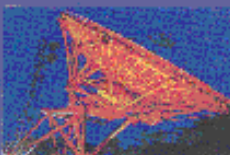
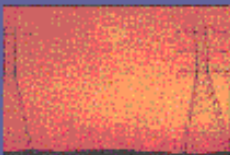


# Physical Infrastructure Pakistan



Ministry of Industries & Production

 **Experts Advisory Cell**

September- 2003

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## **MESSAGE FROM MINISTER FOR INDUSTRIES AND PRODUCTION**

A developed infrastructure is vital to the economic progress and key to attract foreign investment in any country. Developed economies always thrive on well established physical infrastructure as it gives a competitive edge over developing economies.



Today, Pakistan stands at the threshold of economic transformation. It is laying great emphasis on upgrading the existing infrastructure facilities and developing new ones to accelerate its economic progress. The rehabilitation of Pakistan railways, construction of modern terminals at Karachi and Lahore airports, the development of Gwadar deep sea port and construction of a network of Motorways throughout the country speak of the present

government's commitment towards creating an environment conducive to both local and foreign investors.

I personally felt the need on several occasions for a comprehensive document covering various infrastructure facilities that exist in Pakistan for the benefit of investors, entrepreneurs and government agencies entrusted with attracting investment in Pakistan.

I, therefore, directed Experts Advisory Cell (EAC) to prepare a comprehensive document on the subject. I commend the efforts of EAC in bringing out another useful document titled 'Physical Infrastructure in Pakistan' after the much demanded 'Pakistan Investment Guide 2003'. I am confident that the document will provide the investors with useful

source of comprehensive information.

I hope this document will also be useful for foreign investors who would like to take part in the developmental activities taking place in Pakistan and tie up with Pakistani entrepreneurs for possible joint ventures in infrastructure development projects.

(Liaquat Ali Jatoi)  
**Minister for Industries & Production**

## **MESSAGE FROM SECRETARY INDUSTRIES AND PRODUCTION**

A well developed infrastructure plays a vital role in the economic development of any country and at the same time also gives positive signals to potential investors about the economic and social progress. Establishing a modern and efficient infrastructure in developing countries is however, a big challenge without which sustainable development can not be achieved.

Attracting private sector participation to infrastructure development in developing countries is considered to be an important policy objective. There is considerable potential for private sector involvement in infrastructure development in Pakistan. To realize this potential, the government of Pakistan is



making all out efforts to promote enabling policy environment and is undertaking necessary long-term measures for infrastructure development.

The document 'Physical Infrastructure in Pakistan' compiled by the Experts Advisory Cell (EAC) is a timely and conscious headway towards highlighting the key infrastructure facilities in Pakistan and identifying major areas where developmental activities are taking place. This important

compilation provides a useful window to both local and foreign investors to assess the potential investment avenues in infrastructure development projects planned by the government of Pakistan as well as setting up of other investments in the country.

To sum up, there are ample opportunities for private sector participation in physical

infrastructure development in Pakistan. New technologies, in particular, provide a considerable potential for delivering efficient and affordable infrastructure services. Through this message, I would like to invite foreign investors to come forward and join hands with local entrepreneurs for effective joint ventures specially for infrastructure development.

(Muhammad Javed Ashraf Hussain

Secretary

August, 2003

## ) PORTS AND SHIPPING

### General

Pakistan has about 1062 km long coastline on the Arabian sea spreading from the Indian border to the Persian Gulf. At the time of partition Pakistan, the then West Pakistan had only one deep water functional port at Karachi which was not only catering for the entire sea borne cargo of Northern India but also provided transit trade facility to land locked Afghanistan. In the past, half a century of Pakistan's existence, its sea borne cargo handling has increased tremendously and hence the need for another port was felt. This need became a necessity when Pakistan Steel Mill project was conceived in 1970s.

Construction of port Qasim, the second seaport of Pakistan was started in mid seventies and completed and opened to shipping in 1990 and is in operation since then.

The need of a third deep water port was felt in view of the ever-increasing volume of cargo being handled by these ports, Karachi port caters for 60 to 65 percent of foreign trade while the rest is being handled by port Qasim. The present cargo handling capacities of Qasim and Karachi ports are 17 million and 25 million tons per annum respectively. Karachi port however, suffers from congestion in the quays. Moreover, its cargo handling facilities are worn out and in dilapidated condition.

**In order to address this problem, several studies were undertaken.**

**Balochistan being the largest province of Pakistan has longer coastline on the Arabian sea starting from Rasmalan to Jiwani close to Iranian Border, thus it provides better location for the construction of the third deep water port of Pakistan.**

The development of country's third deep-sea port at Gwadar has been recently initiated. The port will provide shipment facilities to China, Central Asian Republics and land locked Afghanistan. This project will not only boost development activities in Gwadar area but with the completion of Makran Coastal Highway, Gwadar project will give stimulus to economic activities and investments in the entire Makran coastal belt of Balochistan.





## Karachi Port

Karachi Port is the premier port of Pakistan and is being managed through Karachi Port Trust (KPT). Karachi port handles about 75% of the entire national cargo. It is a deep natural port with 11 km long approach channel to provide safe navigation up to 75,000 DWT tankers, modern container vessels, bulk carriers and general cargo ships. The Port has 30 dry cargo berths including two Container Terminals and 3 liquid cargo-handling berths. KPT intends to cater for 12-meter draught ships, which are the most widely used container vessels.

The geographic position of Karachi Port places it in proximity to the main shipping routes. KPT has already introduced a trans-shipment package with one-way wharfage, 20-day free dwelling time and 24 hours customs facilities.

### Expansion Plan

In order enhance facilities, further deepening of port has been planned. The channel is being dredged initially to 13.5 meters deep, which would be increased to 16.5 meters upto Kiamari Groyne where 16.5 meters deep berths. This would enable Karachi Port to capture new markets.

KPT also plans to develop a trans-shipment terminal at Kiamari Groyne. Located at the outer tip of the harbour, the Groyne shall minimize turn around time for mother vessels. This project shall be launched on BOT basis in due course of time.

The handling capacity of Karachi International Container Terminal (KICT) has been planned to increase from 300,000 TEUs to 400,000 TEUs per annum. Installation of modern facilities at Pakistan International Containers Terminal (PICT) is in progress and likely to be completed by April, 2004.

### Container Terminals

Karachi Port Trust has two dedicated Container Terminals: -

1. Karachi International Container Terminal (KICT) was set up at Berths 28 to 30, West Wharf. It has a handling capacity of 300,000 TEUs per annum at present. It handles container ships upto 11.0 meter draught.
2. Pakistan International Container Terminal (PICT) is set up at Berths 6 to 9, East Wharf, with handling capacity of 350,000 TEUs per annum. The commercial operation of this container terminal has started. The berthing basin of this terminal has a draught of 11.5 meter.

### ***Future Projects***

#### **I. Procurement of New Floating Crafts**

Presently KPT has a large flotilla of tugs, pilot boats, hopper barges and dredgers. The old crafts are being replaced with modern and efficient equipment ensuring agile operations. KPT plans to acquire new tugs, self propelled hopper barges and dredgers. The up-gradation of the flotilla will equip Karachi Port sufficiently to cater for the requirements of deeper draught vessels and maintenance of a deeper channel.

