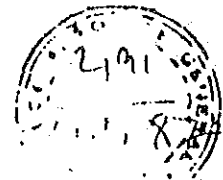
RESOLUTION FOR MARITIME SECURITY AGENCY

1. The need to assert and enforce national jurisdiction and sovereignty on Pakistan Waters, as defined in the Pakistan Territorial Waters and Maritime Zone Act, 1976, and Law of the Sea Convention and the need to afford protection to our fishermen at sea, and other related problems in the Maritime field, have been engaging the attention of Government of Pakistan for some time past. The government has now resolved that a Maritime Security Agency be set up under the Ministry of Defence with duties and functions as follows:—

- a. To enforce national laws and international agreements on and under water in the Maritime Zones of Pakistan as defined in the Territorial Waters and Maritime Zone Act, 1976 and as may be defined by the Government of Pakistan from time to time.
- b. To provide protection to Pakistan fishermen at sea.

(15)

Price: Ps. 30



- c. To carry out and co-ordinate search and rescue for the vessels, property and lives in distress in Pakistan Maritime Zones including inter-tidal zones, and on high seas, where authorised.
- d. To ensure Maritime Safety, i.e. minimize loss of life, personal injury, property damage on and under water in the Maritime Zones of Pakistan including inter-tidal zones.
- e. To ensure safety of and provide protection to off-shore terminals, submarine cables, pipes, artificial islands and other structures and devices in the Maritime Zones of Pakistan.
- f. To maintain, conserve and improve the quality of marine life and to prevent and control the effects of marine disaster including sea pollution.
- g. To assist other government agencies, departments, institutions and authorities (federal, provincial and local) in maritime matters.
- h. To co-ordinate with national and international agencies in hydro-graphic and oceanographic research, aids to navigation, weather reporting and other scientific activities in the Maritime Zones of Pakistan.
- i. To maintain an effective and ready force for employment in war or emergency and for immediate response to any specific tasks or situation as prescribed by the Federal Government.

2. The Maritime Security Agency (MSA) shall be headed by a Director-General to be appointed by the Federal Government on such terms and conditions as may be determined by the Federal Government.

3. The MSA shall have vessels, boats, aircraft and other means and such administrative, technical and legal staff as the Federal Government may provide or appoint.

4. Manpower, machinery, vessels, boats, aircraft, equipment and logistic facilities etc., for the MSA may be acquired from the Pakistan Navy and other agencies on such terms and conditions as may be decided by the Federal Government.

5. **Delegation of Powers by the Federal Government.**—The Federal Government may, by notification in the Official Gazette, delegate all or any of its powers under this Resolution, except those under para 7, to the Director-General or such officer(s) as it may deem fit.

6. **Delegation of Powers by the Director-General.**—The Director-General may, by notification in the Official Gazette and with the prior approval in writing of the Federal Government, delegate all or any of his powers under the Rules for the efficient functioning of the Agency or to any officer(s) or authority subordinate to him.

7. **Powers to make Rules.**—The Federal Government may, by notification in the Official Gazette, make rules

- (i) regarding the functions and powers of the officers;
- (ii) regulating the classes and grades of and the remuneration and rewards to be paid to the Officers and members of the Agency and their conditions of service etc.



8. Budget.—(a) The Maritime Security Agency shall submit its annual budget estimates for approval of the Federal Government like any other Attached Department.

(b) Fees, charges, etc., and moneys received from national and international agencies with the approval of the Federal Government and any sums received from Services rendered or for any other reasons shall be deposited into Treasury as Government Receipts.

9. Audit and Accounts.—(a) The Maritime Security Agency shall maintain proper accounts and other relevant records and prepare annual statement of accounts in such forms as are prescribed by rules of the Federal Government.

(b) The accounts of the Maritime Security Agency shall be audited every year by the Auditor General of Pakistan.

10. Discipline.—Maritime Security Agency personnel shall be subject to PN Ordinance, 1961, till such time as separate law is framed for their performance. Civilian employees of MSA shall be subject to Civil Servants Act, 1973, Government Servants (Efficiency and Discipline) Rules, 1973, Civil Servants (Appointment, Promotion and Transfer) Rules, 1973 and such other rules as may be prescribed from time to time.

ORDERED THAT this Resolution be published in the *Gazette of Pakistan*.

SYED IJAL HAIDER ZAIDI  
*Secretary, Defence.*



REGISTERED No.  $\frac{S. 1033}{L-7646}$

The Gazette  of Pakistan

EXTRAORDINARY  
PUBLISHED BY AUTHORITY

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ISLAMABAD, TUESDAY, JANUARY 4, 1977

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PART I

Acts, Ordinances, President's Orders and Regulations

NATIONAL ASSEMBLY OF PAKISTAN

*Islamabad, the 4th January, 1977*

The following Acts of Parliament received the assent of the President on the 31st December, 1976, and are hereby published for general information:—

ACT No. LXXXI OF 1976

*An Act to provide measures for controlling and regulating the standards of service and amenities for tourists in hotels and restaurants*

WHEREAS it is expedient to provide measures for controlling and regulating the standards of service and amenities for tourists in hotels and restaurants and for matters ancillary thereto or connected therewith;

AND WHEREAS the Provincial Assemblies of the Punjab, Sind and North-West Frontier Province, and Parliament, exercising the powers of the Provincial Assembly of Baluchistan under Article 234 of the Constitution of the Islamic Republic of Pakistan, have passed resolutions under Article 144 of the Constitution to the effect that Parliament may by law regulate the standards of service and amenities for tourists in hotels and restaurants;

It is hereby enacted as follows:—

1. Short title, extent, application and commencement.—(1) This Act may be called the Pakistan Hotels and Restaurants Act, 1976.

(2) It extends to the whole of Pakistan.

(3) It shall apply to all the hotels and restaurants in Pakistan.

(4) It shall come into force at once.

