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### **KARACHI PORT**

Pakistan's Karachi Port, situated as part of the old Karachi City, suffers from traffic constraints to and from the port area. This is hampering the rapid flow of cargo, although a new highway system is underway and already partially functioning.

The port is also served by Pakistan Railway. See rail assessment for further information on rail system at [www.unjlc.org/pakistan/land/rail/](http://www.unjlc.org/pakistan/land/rail/)

Karachi Port has implemented computerized contact to/from shipping agents, shipping lines, Customs & Forwarding (C+F) agents and customs offices to facilitate a constantly updated flow of information.

Karachi Port is ISPS compliant.

Website: [www.kpt.gov.pk](http://www.kpt.gov.pk)

- Karachi Port is controlled by Karachi Port Trust (KPT).
- The port is situated at a river mouth. Lat: 24° 49' N; Long: 66° 59' E.
- The port consists mainly of two wharves, East Wharf and West Wharf.
- The East Wharf has 17 berths, of which berths 6 to 9 form the Pakistan International Container Terminal (PICT). The West Wharf has 13 berths, of which berths 28 to 30 form the Karachi International Container Terminal (KICT).
- East Wharf berths 10 to 13 are dedicated bulk berths.
- Maximum draft alongside berths: 11.3 M. The port provides for 24-hour navigation.

#### Equipment:

- All stevedoring equipment such as mobile cranes, forklifts, grabs, bagging units and vacuators are available.
- The equipment is owned and operated by the various stevedoring companies.
- Since stevedoring companies operating in Karachi Port are the same that operate in Port Qasim, the equipment alternates.
- 13 bagging units were found readily available.
- Dock labour is provided by the Karachi Dock Labour Board. During Ramadan and EID periods a considerable reduction in discharge rate should be expected.
- There are no rail-mounted quay cranes.

#### Daily discharge capacities:

- Bulk cargo about 15,000 ton per vessel, depending on uplift from quayside.
- Bagged cargo about 4,500 ton per vessel.
- Capacities for containers will be reported under the separate terminals.

For handling and storage charges please refer to KPT website [www.kpt.gov.pk](http://www.kpt.gov.pk)

About the UNJLC:

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### **Karachi International Container Terminal (KICT)**

- Karachi International Container Terminal is situated in Karachi Port's West Wharf, berths 28, 29 and 30. Total quay length is 600 M divided into two container berths. Depth alongside 11.0 M.
- The terminal is equipped with four quay cranes, three panamax, and one of post panamax size. Overall capacity - 28 moves per hour per crane, total 112 moves per hour.
- Total design capacity 500,000 TEUs per year, which was reached as of 2004.
- All movements are fully controlled and monitored by radio- and computer equipment.
- The size of vessels calling KIPT ranges between 2800 to 3000 TEU.
- Terminal is ISO 9000-2002 certified and ISPS compliant.
- For handling and storage charges please refer to the KPT website [www.kpt.gov.pk](http://www.kpt.gov.pk).
- The terminal has recently implemented fully computerized clearance formalities, which considerably eases the import process. A dedicated scanner – though mostly for export containers - is to be installed soon. Again, this will speed up clearance formalities.
- Future development will include an additional 2 berths with depth alongside 14.0 M and the installation of an additional 100,000 square metre terminal/stacking area.

Website: [www.kictl.com](http://www.kictl.com) (at time of writing is unavailable) provides for online contacts with clearing agents, shipping lines' agents, customs office and container tracking.

### **Pakistan International Container Terminal (PICT)**

- Pakistan International Container Terminal is situated in Karachi Port's East Wharf, berths 6, 7, 8 and 9. Total quay length 600 M divided into two container berths. Depth alongside 12.2 M.
- The terminal is equipped with 2 quay cranes for panamax size. It has overall design capacity for handling 150,000 TEUs per year, which has already been reached.
- All movements are fully controlled and monitored by radio- and computer equipment
- The terminal is seeking ISO 9001-2000, ISO 14001 and ISO 18001 OHSAS certification from Bureau Veritas. The terminal is ISPS compliant.
- For handling and storage charges please refer to website [www.kpt.gov.pk](http://www.kpt.gov.pk)

Website: [www.pictctrack.com](http://www.pictctrack.com) provides for online port and shipping information as well as container tracking.