Following crafts are to be procured:

1. Two Self-Propelled Split Hopper Barges.
2. Two Harbour Tug & One Dredge Tender.
3. One Anchor Hoist Vessel.
4. One Self-Propelled Water Barge.
5. One Hopper Dredger 6,000 m<sup>3</sup> Hopper.
6. Two Pilot Boats.

#### **II. Setting Up of Bulk Cargo Handling Terminal**

The Karachi Port is presently handling about 4.0 million tons of fertilizer & dry bulk cargo at its various berths. The KPT has planned to develop a dedicated bulk cargo-handling terminal equipped with specialized equipment for handling of dry bulk cargo.

#### **III. Cargo Handling Equipment**

For cargo handling following types of cranes are available: -

- a. Two floating cranes
  - 'Hathi' - 100 tons capacity
  - 'Peeltan' - 60 tons capacity.
- b. Shore Cranes
  - Dry cargo handled by an average of four cranes of three ton capacity on most locations.
  - Two heavy lift shore cranes (40 & 30 tons lift capacity) are available at Juna Bunder berths (No. 18 & 23).
  - The Shore Cranes work in conjunction with mobile cranes, fork lifts, towing units etc.
  - Booking for port shore cranes has to be done in advance by the Shipping ' Agents.

In addition, two mobile cranes/gantries each are available at both East and West Wharf for container handling. Operated by private sector, these also include top lifters, chassis, towing vehicles, trailers etc.

## Cargo Village

KPT has about 100 acres of land available for development of cargo village at Western Backwaters. This area shall serve as a satellite to the port integrating container, bulk and general cargo handling as well as providing processing plants for perishable exports. With direct connection to the national highway network through Lyari Expressway and Northern Bypass, as well as national Railways network through Wazir Mansion, the cargo village shall also alleviate the problem of upcountry trades with cost effective storage/handling services in the vicinity of the port. A master plan is under preparation and all the units within the village shall be allocated to the private sector on BOT/BOO basis within next year.

### Berths - Their Length and Draught

Berth No	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Length (m)	157	146	171	137	197	177	199	146	162	140	168	171	168	148	148
Draught (m)	10.4	10.4	10.4	10.4	11.5	11.5	11.5	11.5	11.5	11.5	10.4	10.4	10.4	10.4	10.4

Berth No	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Length (m)	168	148	147	165	165	162	168	168	168	168	183	183	171	213	183
Draught (m)	10.4	10.4	9.1	9.1	9.1	9.1	7.3	7.3	9.8	10.4	10.4	10.4	10.4	10.4	10.4

### One Window Operation for Export/Import facilitation.

To facilitate trade, Karachi Port Trust has set up:

- o One Window Export Terminal - Located at West Wharf.
- o One Window Import Facility - Located Under the Jinnah Bridge

All related formalities required for exports and imports are now provided under one roof/location

#### Information Pertaining to Karachi Port Trust

Berth No.	Berth's Length	Present Depth (meter)	Nature of Cargo	Remarks
OP-1	1000 ft.	11.3	Oil Tanker	a) Berthing Capacity of containers vessel: 30000 to 35,000 GRT.
OP-2	1000 ft.	9.8	Under Re-Construction	
OP-3	960 ft.	11.3	Oil Tanker	
1	515 ft.	10.6	L. Molasses	
2	480 ft.	10.0	L. Molasses	
3	560 ft.	10.2	Gen/Cont.	
4	450 ft.	9.9	Gen/Cont.	
5	670 ft.	10.5	Gen/Cont.	
6	580 ft.	10.6	Container	
7	390 ft.	11.2	Container	
8	480 ft.	11.8	Container	
9	530 ft.	11.7	Container	
10	480 ft.	10	Gen/Cont.	
11	550 ft.	10	Gen/Cont.	
12	484 ft.	10.6	Gen/Cont.	
13	550 ft.	10.6	Gen/Cont.	
14	484 ft.	10.2	Gen/Cont.	
15	484 ft.	10.2	Gen/Cont.	
16	550 ft.	10.2	Gen/Cont.	
17	484 ft.	10	Gen/Cont.	
18	470 ft.	8.6	General Cargo	
19	540 ft.	9	General Cargo	
20	540 ft.	9	General Cargo	
21	530 ft.	9.1	General Cargo	
22	550 ft.	7.3	Berths In Use of KPT Crafts	b) Total GRT 33,345,757 handled during 2001-2002 at Karachi Port.
23	550 ft.	7.3		
24	550 ft.	10	Gen/Cont.	
25	550 ft.	10.2	Gen/Cont.	
26	600 ft.	9.2	Gen/Cont.	
27	600 ft.	9.6	Gen/Cont.	
28	560 ft.	10.2	Containers	
29	700 ft.	10.2	Containers	
30	600 ft.	10.5	Containers	

- o Karachi international container terminal (KICT) at berths 28 to 30 West Wharf.
- o Pakistan International Container Terminal (PICT) at berths 6 to 9 East wharf.



## Group Collection Tariff Year 2003

Sr. No.	Type of Charge	Container	Per/Ton/Vol	Pak Rs.
<b>Imports</b>				
1	Delivery order (D/O)	Per D/O		1350
2	THC 20'	1X20		4,050
3	THC DANGER CARGO (DG)	1X20		7,900
4	CFS	1X20		6,550
5	CFS (DG)	1X20		10,400
6	CMDTY SURCHARGE	1X20		USD 50
7	CY- INSURANCE	1X20		600
8	CFS INSURANCE	1X20		1750
9	THC 40	1X40		6750
10	THC DANGER CARGO (DG)	1X40		16,550
11	CFS	1X40		11,700
12	CFS (DG)	1X40		18,600
13	CMDTY SURCHARGE	1X40		USD 100
14	CY INSURANCE	1X40		850
15	CFS INSURANCE	1X40		1,590
16	LCL CHARGE (DG)		PER M <sup>3</sup>	385
17	LCL CHARGE (DG)		PER M <sup>3</sup>	610
18	LCL CHARGE		PER M TON	445
19	LCL CHARGE (DG)		PER M TON	710
20	COMMODITY SURCHARGE		PER VOL/WT	USD 6
21	CFS INSURANCE		1.3 M <sup>3</sup> /M TON	140
22	CFS INSURANCE		4.6 M <sup>3</sup> /MTON	280
23	CFS INSURANCE		7.10 M <sup>3</sup> /MTON	340
24	CFS INSURANCE		11.14 M <sup>3</sup> /MTON	440
25	REFER INSURANCE	1 UNIT	W.OUT GEN SET	3,000
26	REFER INSURANCE	1 UNIT	WITH GEN SET	5,000
27	GEN. SET CHARGES	1 UNIT	AFTER 5 DAYS	5,000
28	ANCHORAGE PERMIT		PER B/L	1,500
29	SHIP'S OWN CONTR FEE		PER B/L	1,000
30	AMENDMENT FEE		IF CONE/SHIP ARE AT FAULT	100
31	DETENTION CHRGS	1X20		USD 6
32	DETENTION CHRGS	1X40		USD 12
33	PTR		BOX	250
34	D/O SPLIT		INVOICE B/L	1,200
35	REFER CLEANING		PER CONTR	1,500
36	IMPORT CFS/CY (DMGS)		PER CONTR	1,000
<b>Exports</b>				
37	DOCUMENTTION FEE (H/O)		PER B/L	1,400
38	1.ORIGINAL B/L ADHSV STAMP			150
39	2. ORIGINAL B/L ADHSV STAMP			250
40	3. ORIGINAL B/L ADHSV STAMP			350
41	DOC FEE INVC ON LCL			2,500
42	UP COUNTRY B/L (ALL INVOICES)			1,250
		<b>20'</b>	<b>40'</b>	
43	TRUCK (ON BOARD) B/L	Rs 250 TEU	Rs 500 PER TEU	
44	REINSURANCE FEE		PER B/L	700
45	P.O. D RELEASE FEE		PER B/L	1,050
46	COMBINATION / CANCELLATION		PER B/L	650
47	SPLIT B/L FEE		PER B/L	1,050
48	LATE PICK UP FEE	PER WEEK	PER B/L	1,050
49	BOUNCED CHEQUES		PER CHEQUE	1,050
50	GATE PASS CHARGES		PER GATE PASS	150
51	D O GOODS DECLARATION		PER B/L	100
52	UP COUNTRY WHARFAGE		PER CONTR	2,500
53	OBL SURRENDERED FEE		PER CONTR	2,000
54	DOCUMENTATION PANELTY			1,500 / week
55	DETENTION CHARGES	USD 6	USD 12	
56	COMPUTRIZED LOADING PROGRAM			50