(1)

[213 Ex. Gaz.]

Price Ps. 1.00

*An Act to provide for the declaration of the territorial waters and maritime zones of Pakistan*

WHEREAS it is expedient to provide for the declaration of the territorial waters and maritime zones of Pakistan and for matters connected therewith;

It is hereby enacted as follows:--

1. Short title and commencement.—(1) This Act may be called the Territorial Waters and Maritime Zones Act, 1976.

(2) It shall come into force at once.

2. Territorial waters.—(1) The sovereignty of Pakistan extends and has always extended to the territorial waters of Pakistan, hereinafter referred to as the territorial waters, as well as to the air space over, and the bed and sub-soil of, such waters.

(2) The limit of the territorial waters is twelve nautical miles beyond the land territory and internal waters of Pakistan measured from the baseline.

(3) The baseline from which such limit shall be measured and the waters on the landward side of which shall form part of the internal waters of Pakistan shall be specified by the Federal Government by notification in the official Gazette.

(4) Where a single island, rock or a composite group thereof constituting a part of the territory of Pakistan is situated off the main coast, the baseline referred to in sub-section (3) shall be drawn along the outer seaward limits of such island, rock or composite group.

3. Use of territorial waters by foreign ships.—(1) Without prejudice to the provisions of any other law for the time being in force and subject to the provisions of sub-section (2) and sub-section (3), all foreign ships shall enjoy the right of innocent passage through the territorial waters.

*Explanation.*—For the purposes of this section, passage is innocent so long as it is not prejudicial to the peace, good order or security of Pakistan.

(2) Foreign warships, including submarines and other under water vehicles and Foreign Military Aircraft may enter or pass through the territorial waters and the air space over such waters with the prior permission of the Federal Government:

Provided that submarines and other under water vehicles shall navigate on the surface and show their flag while passing through such waters.

(3) Foreign super tankers, nuclear powered ships and ships carrying nuclear or other inherently dangerous or noxious substances or materials may enter or pass through the territorial waters after giving prior notice to the Federal Government.

(1) The Federal Government may, if satisfied that it is necessary so to do in the interest of the peace, good order or security of Pakistan or any part thereof, suspend, by notification in the official Gazette, subject to such exceptions and qualifications, if any, as may be specified in the notification, the entry of all or any class of foreign ships into such area of the territorial waters as may be specified in the notification.

**4. Contiguous Zone.**—(1) The Contiguous Zone of Pakistan, hereinafter referred to as the Contiguous Zone, is an area adjacent to and beyond the territorial waters and extending seawards to a line twenty-four nautical miles measured from the baseline declared under sub-section (3) of section 2.

(2) The Federal Government may exercise such powers and take such measures in or in respect of the Contiguous Zone as it may consider necessary to prevent and punish the contravention of, and an attempt to contravene, any law in force in Pakistan relating to—

- (a) the security of Pakistan;
- (b) immigration and sanitation; and
- (c) customs and other fiscal matters.

(3) The Federal Government may, by notification in the official Gazette,—

- (a) extend to the Contiguous Zone any law relating to any matter referred to in clause (a) or clause (b) or clause (c) of sub-section (2), for the time being in force in Pakistan or any part thereof, with such modifications, if any, as may be specified in the notification; and
- (b) make such provisions as it may consider necessary for facilitating the enforcement of such law and any law so extended shall have effect as if the Contiguous Zone formed part of the territory of Pakistan.

**5. Continental Shelf.**—(1) The Continental Shelf of Pakistan, hereinafter referred to as the Continental Shelf, shall comprise the seabed and sub-soil of the submarine areas that extend beyond the limit of the territorial waters of Pakistan throughout the natural prolongation of the land territory of Pakistan to the outer edge of the continental margin or, where the outer edge of the continental margin does not extend up to a distance of two hundred nautical miles from the baseline declared under sub-section (3) of section 2, up to that distance.

(2) Pakistan has, and always had, full and exclusive sovereign rights in respect of its Continental Shelf, including—

- (a) exclusive sovereign rights for the purpose of exploration, development, exploitation, conservation and management of all resources, both living and non-living;
- (b) exclusive rights and jurisdiction to authorize, regulate and control scientific research;
- (c) exclusive rights and jurisdiction for the construction, maintenance or operation of artificial islands, off-shore terminals, installations and other structures and devices necessary for the exploration and exploitation of the resources of the Continental Shelf, for the convenience of shipping or for any other purpose; and
- (d) exclusive jurisdiction to preserve and protect the marine environment and to prevent and control marine pollution.

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(3) No person, including a foreign Government, shall, except under, and in accordance with the terms of, any agreement with the Federal Government, explore the Continental Shelf or exploit its resources or carry out any search or excavation or conduct any research within the Continental Shelf or drill therein or construct, maintain or operate therein for any purpose whatsoever any artificial islands, off-shore terminal, installation or other structure or device.

(4) The Federal Government may, by notification in the official Gazette,—

- (a) declare any area of the Continental Shelf and its superjacent waters to be a designated area ; and
- (b) make such provisions as it may deem necessary with respect to all or any of the following matters, namely :—
  - (i) the exploration, development, exploitation and protection of the resources of the Continental Shelf within such designated area ;
  - (ii) the safety and protection of artificial islands, off-shore terminals, installations and other structures and devices in such designated area ;
  - (iii) the protection of marine environment of such designated area ;
  - (iv) customs and other fiscal matters in relation to such designated area ; and
  - (v) the regulation of entry into and passage through the designated area of foreign ships by the establishment of fairways, sealanes, traffic separation schemes or any other mode of ensuring freedom of navigation which is not prejudicial to the interests of Pakistan.

(5) The Federal Government may, by notification in the official Gazette,—

- (a) extend to the whole or any part of the Continental Shelf any law for the time being in force in Pakistan or any part thereof, with such modifications, if any, as may be specified in the notification ; and
- (b) make such provisions as it may consider necessary for facilitating the enforcement of such law ;

and any law so extended shall have effect as if the Continental Shelf or, as the case may be, the part thereof to which it has been extended formed part of the territory of Pakistan.