### **Port Qasim**

- Port Qasim is situated about 50 km southeast of Karachi in what was known as Bin Qasim Desert. Lat: 24° 46' N. Long: 67° 21' E.
- Night navigation is restricted, despite claims to the contrary.

The port is linked to the national highway system as well as the National Railway. See rail assessment for further information on rail system at [www.unjlc.org/pakistan/land/rail/](http://www.unjlc.org/pakistan/land/rail/)

- Bulk cargoes and general cargoes are usually handled in berths 2, 3 and 4. Berth 1 is dedicated to handling oil and fluid chemicals. Berths 5, 6 and 7 form the container terminal.

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## PORTS ASSESSMENTS: KARACHI &

### QASIM

- **Storage:** In berths 2 and 4 there are 2 warehouses, 10,000 m<sup>2</sup> each, in good condition. In way of berth 3 there is open area of 400 by 600 meters. At the back of the port area are 6 railway tracks where cargo can be transferred to rail wagons.
- Open storage is provided about 2 km from the quayside. The area is named the “Helipad” and is about 32,900 m<sup>2</sup>.
- **Equipment:** All stevedoring equipment such as mobile cranes, forklifts, grabs, bagging units and vacuators are available, owned and operated by the various stevedoring companies. Since stevedoring companies operating in Port Qasim are the same as in Karachi Port, the equipment alternates. A total of 18 bagging units and 40 vacuators are available for bulk grain. There are also 20 hydraulic grabs, 5 – 10 cbm, mainly used for coal and bulk fertilizers.
- The port owns one mobile 20 MT capacity crane.
- There are no rail-mounted quay cranes.
- Discharge capacity using vacuators said to be up to 20,000 MT bulk per 24 hours from one vessel alone or 2 to 3 vessels simultaneously. For bagged cargoes it is about 4,500 MT per 24 hours per vessel.
- The stevedore labour is hired directly by the stevedore company. During Ramadan and EID periods a considerable reduction in discharge rate should be expected.
- For handling and storage charges please refer to website [www.portqasim.org.pk](http://www.portqasim.org.pk)
- The port is certified ISO 9001-2000 as well as ISPS compliant.

Website: [www.portqasim.org.pk](http://www.portqasim.org.pk)

### **Qasim International Container Terminal (QICT)**

- Qasim International Container Terminal is situated at the southwestern end of Port Qasim. It occupies berths 5, 6 and 7. Total quay length 600 M. Depth 13.0 M. Max draft 11.0 M divided into 3 container berths.
- Terminal is equipped with 5 quay cranes plus 2 newly acquired panamax size cranes.
- The design capacity is 600,000 TEUs per year, to be increased to 750,000. Actual handling in 2004 was around 500,000 TEU. Projections are 585,000 TEU for 2005.
- All movements are fully controlled and monitored by radio- and computer equipment
- The maximum size of vessels currently calling QICT is around 4,500 TEU.

The terminal is connected to the Pakistan Railway system with cargo transfer inside the terminal. See rail assessment for further information on rail system at [www.unjlc.org/pakistan/land/rail/](http://www.unjlc.org/pakistan/land/rail/)

#### **Storage and handling charges do not appear to be available on the web**

- The terminal is certified by Lloyds for ISO 9000-2001, ISO 14001-2003, ISO 18001-1999 and BS 7799. The terminal is ISPS compliant.
- The close and easy links to the highway system and railway gives Port Qasim an advantage over Karachi Port for cargo destined for or originating from North Pakistan and Afghanistan.

*These port assessments have been sourced from WFP Pakistan and edited by UNJLC. The assessments were carried out 4-9 August 2005 (Revised & Published by UNJLC on 22 December 2005).*

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