Import Security Deposit		20' Container	40' Container	
		(Rs.)	(Rs.)	
57	LOCAL	20,000	40,000	
58	UP COUNTRY	40,000	80,000	
59	REFFER	75,000	150,000	
60	REFER WITH GEN SET	160,000	300,000	
Afghanistan		20'	40'	
	Dry	100,000	200,000	
	Refer	460,000	900,000	
Exports				
61	TRUCKER SECURITY	Rs. 200,000		UP TO MAX. 20 FREE DAYS
USA B/L Documentation				
62	AUTOMATED MENIFESTED SYSTEM PROCESSING CHARGE		PER HOUSE B/L	1650
63	DIRET CUSTOMER		PER MASTER OB/L	USD 20
64	INDIRECT FILING NVOCC		PER NVOCC H. B/L	USD 25
65	DIRECT FILING NVOCC		PER MASTER O B/L	USD 25
66	CORRECTION FEE		PER CASE	USD 40
67	B/L SURRENDER FEE		PER B/L	USD 28
Container Terminal Charges		20' Container	40' Container	
68	KARACHI TO UP COUNTRY	10,500	22,000	
69	UP COUNTRY TO KARACHI	6,000	10,500	
70	THC	4,050	6,750	

Up country detention charges will be double after every 10 days, on expiry of free time.

For late submission of manifest information after 48 hrs, vessel soiling thereafter for every week additional Rs. 15,000.

### Dry Charges

Item	Category of Goods	Unit	Rate		Amplifying Notes
			Import Rs.	Export Rs.	
<b>a.</b>	Break Bulk & LCL Container(s)	Per Ton x 2	70	35	1,2,3,9,11
<b>b.</b>	Dry Bulk Cargo	Per Ton	54	40	3,12
<b>c.</b>	FCL Container(s)	Per ft.	90	35	6,7,8,11
<b>d.</b>	Empty Container(s)	Per ft.	40	40	11
<b>e.</b>	Naphtha, Motor spirit, Lubricants, Petrol,	Per 1000 Liters	100	100	
	Similar nature commodities not otherwise				
	Specified, Bulk liquid chemical.				
<b>f.</b>	Crude, Diesel, Kerosene oil, Liquid Fuel	Per 1000 Liters	30	30	
<b>g.</b>	Edible Oil	Per 1000 kgs	35	35	
<b>h.</b>	Molasses	Per 1000 kgs	18	18	
<b>j.</b>	Tractor, Tracked vehicle, Machine on Wheel / chain(s)	Per CBM	256	126	11
<b>k.</b>	Motor vehicle	Per CBM	316	158	11
<b>l.</b>	Tyre, Tyre scrap, Accessories	Per Ton	316	158	11
<b>m.</b>	Food grain not otherwise specified,	Per Ton	25	25	3,11



Item	Category of Goods	Unit	Rate		Amplifying Notes
			Import Rs.	Export Rs.	
	Ata, Flour, Seeds, Fertilizer, Oil cake,				
	Meal, Pulses, Poultry feeds, Sand,				
	Sandstone, Rock phosphate				
<b>n.</b>	Animals	Each	100	100	11
<b>p.</b>	Birds	Each	10	5	11
<b>q.</b>	Goods not specified	As per Item 'a'			11
<b>r.</b>	Domestic coastal cargo	Half of export rates given in Items 'a' to 'q'			
<b>s.</b>	<b>Transshipment (Vessel to wharf and wharf to vessel)</b>				11,12
	<b>i.</b> Laden Container(s)	Per ft.	25		
	<b>ii.</b> Empty Container(s)	Per ft.	25		
	<b>iii.</b> Break Bulk	Per Ton	50		
	<b>iv.</b> Items e & f above.	Per 1000 Liters	Only import		
	<b>v.</b> Items & k above	Per CBM	200		
	<b>vi.</b> Items b & m above	Per TON	Only import		
<b>t.</b>	<b>Transshipment (vessel to vessel).</b>				
	<b>i.</b> Destined for ports outside Pakistan.	Half of import plus export rates given in Items 'a' to 'q'			
	<b>ii.</b> Destined for ports within Pakistan.	Quarter of import plus export rates given in Items 'a' to 'q'			



## Port Qasim

Named after the great Muslim General Muhammed Bin Qasim, Port Qasim is Pakistan's first industrial and multi-purpose deep-sea port. The port has been developed on the coastal line of Arabian Sea where once the sand dunes of Bin Qasim desert could be seen. Located in Indus delta region at a distance of 50 Kilometers South East of Karachi, the port is well connected to all over the country through modern modes of transportation i.e. rail, road and has been playing an important role in the economic uplift of the country. Port Qasim offers the following facilities:

- Handling of sea-borne trade (Imports & Exports)
- Warehouse facilities
- Provision of land and infrastructure facilities for establishment of port-based industrial and commercial units.

### Basic Data:

- Initial Capital Cost (Rs) : 4.7 Billion
- Total Area : 12,000 acres
- Port Activities : 1,000 acres
- Industrial Zone : 11,000 acres
- 45 Km long Navigation Channel
- 14 Km Railway link to National Railway network

The port has no rail-mounted cranes and the cargo is handled only by the ship cranes.

Designed capacity of berths, draught actual handling at the port.



Berths/Terminals.	Draught (Meters)	Designed Capacity (Mill. Tons)
M. W. berth 1	10.00	2.50
M. W berths (2-3)	10.00}	5.00-6.00
M. W. berth 4	10.50}	
QICT	11.00	0.5 million TEU
FOTCO oil Terminal	11.00	9.00
Engro Vopak Terminal	10.00	4.00
Iron Ore & Coal Berth	10.00	3.03

### Operational Performance; Ships Handled (1995-2002)

Years	No. of Ships
1995-96	345
1996-97	381
1997-98	456
1998-99	551
1999-00	590
2000-01	612
2001-02	566

Port Qasim has attractions and advantages for investment both in port facilities and port-based industrial development including the followings:

- Full range of port facilities to handle all types of general bagged break-bulk, bulk, liquid cargo and containerized cargo with backup infrastructure facilities.
- First rate multi-modal connections with inland transportation network.
- Transshipment and transit facilities for trade flows with neighboring and land locked Central Asian States.
- Immense possibility for expansion and upgrading of port facilities in terms of number of berths and draught in navigational channel to meet dynamic requirement of international shipping.
- Availability of basic utilities like water, power, gas, telecommunications, banking etc, as part of infrastructure for industrial development.