(6) Subject to any measures that may be necessary for protecting the interests of Pakistan, and without prejudice to the provisions of sub-section (2), the Federal Government may not impede the laying or maintenance of submarine cables or pipelines on the seabed of the Continental Shelf by foreign States :

Provided that the consent of the Federal Government shall be necessary for the delineation of the course for the laying of such cables or pipelines.

6. Exclusive Economic Zone.—(1) The Exclusive Economic Zone of Pakistan, hereinafter referred to as the Exclusive Economic Zone, is an area beyond and adjacent to the territorial waters the limit of which is two hundred nautical miles from the baseline declared under sub-section (3) of section 2.

(2) In the Exclusive Economic Zone, its bed and sub-soil and the super-jacent waters, Pakistan has

- (a) exclusive sovereign rights for the purpose of exploration, development, exploitation, conservation and management of all resources, both living and non-living, as well as for producing energy from tides, winds, currents and the sun.
- (b) exclusive rights and jurisdiction for the construction, maintenance or operation of artificial islands, off-shore terminals, installations and other structures and devices necessary for the exploration and exploitation of the resources of the Zone or for the convenience of shipping or for any other purpose;
- (c) exclusive rights and jurisdiction to authorize, regulate and control scientific research;
- (d) exclusive jurisdiction to preserve and protect the marine environment and to prevent and control marine pollution; and
- (e) such other rights as are recognized by international law.

(3) No person, including a foreign Government, shall, except under, and in accordance with the terms of, any agreement with the Federal Government or a licence or letter of authority granted by the Federal Government, explore or exploit any resources of the Exclusive Economic Zone or carry out any search or excavation or conduct any research within the Exclusive Economic Zone or drill therein or construct, maintain or operate therein for any purpose whatsoever any artificial island, off-shore terminal, installation or other structure or device:

Provided that fishing in the Exclusive Economic Zone shall be regulated by the provisions of the Exclusive Fishery Zone (Regulation of Fishing) Act, 1975 (XXII of 1975).

(4) The Federal Government may, by notification in the official Gazette,—

- (a) declare any area of the Exclusive Economic Zone to be a designated area; and
- (b) make such provisions as it may deem necessary with respect to all or any of the following matters, namely:—
  - (i) the exploration, development, exploitation and protection of the resources of such designated area;
  - (ii) other activities for the economic exploitation and exploration of such designated area, such as the production of energy from tides, winds, currents and the sun;
  - (iii) the safety and protection of artificial islands, off-shore terminals, installations and other structures and devices in such designated area;
  - (iv) the protection of marine environment of such designated area;
  - (v) customs and other fiscal matters in relation to such designated area; and
  - (vi) the regulation of entry into and passage through the designated area of foreign ships by the establishment of fairways, sealanes, traffic separation schemes or any other mode of ensuring freedom of navigation which is not prejudicial to the interest of Pakistan.

(5) The Federal Government may, by notification in the official Gazette,—

- (a) extend to the whole or any part of the Exclusive Economic Zone any law for the time being in force in Pakistan or any part thereof subject to such modifications as may be specified in the notification; and
- (b) make such provisions as it may consider necessary for facilitating the enforcement of such law, and any law so extended shall have effect as if the Exclusive Economic Zone or, as the case may be, the part thereof to which it has been extended formed part of the territory of Pakistan.

(6) The provisions of sub-section (6) of section 5 shall apply in relation to the laying or maintenance of submarine cables or pipelines on the seabed of the Exclusive Economic Zone as they apply in relation to the laying or maintenance of submarine cables or pipelines on the seabed of the Continental Shelf.

(7) In the Exclusive Economic Zone and the air space over the Zone, ships and aircraft of all States shall, subject to the exercise by Pakistan of its rights within the Zone, enjoy freedom of navigation and overflight.

7. Historic waters.—(1) The Federal Government may, by notification in the official Gazette, specify the limits of such waters adjacent to its land territory as are the historic waters of Pakistan.

(2) The sovereignty of Pakistan extends, and has always extended, to the historic waters of Pakistan and to the seabed and subsoil underlying, and the air space over, such waters.

8. Maritime boundaries between Pakistan and States having coasts opposite or adjacent to those of Pakistan.—(1) Notwithstanding anything contained in any other provision of this Act,—

- (a) the delimitation of the territorial waters between Pakistan and any other state whose coast is opposite or adjacent to that of Pakistan shall be determined by agreement between Pakistan and such state and pending such agreement and unless any other provisional arrangements are agreed to between them, the boundary with regard to the territorial waters between Pakistan and such state shall not extend beyond the line every point of which is equidistant from the base-line from which the breadth of the territorial waters of Pakistan and of such state is measured; and
- (b) the delimitation of the Contiguous Zone, the Continental Shelf, the Exclusive Economic Zone and other maritime zones between Pakistan and any other state whose coast is opposite or adjacent to that of Pakistan shall be effected by agreement in accordance with equitable principles and taking account of all the relevant circumstances, and pending such agreement or a settlement Pakistan and such state shall make provisional arrangements taking into account the said principles for delimitation of the Contiguous Zone, the Continental Shelf, the Exclusive Economic Zone and other maritime zones.

(2) Every agreement referred to in clauses (a) and (b) of sub-section (1) shall, as soon as may be after it is entered into, be published in the official Gazette.



9. **Publication of charts.**—The Federal Government may cause the baseline referred to in sub-section (3) of section 2, the limits of the Territorial Waters, the Contiguous Zone, the Continental Shelf and the Exclusive Economic Zone and the maritime boundaries as settled by agreements referred to in section 8 to be published in charts.

10. **Offences.**—Whoever contravenes any provision of this Act or of any rule or notification made or issued thereunder shall, without prejudice to any other action which may be taken against such person under any other provision of this or of any other law, be punishable with imprisonment for a term which may extend to three years, or with fine, or with both.

11. **Offences by companies.**—(1) Where an offence punishable under section 10 has been committed by a company, every person who, at the time the offence was committed, was in charge of, and was responsible to the company for, the conduct of the business of the company, as well as the company, shall be deemed to be guilty of the offence and shall be liable to be proceeded against and punished accordingly :

Provided that nothing contained in this sub-section shall render any such person liable to any punishment provided in this Act if he proves that the offence was committed without his knowledge or that he exercised all due diligence to prevent the commission of such offence.

(2) Notwithstanding anything contained in sub-section (1), where an offence punishable under section 10 has been committed by a company and it is proved that the offence has been committed with the consent or connivance of, or is attributable to any neglect on the part of, any director, manager, secretary or other officer of the company, such director, manager, secretary or other officer shall also be deemed to be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

*Explanation.*—For the purpose of this section,—

- (a) "company" means any body corporate and includes a firm or other association of individuals ; and
- (b) "director", in relation to a firm, means a partner in the firm.

12. **Place of trial.**—Any person committing an offence punishable under section 10 or under any of the laws extended under this Act may be tried for the offence in such place or places as the Federal Government may, by general or special order published in the official Gazette, direct in this behalf.

13. **Previous sanction of the Federal Government for prosecution.**—No prosecution shall be instituted against any person in respect of any offence punishable under section 10 or under any of the laws extended under this Act without the previous sanction of the Federal Government or such officer or authority as may be authorised by that Government by order in writing in this behalf.

14. **Power to make rules.**—(1) The Federal Government may, by notification in the official Gazette, make rules for carrying out the purposes of this Act,

(2) In particular and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely :—

- (a) regulation of the conduct of any person in the Territorial Waters, the Contiguous Zone, the Continental Shelf, the Exclusive Economic Zone or any other maritime zone of Pakistan ;
- (b) regulation of the exploration, development, exploitation, conservation and management of the resources of the Continental Shelf ;
- (c) regulation of the exploration, development, exploitation, conservation and management of the resources of the Exclusive Economic Zone ;
- (d) regulation of the construction, maintenance and operation of artificial islands, off-shore terminals, installations and other structures and devices referred to in section 5 and section 6 ;
- (e) preservation and protection of the marine environment and prevention and control of marine pollution ;
- (f) authorisation, regulation and control of the conduct of scientific research ;
- (g) fees in relation to licences and letters of authority referred to in sub-section (3) of section 5 and sub-section (3) of section 6 or for any other purpose ; or
- (h) any matter incidental to any of the matters specified in clauses (a) to (g).

ACT No. LXXXIII OF 1976

*An Act further to amend the Regulation of Mines and Oil-fields and Mineral Development (Government Control) Act, 1948*

WHEREAS it is expedient further to amend the Regulation of Mines and Oil-fields and Mineral Development (Government Control) Act, 1948 (XXIV of 1948), for the purposes hereinafter appearing ;

It is hereby enacted as follows :—

**1. Short title and commencement.**—(1) This Act may be called the Regulation of Mines and Oil-fields and Mineral Development (Government Control) Amendment) Act, 1976.

(2) It shall come into force at once.

**2. Insertion of new sections 3A and 3B, Act XXIV of 1948.**—In the Regulation of Mines and Oil-fields and Mineral Development (Government Control) Act, 1948 (XXIV of 1948), hereinafter referred to as the said Act, after section 3, the following new sections shall be inserted, namely :—

**“ 3A. Production sharing agreement.**—(1) Notwithstanding anything contained in any other law or rules for the time being in force, the President may enter into an agreement with any company, whether incorporated in Pakistan or outside Pakistan, for the grant of a licence or lease to explore, prospect and mine petroleum on the basis of a Production Sharing Agreement and on such terms and conditions as may be agreed upon between the Federal Government and the company.

(2) Notwithstanding anything contained in the Income-tax Act, 1922 (XI of 1922), a company with which an agreement such as is referred to in sub-section (1) is for the time being in force shall not be liable to pay tax on its income, profits or gains.

3B. Concessions to petroleum exploration companies.--(1) Notwithstanding anything contained in any other law for the time being in force, every company, whether incorporated in Pakistan or outside Pakistan, to whom a licence or a lease to explore, prospect and mine petroleum is granted under this Act, not being a company such as is referred to in sub-section (1) of section 3A, shall be entitled to the concessions specified in the Schedule in addition to any concessions for the time being admissible to it under any other law or the rules made under this Act.

(2) The Federal Government may, by notification in the official Gazette, amend the Schedule so as to add any concessions thereto or to improve any concessions therein."

3. Addition of Schedule, Act XXIV of 1948.—In the said Act, after section 6, the following Schedule shall be added, namely:—

**"SCHEDULE**

(See Section 3B)

1. Any provisions of the rules made under section 2, or of any amendment in the Income-tax Act, 1922 (XI of 1922), hereinafter referred to as the Act, made after the effective date of an agreement for the grant of a licence or lease to explore, prospect or mine petroleum, which are inconsistent with the terms of the agreement, shall not apply to the extent of such inconsistency to a company which is a party to the agreement.

2. Royalty shall be charged at a fixed rate of 12½ per cent of the well-head value and shall form part of the sum of payments to the Federal Government and taxes on income which shall neither be more than 55 per cent nor less than 50 per cent of the profits or gains before deduction of "payments to the Government" referred to in sub-rule (2) of rule 4 of the Second Schedule to the Act, hereinafter referred to as the said Schedule.