- Suitability to serve as seaward terminal for inland waterways system in case techno-economic feasibility of this mode of transport is established.
- Vast areas of land with direct access to water farms for setting up import based and export oriented industrial cum commercial undertakings.
- Close proximity to urban amenities at Karachi including its International Airport.
- Great potential for development of surrounding islands and creeks for tourism, marine sports and industrial developments.
- Interface between the urban and rural areas of Sindh province to draw on the mix of professional, skilled and semi skilled manpower to meet progressive requirements of production.

### **Facilities offered by Port Qasim**

- 45 Km long navigational channel which can accommodate vessels up to 85,000 DWT class subject to adherence of the promulgated permissible dimensions.
- A dedicated Iron Ore & Coal Berth for exclusive use of Pakistan Steel Mills for handling raw material imports, it caters for 70,000 DWT class vessels subject to adherence of permissible dimensions.
- A specialized Oil Terminal offering state-of-art facilities to tankers up to 80,000 DWT subject to permissible dimensions.
- Four Multi purpose berths in a linear length of 800 meter extending port facilities upto 45,000 DWT class vessels, subject to permissible dimension and equipped with two covered transit sheds each having an area of 10,000 Sq.Ms.
- Night Navigational facilities have been introduced initially to smaller ships to be further extendable to larger size vessels.
- A dedicated two berths container terminal catering for berthing facilities to 50,000 DWT class container vessels subject to permissible dimension.
- Full range of floating craft and cargo handling equipment.
- Two Term Storage Area with storage capacity of 11,800 Sq.Ms each.
- Access road to National Highway and connection to rail network



- o Infrastructure facilities and utilities.
- o 11,000 acres of land above high water mark in the Western and Eastern zones for industrial development.

## **Projects Initiated, implemented and planned**

### **i) Night Navigation**

Night Navigation has been introduced at the port since April 15, 2002. The facility marks a tangible improvement in expansion of port facilities.

#### **ii) Construction of Two Tugs And Two Pilot Boats**

PQA has entered into an agreement with Karachi Shipyard for construction of two tugs and two pilot boats at a total cost of US \$ 6 million. The delivery period is 12 months from the date of first payment.

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### **iv) ISO 9001- 2000**

PQA Operational & Technical Services are going to be ISO 9002:1994 certified by end of 2001. PQA now plans updating the new system of ISO 9001:2000.

### **v) Establishment of White Oil Handling Facilities at FOTCO Oil Terminal on BOT Basis**

The agreement was signed with FOTCO on August, 2000 for handling of 2.8 million tons HSD oil; project was completed on 31<sup>st</sup> December 2000. Till end of December 2002, 1.85 million tons of HSD oil has been handled at this terminal.

**vi) Establishment of Liquid Cargo Terminal on BOT Basis**

**GOP has recently approved the above project to be awarded to M/s. FWO. The project is scheduled to be completed in 24 months from the date of signing of agreement.**

**vii) Establishment of 2<sup>nd</sup> Oil Jetty on BOT Basis at US \$ 20 Million**

The project is scheduled to be constructed in Private Sector by FOTCO. The proposal has been forwarded to GOP for approval.

**viii) Provision of infrastructure facilities in Industrial Area.**

Infrastructure facilities are also being developed in PQA for provision of roads, water supply and sewerage according to phase-wise development plan.

**ix) Wheat Storage Silos Facilities**

As per Government's decision, wheat storage silos are being constructed by the private sector on BOO basis. The project is scheduled to be completed within 6-9 months after signing of land lease agreement.

**x) Procurement Of Dredger**

To undertake annual maintenance of dredging work of the navigation channel dredger, PQA plans procurement of dredger at a cost of Rs. 1800 million.

## **Industrial and Commercial Projects**

Port Qasim Authority (PQA), an ISO 9002 Certified Port in areas of Operations and technical, is committed to expand/ optimize the use of port facilities and exploitation of its potential with private sector participation for promoting growth and development in the ports and shipping sectors of the economy. Some of the major industrial and commercial projects established at Port Qasim are:

**i) KESC Thermal Power Plant**

Spread over an area of 223 acres of land with 1260-megawatt electricity power generation capacity, the plant has been developed at a cost of Rs. 14,000 million. The plant is operational since 1984.

**ii) Toyota Automobile Plant**

The plant has been developed as a joint venture between Toyota Company of Japan and House of Habibs of Pakistan. The plant has been operational since early 1993.

**iii) ICI PTA Plant**

Spread over an area of 150 acres with annual capacity of 0.43 million tons PTA, the plant has been completed at a cost of US\$ 500 million and is functional since 1998.

**iv) FJFC Fertilizer Plant**

Developed as a joint venture between Fauji Foundation of Pakistan and Jordan over an area of 350 acres with a completion cost of US\$ 370 million, the plant has been operational since 1998. The manufacturing capacity of the plant stands at 0.445 million tons of DAP and 0.551 million tons of urea and import of 0.4 million tons phosphate per annum.

**v) Awam Palm Oil Refinery**

The refinery has been established with collaboration of Awam with Singapore at a cost of US\$ 20 million. The refinery has been operational since December 1993 having refining capacity of 0.2 million tons per annum.

**vi) Engro Chemicals (NPK Plant)**



The plant has been developed over an area of 10 acres in eastern industrial zone of PQA at a cost of US\$ 560 million to produce various types of Petrochemical / Fertilizer. The plant was formally inaugurated in August 2002.

**vii) Engro Asahi Polymer Plant**

The facility has been developed over an area of 30 acres of land in PQA eastern industrial zone at cost of US\$ 81 million to produce petrochemicals and polymers of various types and has been operational since 1999.

**viii) BOC Gases Limited**

Established over an area of 10 acres of land in PQA eastern industrial zone, the plant has been developed at a cost of Rs. 1,250 million producing hydrogen, nitrogen etc. The plant has been functioning since 1998.

## **Private Sector Involvement in Port Development**

Port Qasim from the very start of business activity has sought active participation and involvement of private sector in areas both relating to port facilities and operations as well as investment in industrial and commercial zones of Port Qasim.

**i) Port Related Involvement**

Port Qasim pioneered the inauguration of terminal operation by private sector in the country. The entire range of cargo handling activities from opening of the hatch of vessel to delivery to the consignee for imports and vice versa is carried out by Cargo Handling Companies (CHCS) / Terminal Operators under one window operation system. Some of the major Terminals established in the private sector are as under;

**ii) FOTCO Oil Terminal**

It is the first dedicated terminal developed in private sector on BOO basis at a cost of US\$ 87 million to cater for oil imports with handling capacity of 9 million tons per



annum. The Terminal has built in capacity to accommodate conveying pipes for remaining three jetties and growth potential to handle more than 36 million tons oil per annum. Currently tankers up to 63,000 tons shipload are being handled at the Terminal. The Terminal has been operational since March 1995. Additionally seventy-seven acres of land is earmarked for POL Storage Tank at FOTCO.