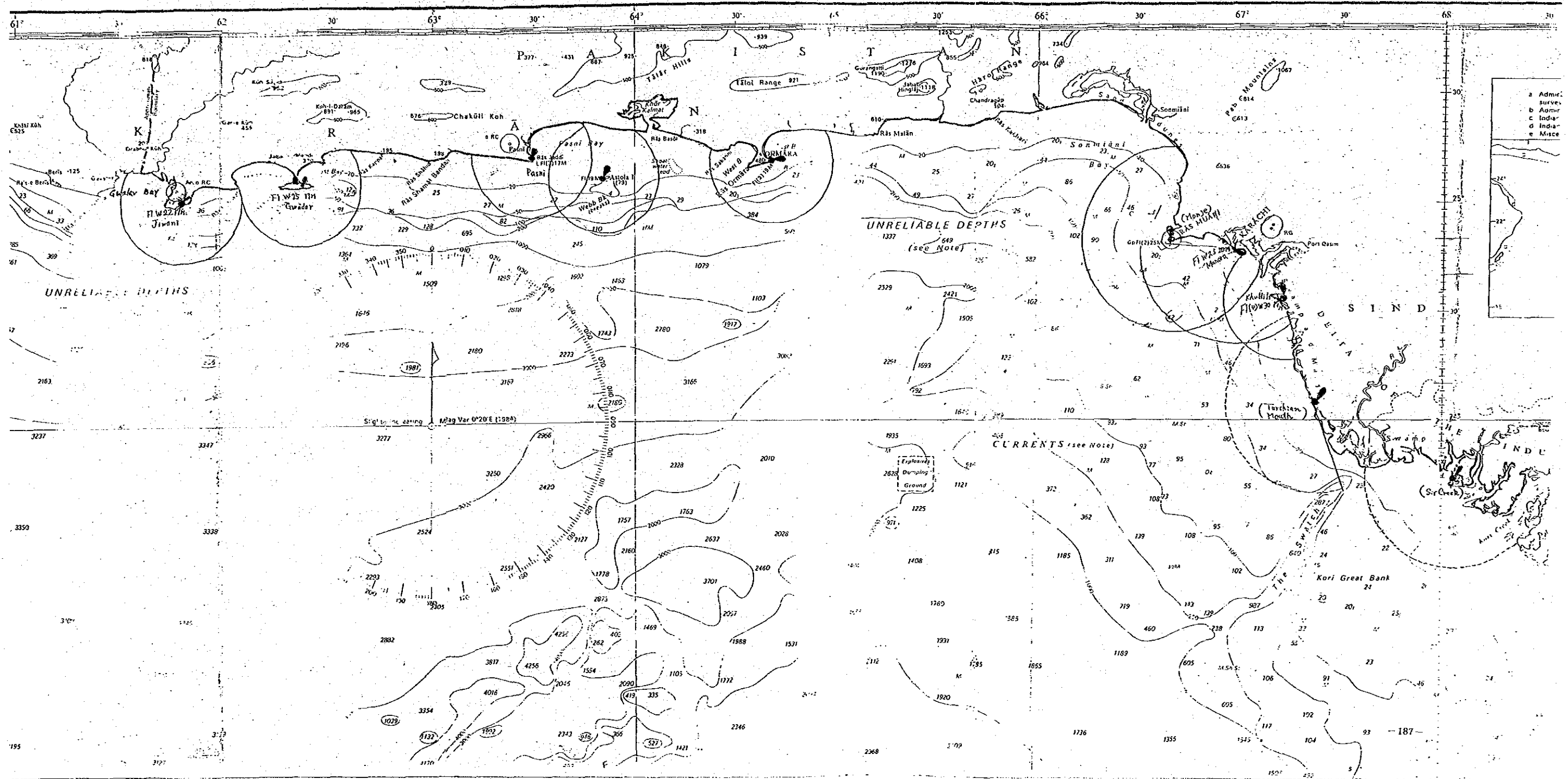
3. Before commencement of commercial production of petroleum, any expenditure on searching for, or on discovering and testing, a petroleum deposit, or on winning access thereto, allocable to a surrendered area and to the drilling of a dry hole, shall be deemed to be lost at the time of the surrender of the area or the completion of the dry hole, as the case may be, for the purpose of the Second Schedule to the Act. Such lost expenditure shall be allowed in one of the two ways mentioned in sub-rule (1) of rule 2 of the said Schedule.

4. In addition to the net profits, the amount charged in annual financial accounts on account of additional allowance admissible under rule 3 of the Second Schedule to the Act, and depreciation at such rate as may be agreed upon between the President and a licensee or lessee, which is a company incorporated outside Pakistan, including its assignee, shall be allowed to be remitted and retained abroad, provided that the aggregate amount of such additional allowance and depreciation does not exceed an agreed percentage of the investment in assets on which depreciation is charged.

5. The value of crude oil for purposes of royalty and income-tax shall be calculated on the basis of the price realised in transactions with purchasers other



4-7 沿岸灯台の設置状況図





4 - 8 航路標識整備の将来計画

OBSERVATION

The range of lighthouses under control of Ports and Shipping Wing are only 17 miles except Cape Monze Light House. The authority intends to increase the existing range for further 9 to 10 miles and require (1) Bigger Lights (2) Generators and other accessories and the present lights and Solar batteries will be shifted to the positions in between to maintain the continuity of the lights along the Coast.

Pakistan has an international obligations for maritime nations of the world to provide safe passage and to maintain Navigational Aids on her Coast from Gwadar (25 03N, 61 37E) in West to Sir (23 41.5N, 68 11.0E) in South; as such besides above light houses more Navigation Aids to International and Local Shipping are needed by Pakistan viz.

- A) Decca Chain System (Proposal for this is already under consideration and work on PC1 Form is under going-Racal Decca Marine Navigation Ltd. already submitted her proposal).

We would however prefer Japanese technical assistance and funds in this project.