### **iii) Qasim International Container Terminal**

Qasim International Container Terminal has been developed by P&G Group, Australia, through conversion of three existing multi-purpose berths with a quay length of 600 meters into two berths container terminal at a cost of US\$ 35 million on BOO basis. The terminal is equipped with rail-mounted ship-to-shore gantry cranes and backup infrastructure and equipment to handle 45,000 DWT gearless container vessels. The Terminal has been operational since August 1997.

### **iv) Liquid Chemical Terminal and Storage Farm**

To cater for chemicals imports, the facility has been developed by Engro Pakistan in collaboration with Vopak of Netherlands on BOT basis at cost of US\$ 67 million. The terminal has been equipped with storage capacity of 4 million tones per annum. The terminal has been operational since January 1998.

## **Future Projects**

### **a) Establishment of 2nd Oil Jetty on BOT basis**

The 2nd Oil Jetty capable of handling 75,000 DWT vessels and volume of 9.0 million tons per annum has been planned at the estimated cost of US\$ 20 million for handling of white oil to be transported up country through PARCO Pipeline (a project of MP&NR) being laid from Port Qasim to Mehmood Kot near Multan. The scope of work includes financing, planning, designing, construction, operation and maintenance of 2<sup>nd</sup> oil jetty.

### **b) Establishment of dedicated Coal & Clinker/ Cement Terminal on BOT basis**

A dedicated terminal is planned to be set up for export of clinker & cement. This terminal is to be established on the North Western side of the port at the estimated cost of US\$ 20 million. Cement/Clinker export terminal will handle about 3 million tons per annum. The facility will provide a dedicated terminal for export of Clinker / Cement on non-exclusive basis thus earning valuable foreign exchange. A volume of 7 million tons per annum is estimated by the year 2010.

**c) Establishment of Marine Workshop and Dry Dock Facilities on BOT basis**

There is only one Shipyard (KSEW) in Pakistan where facilities exist for the dry-docking & repair of ships. This is over occupied and thus considerable time is consumed in the repair of PQA crafts and foreign ships have to go to nearby countries where such facilities exist. Marine repair workshop and dry docks facilities when established will thus handle repairs of PQA'S operational crafts as well as local & foreign ships calling at the Ports (KPT & PQA). The project will be offered on BOT basis through private sector to operate and maintain the project for a period of 30 years. The estimated cost of the project is US\$ 10 million.





**SRO-72 (KE)/96 DATED July 02,1996 Scale rates Chargeable  
On Goods Imported Or Exported Are As Follows:-**

**Wharfage Charges**

Item No.	Description	Rates of Charges		Unit
		Import (Rs.)	Export (Rs.)	
1	All goods not otherwise specified	44.00	31.00	Per ton or part thereof
2	All Animals, reptiles, Poultry & alive stock	19.00	11.00	Each
3	Cement, Clinkers & Gypsum	41.00	22.00	Per ton
4	Carpets	19.00	11.00	Per 100 Kg
5	(a) Coke	56.00	56.00	Per ton
	(b) Coal, cinder, ashes, patent fuel and charcoal.	39.00	39.00	do
6	Chemicals, Dyes and Colours:			
	(a) Chemicals:	44.00	44.00	1000 kg or part thereof
	(b) Dyes and Colours:	68.00	44.00	do
7	Sand and Stone excluding Marble Stone, Marble Chips & finished Marble products	11.00	04.00	Per ton
8	Glass and Glass Products of all kinds	97.00	97.00	do
9	Food Grains, Atta, Flours, Seeds excluding Rice and Pulses of all kinds	21.00	17.00	do
10	Sugar	45.00	45.00	do
11	Oil Cake, Oil Cake Meals and Poultry Feed	22.00	22.00	do
12	Edible Oil	31.00	31.00	do
13	Groceries and provisions in cases, dasks or packages.	12.00	08.00	per 100 Kg
14	Heavy Lifts:	56.00	56.00	Per cubic meter or thereof
15	Wines and Spirits			
	(a) Wines and Spirits	105.00	52.00	per case of 4 Doz. Qts. or 8 Doz.
	(b) Fermented Alcohols	330.00	165.00	Pints Per ton or part thereof
	(c) Industrial Alcohols	87.00	87.00	- do-
16	Motor Vehicles and tyres:			
	(a) Motor Vehicles (unpacked all kinds)	275.00	83.00	Per cubic metre or ton which ever is higher. Minimum rate Per unit will be Rs. 1650.00
	b) Tracked Vehicles (Unpacked) wheeled tractors, dozers generators, pumps & other machinery on wheels.	218.00	68.00	do
	(c) Accessories, tyres and tubes etc. including tyre Scraps.	275.00	275.00	Per ton
17	Manures.			
	Fertilizers, rock Phosphates excluding cowdung	14.00	11.00	Do
18	Matches.	165.00	165.00	Do
19	Military cargo including explosives but excluding vehicles.	39.00	39.00	Do
20	Oil and Petroleum Products:			
	(a) Crude oil	25.00	25.00	Per 1000 litres
	(b) Diesel oil & liquid fuel	25.00	25.00	do
	(c) Kerosene Oil	29.00	29.00	do
	(d) Motor spirit, lubricants, petrol and commodities of similar nature not otherwise enumerated	87.00	87.00	do
	(e) Neptha	87.00	87.00	do
21	Salt (country and sea)	11.00	11.00	Per ton or part thereof
22	Cotton & Cotton Products and old and used clothes:			
	(a) Piece goods of all kinds including cuttings	56.00	41.00	Per ton or part thereof



	(b) (i) articles made of cotton Jute, Silk, wool, hair, fibre of all kinds twist and yarn except where specified.	83.00	41.00	Do
	(ii) Canvas, flax and articles made thereof.	83.00	41.00	Do
	(c) Wool and hair, raw pressed and waste.	83.00	41.00	Do
	(d) Cotton raw, pressed, cotton waste and cotton linters	83.00	41.00	Do
23	Bamboos, excluding cane and cane products.	41.00	41.00	do
24	Baggage	56.00	56.00	do
25	Molasses	15.00	15.00	do
26	Tobacco	45.00	41.00	do
27	Bones, horn and hooves and grist	41.00	26.00	do
28	Fish:			
	(a) Dry	41.00	41.00	do
	(b) Frozen or shrimps	68.00	68.00	do
29	Hides and skins	31.00	31.00	do
30	Steel products:			
	(a) Pig iron	64.00	64.00	do
	(b) HRS Coils	64.00	64.00	do
	(c) Iron, steel and scrap of all kinds excluding tyre scrapes, Plastic Scrap, and pipes of all kinds.	45.00	45.00	do
31	Raw jute	45.00	45.00	do
32	Leather, artificial leather and leather products including scrap thereof.	41.00	41.00	do
33	Ores and minerals	41.00	41.00	do
34	Sports goods	41.00	41.00	do
35	Empty Containers:			
	(a) Size 20' (TEU)	619.00	619.00	Each
	(b) Size 40' (TEU)	1238.00	1238.00	do
	(c) Over Size 40'	34.00	34.00	Per foot
36	Miscellaneous Items:			
	(a) Transshipment cargo containerized or otherwise landed on a wharf for re-export.	Full charge	Full charge	On landing
	(b) Cargo transshipped direct without being landed on a wharf from a vessel alongside the wharf to another vessel or in the stream or vice versa.	Half charge	Half charge	On landing and re-shipment
	(c) Domestic costal cargo transferred without being landed on a wharf from one vessel alongside the wharves to another vessel alongside or in the stream or vice versa.	Quarter charge	Quarter charge	On landing and re-shipment
	(d) Cargo from vessel put back through stress of weather or distress, distress without landing on wharf.	Half charge	Half charge	On landing and re-shipment
	(e) Cargo landed from vessel put back through stress of weather or distress, on wharf.	Full charge	Full charge	On landing and re-shipment
	(f) Cargo landed or shipped by lighters.	Full charge	Full charge	On landing and re-shipment
	(g) Goods shut out from vessels in the streams and damaged goods landed for repacking or repressing.	Full charge	Full charge	On landing and re-shipment
	(h) Timber landed at wharves from timber pond or elsewhere, on which import fees have already been paid.	Full charge	Full charge	

## STORAGE CHARGES

### IMPORTS.

**Following Are The Storage Charges.**

(i) First 10 days.	22.00	Per ton per day
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(ii) Next 10 days	31.00	do
(iii) Next 10 days	41.00	do
(iv) Thereafter until clearance	63.00	do

In case of Afghan in-transit cargo, storage will be chargeable for the first twenty days, instead of ten first days as shown above. Thereafter the normal sequence of storage charges will be applicable as above.

#### Exceptions:

(a) Matches	One working day after deposit, first seven days	25% wharfage per day.
	Thereafter until clearance	50% wharfage per day.
(b) Acids, liquid or corrosive cylinders containing gases and other dangerous goods including carbide of calcium.	One working day after deposit until clearance	50% wharfage per day.
(c) Gun powder, blasting powder, percussion caps, fuzes, loaded cartridge and all other explosives.	One working day after deposit in PQA's barges or marginal wharf area until clearance.	100% wharfage per day.
(d) Petrol benzene and the like	On deposit at D.P. godown, until clearance.	50% wharfage per day.
(e) Motor Vehicles, tracked vehicles including lorries, tractors and other cargo on wheels.	Two working day after deposit at storage places.	First ten days Rs. 22.00 Per ton per day.
(f) Raw jute and jute products	Five working days after bulk landing	Next Ten days Rs. 31.00 Per ton per day.
(g) Newsprint	Five working days after landing.	Next ten days Rs. 41.00 Per ton per day.
		Thereafter until clearance Rs. 63.00 Per ton per day.
(h) Staple fibre	Five working days after deposit at storage places.	First ten days Rs. 22.00 Per ton per day.
(i) Heavy lifts	Five working days after the landing date of the vessel	Next ten days Rs. 31.00 Per ton per day.
		Next ten days Rs. 41.00 Per ton per day.
		Thereafter until clearance Rs. 63.00 Per ton per day.
(j) Gun – powder, blasting powder, percussion caps, fuzes, loaded cartridges and all other explosives not deposited in PQA explosives barges but in specified dangerous cargo premises.	Seven working days after the date of deposit.	



## STORAGE CHARGES

### EXPORTS.

Storage will accrue on all goods for export shipment, stored at marginal wharf area or other areas notified by the Authority from time to time, lying after the expiry of two working days from the date of deposit and will be charged as under:-

First Thirty days	Rs. 3.00 per ton per day.
Thereafter until shipment	Rs. 11.00 per ton per day.

### BERTHAGE FEES

Berthage fees payable by all vessels calling at:

1.	Multi-Purpose Terminal	US \$ 0.08	Per GRT per day or part thereof subject to a minimum of US \$ 314.00 per day or part thereof.
2.	Small Craft Jetty	US \$ 31.00	per day or part thereof.
3.	Anchorage	US \$ 0.017	Per GRT per day or part thereof subject to a minimum of US \$ 83.00 per day.
4	Additional charges payable by vessels using the pipe lines for bunkering, loading or discharging petroleum liquid fuel, etc.		
	(a) Bunkering vessels	US \$ 41.00	Per hour or part of an hour from the time of connection to that of disconnection of pipes.
	(b) Discharging or loading vessels	US \$ 105.00	For every twenty- four hours or part thereof from the time of arrival alongside the wharf till completion.

### MOORING FEES

Charges for the use of moorings in the stream fixed or swinging	US \$ 0.04	Per GRT or part thereof per day subject to a minimum of US \$ 155.00 per day or part thereof.
(a) Charges for the use of Outer Anchorage Area by the Lash vessel to load or discharge barges		US \$ 0.021 per GRT per day or part thereof.
(b) Charges for the use of mooring in the stream fixed or swinging by the Lash barges or any other barges		US \$ 10.00 per day per barge.
(c) Plying charges to and from Outer Anchorage for the use of the channel the Lash barges or other barges		US \$ 51.00 per barge per trip.
(d) Vessels using anchorage area at Outer Anchorage within Port's limits		US \$ 0.013 per GRT per day or part thereof.

### HAULAGE, TOWAGE AND MOVEMENT OF VESSELS WITHIN THE PORT

(1) Every vessels of more than 1,500 Gross Registered Tonnage while entering or leaving the Port will be charged as under for the services of tugs:-			
(a) For inward voyage		US \$ 980.00	For two tugs.
(b) For inward voyage		US \$ 980.00	For two tugs.
(c) Charges for the services of the tug for inward/outward voyage to vessels upto 1500 GRT, if used.		US \$ 491.00	Per Tug.
(2).	Services of a tug for assisting in shifting of a vessels from a berth or moorings to a berth or moorings and any other operation within the harbour.	US \$ 495.00	Per tug.
3.	Towing the vessel not under steam:		
	(a) For use of one tug	US \$ 619.00	Per tug.
	(b) For every additional tug	US \$ 619.00	Per tug.
	(c) Detention of a tug	US \$ 207.00	Per half hour.
	(d) Charges for preparing tug when requisition is countermanded.	US \$ 413.00	Per tug.

## MISCELLANEOUS CRAFT

1	Hire of Motor Barge, Anchor Hoy, Water Barges, etc, for any purpose except fire for the first three hours or any part thereof	Rs. 1650.00
	For every subsequent hour or part thereof.	Rs. 330.00
2	Hire of Motor Pilot boat for the first six hours or any part thereof.	Rs. 2064.00
3	(a) Hire of a launch per working day for 1-1/2 hours running and three hours waiting.	Rs. 495.00
	For every subsequent hour or part thereof.	Rs.351.00
	(b) Extra for each hour running.	Rs. 83.00
	(c) Hire of a launch for continuous running for six hours.	Rs. 825.00
	(d) Hire of a launch on Fridays and holidays for 1-1/2 hours running and seven hours waiting.	Rs. 990.00
	(e) Extra for each hour running.	Rs. 165.00
	(f) Hire of a launch for continuous running on Fridays and holidays.	Rs. 1650.00
4	Launches attendance per ship	US \$ 52.00
5	(a) Hire of mooring flat or wrap boat for first six hours or any part thereof.	Rs. 825.00
	(b) For every subsequent hour or part thereof.	Rs. 165.00
6	(a) Hire of pontoons or each pontoon for each day or part thereof upto three days.	Rs. 825.00
	(b) For each day in excess of three days for each pontoon per day or part thereof.	Rs. 413.00
7	(a) Hire of hawsers for each hawser part thereof.	Rs. 825.00
	(b) Hire of anchors for each anchor per day or part thereof.	Rs. 207.00
	(c) Hire of chains for each chain of fifteen fathoms length per day or part thereof.	Rs. 207.00
	(d) Hire of shackles or swivels for each shackle or swivel per day or part thereof.	Rs. 105.00
8	(a) Hire of portable welding plant for one operator per shift of eight hours or part thereof.	Rs. 495.00
	(b) Hire of portable welding plant for two operators.	Rs. 825.00