- b) LGRAN-C.  
c) Radar Reflectors 18 Nos. (8 on existing Light Houses and 10 Nos at new positions on Sind Coast).  
d) Steel Tower for Radar Reflector - 10 Nos.  
e) Racon - 3 Nos. (Ketty Bunder, Cape Monze and Gwadar).  
f) D. F. 4 Nos. (Ketty Bunder, Pasni, Ormara and Gwadar).  
g) Transport 2 Vehicles 4 W Drive.  
(Sea and Road) 1 Speed Boat.  
h) Communications Link Radio telephony  
between light houses - Sets and 8 Nos.

(Frequencies have already been allotted for 6 lighthouses).

The above is a broad line requirements of Ports and Shipping Wing (Lighthouse Department). The machinery needed and staff/technicians involved would be worked out taken on.

4-9 灯台表

名称	位置	灯質	高さ (m)	備考 光達距離 (海里)
0343 <del>0343</del> Jiwani (航空灯台)	25 04 61 48	AeroAIFI WG 5s	65	Control tower 9
0343-2 - Jiwanj	25 01-8 61 48-6	Fl W 26 <sup>2.2</sup> <sub>5</sub>	137	17 Grey metal framework tower on white base 8
0343-4 Gwadar.	25 06-0 62 20-8	Fl W 26 <sup>2.5</sup> <sub>5</sub>	62	17 Grey metal framework tower on white base 8
0343-6 Pasnl Jabal Zarin	25 13-0 63 27-8	LFI(S)W 30s	133	17 Grey metal framework tower on white base 8
0343-7 Astola Island	25 07-4 63 50-5	Fl W 25 <sup>2.7</sup> <sub>5</sub>	67	15
0343-8 Ormara	25 11-1 64 41-1	LFI W 20s	223	17 Grey metal framework tower on white base 8
0344. Ras Muani or Cape Monze. Near S end	24 50 66 40	Fl(2)W 10s	49	25 Black concrete tower, white bands 51
(建設中) Turuskien Mouth	24 04.2 67 22.4			Fl 0-3. ec 2-5, fl 0-3, ec 6-9. Vis 2.77° -138° (221°). FR & FIR on radio mast 6-8 M E
( ) Sir Creek	23° 43.5 68° 05			



0346	-- Manora Point	24 47-6 66 58-7	Fl W 7-5s	46	26	Red round tower, white bands, black base, white cupola 38	fl 0-3. Sig. Stn. Storm signals.
0346-3	-- Ldg Lis 040°. Front (前灯)	24 47-2 66 59-6	lso W 2s	12	14	Framework tower	
0346-31	-- Rear. 840 m from front (後灯)	..	Oc W 7s	20	14	Framework tower	ec. 2
0347	-- Bera Andai	24 47-8 66 59-9	Fl(2)WR 8s	35	6	White square building 4.	R 355° -051° (56°), W 031° -060° (29°), W within harbour -094° (63°) 三灯塔を示す赤灯台 (335°-031°)
0348	-- Manora Breakwater. Head	24 47-1 66 58-9	Fl W 8s	15	12	..	
0348-4	-- Oil Pier No 4. S end	24 48-3 66 58-7	FR	..	..	..	Mooring dolphin
0348-5	-- N end	24 48-5 66 58-6	FR	..	..	..	Mooring dolphin
0349	-- Oil Pier 3. S end	24 48-8 66 58-4	FR	..	..	..	Occas
0349-2	-- N end	24 48-9 66 58-4	FR	..	..	..	Occas
0350	-- Manripur (航燈台)	24 52-8 66 56-5	Aero Mo(MA)R 6s	..	..	..	Aero AIFI WG 2-4M E

灯浮標 27 基

カムシ港

0353	- Khuddi Is	24 33-6 67 13-2	FI(4)W 30s	40	17	White round concrete tower black bands	FR 65m on tower 14-6M NNF. Unreliable (T) 1982
0353-2	- Ldg Lts 032° 26'. (前灯) Surveyor Sand. Front	24 39-4 67 07-3	Q W	10	11	White round tower, red bands	Vis 029-9° -034-9° (S°). Racon. TE 1982
0353-25	-- Buddo Island. (後灯) Rear.	24 40-4 67 07-9	Oc W 6s	31	16	White round tower, red bands	ec 2. Vis 029-9° -034-9° (S°). Racon. TE 1982
	-- No 2	..	FI(2)Y 6s	11	4	Same structure	Vis 154-8° -029-5° (234-7°)
0353-35	- Bundal Island, No 4	24 41-3 67 08-1	FI Y 4s	10	4	White round tower	..
0353-4	-- No 6	24 43-5 67 08-7	FI(2)Y 8s	10	4	White round tower	..
0353-45	- Qutub Point. No 8	24 46-9 67 13-7	FI(2)Y 6s	10	4	White round tower	
0353-5	- Mazhar Point. No 9	24 46-5 67 17-4	FI Y 5s	10	4	White round tower	
0353-55	- Ganglaro Creek. No 10	24 47-0 67 17-7	FI(2)Y 6s	10	4	White round tower	
0353-6	- Aziz Point. No 11	24 46-2 67 18-0	FI Y 7s	10	4	White round tower	
0353-65	- Marginal Wharf. No 12	24 46-2 67 19-4	FI Y 3s	10	4	White round tower	
0353-7	-- No 14	24 46-1 67 19-7	Oc Y 5s	10	4	White round tower	ec 2
0353-75	- Charo Creek. No 15 灯浮標 75 基	24 46-1 67 20-9	FI(3)Y 15s	10	4	White round tower	



4 - 11 1986 ~ 1988 年の海難

GOVERNMENT OF PAKISTAN  
MINISTRY OF COMMUNICATIONS  
(PORTS & SHIPPING WING)  
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LIST OF MARINE CASUALTIES

(w.r.f. 01-01-1986 to 31-12-1986)

No.	Name Official No.	Flag	Type	Date location	Nature cause	Lives lost	Prelimin- ary Inquiry requested
1.	Al-Marwan D/146/84	Dubai	Foreign Craft	11-09-85 off the coast of Karachi	Sank flooding & found- ering	Nil 250 ton cargo loss	Information forwarded to UAE Con- sulate on 06-07-1986.
2.	Al-Murta- za.	Pak.	Motor Fishing Boat	24-04-86 on Pak.Coast	Sank Bad Weather	Nil	No:344 File No. 1(4)/86-CNS
3.	Al-Yakoobi	Pak	Motor Fishing Boat.	10-05-86 to 01-07-86 at sea.	Missing	--	--
4.	Al-achar 5408-B	Pak.	Motor Fishing Boat	21-05-86 Coastal Water	Sank Bad Weather	Nil	File No. 1(4)/86-CNS 25-06-1986.
5.	Sada Salamat. 7535/8.	Pak.	Motor Fishing Boat.	23-05-86 Coastal Waters.	Capsized Bad Weather.	Nil	02-6-1986
6.	Zeenat 3498-B	Pak.	Motor Fishing Boat	31-05-86 Coastal Waters.	Capsized Broken & Sunk. Bad Weather.	Nil	File No. 1(4)/86-CNS 26-09-1986.
7.	Al-Hash- mi 4426-B	Pak.	Motor Fishing Boat	25-06-86 Coastal Waters.	Sank Bad Weather	5 crews missing	File No. 1(4)/86-CNS 01-07-1986.
8.	Andros Island GT.1590	Malta	Cargo vessel.	25-06-86 Clifton Beach.	Drifted & Ground- ed.	Nil	K.P.T. 07-07-1986.

9.	Motor Tanker FAL-XI	--	Vessel for Scrap	09-07-86	Drifted Off-Shore Clifton Beach.	Nil & Grounded. Bad Weather.	File No. 1(3)/86-CNS 13-07-1986
10.	Al-Ahram 54/B1	Dubai	Foreign Craft	15-07-86	Sank. Coast of Makran	Cargo loss only	UAE Consulate informed. F.No. 1(4)/86-CNS
11.	Al-Yasar 5245-B	Pak.	Motor Fishing Boat.	17-07-86	Capsized Coastal Waters.	Nil Brocken & Sunk. Bad Weather.	File No. 1(4)/86-CNS 24-07-1986.
12.	Al-Muqadar 8501-B	Pak.	Motor Fishing Boat.	18-07-86	Capsized Coastal Waters.	Nil Bad Weather	File No. 1(4)/86-CNS 24-07-1986.
13.	Al-Fateh D/489/B1	Dubai	Foreign Craft.	10-09-86	Sunk Near Pak.Coast.	Nil Cargo loss. only.	File No. 1(4)/86-CNS 26-11-1986.
14.	T-Hamidi and Ghasseml. under tow.	Iran Chah bahus.	Foreign Crafts.	19-09-86	At Sea.	One Cap-sized another beached at a lower stage. Bad Weather.	Near Area IX

YEAR 1986.

FISHING CRAFTS - 8  
FOREIGN CRAFTS - 4  
LAIDUP SHIP - 1  
CARGO VESSEL - 1

GOVERNMENT OF PAKISTAN  
 MINISTRY OF COMMUNICATIONS  
 (PORTS & SHIPPING WING)  
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LIST OF MARINE CASUALTIES

(w.e.f. 01-01-1988 to 31-12-1988)

No.	Name O.No.	Flag	Type	Date Location	Nature Cause	Lives Lost	Preliminary Inquiry Requested
1.	Al-Heroon 5528-B	Pakistani	Motor Fishing Boat.	11-03-88 Coastal Waters.	Sunk. Bad Weather	Nil	F.No.1(4)/86-CNS 15-03-1988
2.	Al-Batool 5916-B	Pakistani	Motor Fishing Boat.	18-03-88 Coastal Waters.	Sunk. Bad Weather	One Missing	F.No.1(4)/86-CNS 22-03-1988.
3.	"ELPIDA" in tow	--	Barge.	21-01-88 Clifton Beach.	Tow parted and gone Aground.	Nil	F.No.1(4)/86-CNS 27-03-1988.
4.	Al-Saudi D/256/87.	--	Foreign Craft.	31-03-88 Coastal Waters.	Sunk. Bad Weather.	Cargo loss only.	F.No.1(4)/86-CNS 07-04-1988.
5.	Al-Tariq. 7204-B	Pakistani	Motor Fishing Boat.	22-03-88 Coastal Waters.	Sunk. Bad Weather.	Nil.	F.No.1(4)/86-CNS 07-04-1988
6.	Kaptai 4613-B	Pakistani	Motor Fishing Boat.	10-05-88 At Sea.	Sunk, after Collision with un-known ship. (M.V. LAKATOI EXPRESS).	4	F.No.1(4)/86-CNS 26-05-1988
7.	Sada- Salamat. 6812-B	Pakistani	Motor Fishing Boat.	26-05-88 At Sea	Sunk. Reported.	Nil	F.No.1(4)/86-CNS 01-06-1988
8.	Al-Akber. 8203-B	Pakistani	Motor Fishing Boat.	20-04-88 At Sea.	Sunk. Reported	Nil.	F.No.1(4)/86-CNS 19-06-1988.

<u>No.</u>	<u>Name</u> <u>O.No.</u>	<u>Flag</u>	<u>Type</u>	<u>Date</u> <u>Location</u>	<u>M a t u r e</u> <u>Cause</u>	<u>Lives</u> <u>Lost</u>	<u>Preliminary Inquiry</u> <u>Requested.</u>
17.	Al-Makai 3804-B	Pakistani	Motor Fishing Boat.	28-07-88 At Sea.	Sunk. Bad Weather.	Nil.	F.No. 1(4)/86-CNS. 17-08-1988.
18.	M.V. KAILASH. GRT. 2800	Foreign	Vessel	After 14-07-88 un-known.	Missing	--	--
19.	Hashim.	--	Barge.	23-10-88. 25° - 00'N 66° - 39'E	Sank under tow.	Nil.	F.No. 1(4)/86-CNS. 02-11-1988.