## MISCELLANEOUS CHARGES

1	Fee for a duplicate copy of any Port Qasim receipt in case the original is lost or destroyed.	Rs. 22.00 Per copy
2	For each delivery order presented by an importer which does not cover the whole of the goods shown in the original bill of landing.	Rs. 11.00
3	For sorting timber and iron and other metals:	
	(a) Landed in mixed conditions, the ship will be charged per ton or fraction thereof.	Rs. 11.00
	(b) By sizes, if required by the consignee, per ton or fraction thereof.	Rs. 11.00
4	Intercepting a vessel outside port limits at the request of the owner or agent (except by signal)	Rs. 2064.00
5	Use of steel wire ropes for each vessel at the wharves per day.	Rs. 207.00
6	Use of shackles for each vessel at moorings per day.	Rs. 41.00
7	Hire of moorings for each small craft such as launch, yacht or boat:	
	(a) Per day.	Rs. 41.00
	(b) Per month.	Rs. 1032.00
8	Taking of pilot to sea under unavoidable circumstances, for every day or part thereof the pilot is beyond the limits of his station, in addition to accommodation, board and travelling expenses to which the pilot may be entitled.	Rs. 1032.00 Per day or Part thereof
9	Picking up and creeping for anchors:	
	(a) Per day of twelve hours or for a period of not less than six hours.	Rs. 1032.00
	(b) For a period of less than six hours.	Rs. 723.00
10	For the use of boat slip per day or part thereof.	Rs. 207.00
11	For losing a rat guard.	Rs. 207.00



12	Towage fees for clayton apparatus.	Rs. 413.00
13	Raising and removing sunken harbour craft and lighters within the harbour:  Services rendered by Port Qasim's craft and personnel to each vessel for every six hours or part thereof.	Rs. 1032.00
14	Salvage Fees	
	(a) When no risk of life is incurred in recovering lost articles and such articles are recovered within the port's limits. 5% of their value plus the expenses actually incurred in salvaging.	
	(b) Where risk of life is incurred, not less than 25% of their value, plus the expenses actually incurred in salvaging.	
	The General Manager (Operations) may, at his discretion, increase the charge where risk of life is incurred, having regard to all the circumstances of the case.	
15	For issue of certificate of weight of goods.	Rs. 12.00 Per certificate.
16	Spirit or wine denatured on the PQ's premises.	Rs. 3.00 Per litre
17	Subscription fee for the supply of shipping intelligence.	Rs. 207 per annum

### PILOTAGE FEE AND PILOT DETENTION FEE

Pilotage Fee shall be charged on merchant vessels, Pakistan Government vessels or hired transport, according to their Gross Registered Tonnage at the following rate:

Inward or, outward or shifting within the harbour.	US \$ 0.13 per GRT subject to a minimum charge of US \$207.00
(a) For any subsequent cancellation of the said notice, if any other vessel or the Port Qasim service is inconvenienced, at the discretion of the Board.	US \$ 105.00 per act.
(b) If such cancellation is not received by the Deputy General Manager (Marine Operations) at least two hours previous to the time specified that the vessel will leave her berth, whether the pilot attends or not.	US \$ 105.00 per act.
(c) For detention of a pilot on board not ready to vacate her berth for more than an hour beyond the time.	US \$ 105.00 per act.
(d) For every subsequent hour or part thereof.	US \$ 52.00 per act.
(a) Extra pilotage for pilot's services between sunset and sunrise.	US \$ 105.00 per act.
(b) Extra pilotage for pilot's services on services on Friday and other Public Holidays.	US \$ 157.00 per act.
(c) Extra pilotage will not be levied when required for Port convenience.	

### S.R.O. 74(KE) / 96:

In exercise of the power conferred by sub-section (1) of Section 33 of the Ports Act, 1908 (XV of 1908) and in supersession of Ministry of Communications Notification No. S.R.O. 99(KE)/95 dated, the 25<sup>th</sup> April, 1995, the Federal Government is pleased to direct that port dues on the vessels entering the Port Muhammad Bin Qasim shall be levied, from the 1<sup>st</sup> January, 1996, as shown in the Table below: -

### PORT DUES LEVIABLE ON VESSELS ENTERING THE PORT

Sr. No.	Description	Rate of port dues	How often chargeable In respect of same vessel.
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1.	Ocean-going vessels, other than coastal vessels.	US \$ 0.40 per GRT or fraction of a ton.	On each entry.
2.	Coastal vessels.	US \$ 0.13 per GRT or fraction of a ton.	On each entry.
3.	Country craft of ten ton and upward, except fishing boats.	US \$ 0.09 per GRT or fraction of a ton.	Once in the same month.
4.	Tug steamers or river steamers.	US \$ 0.06 per GRT or fraction thereof.	Once between the 1st January and the 30 <sup>th</sup> June and 31 <sup>st</sup> December
5.	(a) Vessels entering the port in ballast and not carrying passengers.	75% of the port dues otherwise payable by such vessels.	Once in the same month.
	(b) Vessels at (a) above, if re-entering with cargo or passengers in the same month.	Balance 25% of the port dues previously conceded.	
	(c) Vessels at (a) above, if discharging bunker.	Balance 25% of the port dues previously conceded.	
6.	(a) Vessels not discharging or taking in any cargo or passengers except doing such un-shipment or re-shipment as may be necessary for the purpose of repairs.	50% of the port dues otherwise payable by such vessels.	As often as otherwise payable by such vessels.
	(b) Vessels entering the port for repairs or through stress of weather and otherwise complying with the conditions laid down in (a) above.	50% of the dues otherwise payable by such vessels.	As often as otherwise payable by such vessels.
7.	(a) Vessels entering the port and taking in only provisions, water, bunker, coal or liquid fuel for their own consumption.	50% of the dues otherwise payable by such vessels.	As often as otherwise payable by such vessels.
	(b) Vessels at (a) above, if re-entering the Port within the same month with cargo or passengers.	Balance 50% of the dues previously conceded.	As often as otherwise payable by such vessels

### **Broad Terms and Conditions for allotment of land in Port Qasim Industrial estate**

- I. Plot shall be provided on lease basis. The period of lease for different categories of allotment shall be as follows:-
  - a. Industrial Land 50 years
  - b. CFS/Ware Housing Plots 50 years
  - c. Commercial areas 50 years
  - d. Back-up areas 30 years
  - e. Edible oil /Molasses 30 years
- II. "Agreement to Lease" will be executed initially as per standard documents of this Authority.