YEAR: 1988

Fishing Crafts	--	14
Foreign Crafts	--	01
Barges	--	02
Vessel	--	02

<u>No. Name</u> <u>O.NO.</u>	<u>Flag</u>	<u>Type</u>	<u>Date</u> <u>Location</u>	<u>Nature</u> <u>Cause</u>	<u>Lives</u> <u>Lost</u>	<u>Preliminary Inquiry</u> <u>Requested</u>
9. Al-Mohammadi 2818-B	Pakistani	Motor Fishing Boat.	03-06-88 At Sea.	Sunk. Reported.	Nil.	F.No.1(4)/86-CMS. 19-06-1988.
10. Al-Tazeen. 9307-B	Pakistani	Motor Fishing Boat.	28-03-88 Coastal Waters.	Damaged. Reported.	Nil.	F.No.1(4)/86-CMS. 19-06-1988.
11. Al-Shafiq. 5205-B	Pakistani	Motor Fishing Boat.	03-07-88 Coastal Waters.	Sunk. Reported.	--	F.No.1(4)/86-CMS. 17-07-1988.
12. Fateh-Salamat. 6202-B	Pakistani	Motor Fishing Boat.	15-07-88 At Sea.	Sunk. Bad Weather.	Nil	F.No.1(4)/86-CMS. 31-07-1988.
13. Al-Tazeen 9307-B	Pakistani	Motor Fishing Boat.	Un-known. At Sea.	Sunk. Reported.	Nil.	F.No.1(4)/86-CMS. 17-08-1988.
14. Allah-Ki-Meharabani 7197-B	Pakistani	Motor Fishing Boat.	31-05-88 At Sea.	Sunk. Bad Weather.	Nil.	F.No.1(4)/86-CMS. 17-08-1988.
15. M.V. Mehran GT. 436	U.A.E flag.	Vessel	16-07-88 Coastal Waters.	Broke Anchor Capsized.	Nil.	F.No.1(4)/86-CMS. 17-07-1988.
16. Al-Jameel. 10001-B.	Pakistani	Motor Fishing Boat.	13-07-88 Coastal Waters.	Sunk. Bad Weather.	Nil.	F.No.1(4)/86-CMS. 17-08-1988.



GOVERNMENT OF PAKISTAN  
MINISTRY OF COMMUNICATIONS  
(PORTS & SHIPPING WING)  
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LIST OF MARINE CASUALTIES W.E.F. 1-1-1987 TO 31-12-1987:

NO.	NAME O.NO.	FLAG	TYPE	DATE LOCATION	NATURE CAUSE	LIVES LOST	PRELIMINARY INQUIRY REQUESTED:
01.	Al-Abid D/140/84	----	Foreign craft	Unknown. At Sea.	Sank. Bad weather.	Cargo loss only	F.No.1(4)/86-CNS dated 02-11-1987.
02.	Al-Gulshan 7791-B.	Pakistan	Motor Fishing Boat	03-12-1987. Coastal Waters.	Damage. Collision with Tug Alad.	Nil	F.No.1(4)/86-CNS. dated 22-03-1988.
03.	M.V. Shaheen	-----	Vessel	Coastal Waters.	Grounded.		F.No.1(4)/87-CNS. dated 07-12-1987.

YEAR: 1987.

Fishing Craft : 1

Foreign Craft : 1

Vessel : 1

手) Craft 木造小型船  
Vessel 鋼船

POSITION OF KNOWN WRECKS ON PAKISTAN COAST

1. All ships are warned to keep well clear of dangerous wreck of M.V. "DYNAMIC VENTURE" unmarked, P.D. 24°-47'-42" North, 66°-53'-24" East.
2. Dangerous wreck of M.V. "NANDA DEVI" in position Latitude 24°-46'-15" North Longitude 66°-53'-33" East. Charts effected Pak. 5, 6, BA 38, 39, 61 USNO 63060, 63061.
3. Dangerous wreck of M.V. "REGAL SUN" in position 240° distance 2.2 miles from Battery Point from Manora Light House Br. 246° x (24-46.8N, 66-56.4E).
4. Dangerous wreck of M.V. "ABASIN" in position 24°-44'-37" North 66°-58'-38" East Exists. All ships are warned to keep well clear from Manora Light House Br. 181° x 3'.
5. The following information has been promulgated in the admiralty Notice to Marine No. 328 of 1977, weekly edition No. 5A Dangerous wreck is to be inserted in position 24°-42'-75" North, 66°-54'-87" East.
6. Unmarked wreck of M.V. "ORIENTAL" in position 24°-37'0 North, 67°-09.3' East Exist. All ships are warned to keep well clear, not visible above water line.
7. Danger wreck of M.V. "LATAKIA" in position 24°-23.5 North 67°-17.2 East Exists. All ships are warned to keep well clear.
8. Wreck of a ship "Latitude 23°-51.9 North, Longitude 67°-33.1 E.
9. M.V. "HENNON" Lat. 23°-36.01 North, Long. 67°-54' East.
- ~~10. M.V. "DAB WANG" 205 Lat. 24°-49'-07" North, Long. 66°-38'-44" E.~~
10. Wreck of a ship near Pasni in approximate Position Latitude 25°-10.9 North, Longitude 63°-18.0 East.
11. M.V. "FARIDA-II" Lat. 24°-47.15 North, Long. 66°-58.85 East at Manora Break Water Not dangerous for Navigation.
12. M.V. "AMIR" Opposit HIMALYA MANORA not danger for Navigation.
13. Wreck of a ship "M.V. BIPINS STAR" at West of Gwara, approximate position Latitude 25 15 North, Longitude 64 20 East.