- III. "Indenture of Lease" will be executed after satisfactory compliance of terms and Conditions of "Agreement to Lease". Lease period shall commence one month after issuance of " Letter of allotment".
- iv. Fees/Stamp duty and registration charges etc. of lease shall be paid by allottee.
- v. The Peripheral Development Charges (PDCs) for different categories of land allotments shall be as follows:-

a. Industrial land Eastern Industrial Zone	Rs. 1.00 million/acre
b. Industrial Land Northern Industrial Zone	Rs. 1.5 million/acre
c. C.F.S./Ware Housing Plot	Rs. 1.5 Million/acre
d. Commercial (Through open auction reserve price	Rs.3.00 million/acre
e. Back up area	Rs. 3.642 million /acre
f. Edible Oil & Molasses (rent including PDCs)	Rs. 0.542 million/acre

- vi. The basic facilities to be provided by PQA against receipt of Peripheral development Charges (PDCS) for different categories of land allotments shall be provided as follows. These services shall be provided upon receipt of PDCs payments as per schedule and/or as and when made available at site of plot. The quantity of potable water supply per day shall be as per availability depending on supply from KWSB. Any additional requirements shall be met under allottee's own arrangement:

- a) Industrial/CFS/Ware Road, Potable Water, Sewerage, Storm  
Housing Storage Edible oil Water Drains.  
/Molasses area
- b) Back up area Commercial Road Potable Water, Sewerage Storm  
Water Drains & Electricity.





- vii. The Peripheral Development Charges (PDCs) for basic facilities shall be paid as per following schedule:
- |                          |  |
|--------------------------|--|
| a) Down payment 25%      | As earnest money along with application for processing of the allotment  |
| b) Programme payment 25% | Within 30 days of issue of provisional Letter of allotment date  |
| Balance payment 50%      | At the time of possession of plot or within six months of issue of provisional Letter of Allotment date, which is earlier. |
- viii. In case allottee wants to withdraw from allotment, the amount received shall be refunded after deducting the 10% of the whole-amount of Peripheral Development Charge of total plot area.
- ix. The allocation of plot numbers will be made after receipt of 50% payment of development charges and possession of plot shall be handed over after depositing of 100% Peripheral Development Charges and other dues if any.
- x. The annual land rent for different categories of allotments shall be as follows. It shall be applicable after the one month from the date of issuance of provisional “Letter of allotment”.
- |                           |                                 |
|---------------------------|---------------------------------|
| a. Industrial areas       | Rs.8,996 per acre per annum     |
| b. CFS/Ware Housing Plots | Rs, 17,993 per acre per annum   |
| c, Commercial area        | Rs. 46,884 per acre per annum   |
| d. Back up area           | Rs. 28,280 per acre per annum   |
| e. Edible Oil / Molasses  |                                 |
| Tankage Form area         | Rs.542,272 per acre per annum . |
| (Including PDCs)          |                                 |



- xi. The annual maintenance charges for different categories shall be as follows, chargeable after two years of the possession of plot:
- |    |                        |                               |
|----|------------------------|-------------------------------|
| a) | Industrial Area        | Rs. 27,066 per acre per annum |
| b) | CPS/Ware Housing Plots | Rs. 54,155 per acre per annum |
| c. | Commercial area        | Rs.56,558 par ace per annum   |
| d. | Back up area           | Rs,56,558 par acre per annum  |
| e. | Edible Oil / Molasses  |                               |
|    | Tankage Farm area      | Rs.27,066 per acre per annum  |
- xii. The charges mentioned under para (x) & (xi) above shall increase 5% annually and compounded on every 1<sup>st</sup> July. Next increase due on 01.07.2003. Both these charges shall be payable yearly in advance.
- xiii. The allottee shall take over the possession within one month from the issuance of PQA's letter for possession. In case of failure, late possession fees will be realized at the rate of 15% per annum of Peripheral Development Charges and compounded every passing year.
- xiv. The allottee shall commence the construction of proposed units within one year from the date of possession of plot. In case of failure, non-utilization fees at, the rate of 10% of Peripheral Development Charges every year will be realized.
- xv. The allottee shall complete/commission the proposed unit within 5 years from the date of possession of plot. In case of failure, the allotment of plot shall be cancelled and 25% of total Peripheral Development Charges shall be forfeited.
- xvi. The annual land rent for water front area shall be urged at Rs. 6.66 per sq. meter with 5% annually compounded increase due on every 1<sup>st</sup> July. Next increase will be due on 01-07-2003. The payment shall be payable yearly in advance.
- xvii. In case of delay in payments due (whether legally demanded or not), allottee shall have to pay the penalty at the rate of five percent (5%) per annum compounded above the treasury bills
- xviii. The allottee shall obtain all necessary permission (N.O.Cs) from Government and / or, any other agency authorized in that behalf for establishment of industry.
- xix. The allottee shall provide all requisite equipment materials for prevention of environmental degradation and do all the things necessary to control the pollution and not discharge from the permission any trade/deposits or other effluent without the prior written authority of Port Qasim.
- xx. The toxic, and other hazardous waste and effluent will be suitably treated by allottee prior to discharge in to the sewerage system laid by Port Qasim Authority.

- 
- xxi. The allottee shall have to pay the potable water consumption charges on Authority's normal rates, increase thereto from time to time.
  - xxii. The exact area of the plot will be determined after actual demarcation on payment of normal fee at the time of handing over possession and the proportionate Peripheral Development Charges; annual land rent and annual maintenance charger shall be adjusted accordingly.
  - xxiii. The filling, leveling and grading including reclamation works of the plot if any shall be undertaken by the allottee at its own cost and expenses.
  - xxiv. The drawings for the construction work duly prepared by a Licensed Architect/ Engineer shall have to be submitted in quadruplicate for approval by Port Qasim Authority. Construction shall only be undertaken after getting approval of drawings/plans in writing on payment of normal fees.
  - xxv. The allottee shall have to pay for the facilities required by allottee other than basic facilities mentioned at pare (vi) above to the relevant agencies.
  - xxvi. The transfer of interest in any form whole or partial without permission of Port Qasim Authority will not be recognized. In case of transfer of interest if allowed by the Authority, Allottee shall arrange for notifying the intended transfer of interest in 3 dailies of repute i.e. English, Urdu and Sindhi to raise objections, if any, within 15 days of publication of notice and submit the same to PQA for further proceeding in the matter,
  - xxvii. At the time of & application, the allottee shall have to furnish the copies of the, following documents (as per status of company):
    - a. Partnership deed.
    - b. Up-dated signed copy of Memorandum -of Article of Association.
    - c. Names of parterres/ directors with their specimen signatures.
  - xxviii In case of interest to utilize the facility of Railway siding (Subject to availability), allottee will have to beer the expenditure for the same as worked out and intimated by this Authority.



- 
- xxix. The Right of Way (ROW) charges for laying of pipe line/ trenches for Edible Oil/ Molasses tankage farm area up to Railway line will be Rs. 6.60 per square meter per annum from Railway line up to the Berth No.1 will be Rs.258.5 per square meter per annum. Both these charges will Increase 5% annually and compounded. Next increase will be done from 01.07.2003
- xxx. The allottee of Edible Oil/ Molasses tankage farm area shall have to lay the pipeline etc. under Railway line by thrust boring after obtaining permission from Pakistan Railways.
- xxxi. In case of Commercial plots, the conservancy charges will be Rs.2.50 per square meter per annum and fire charges will be Rs.0.50 Paisas per square meter per annum.
- xxxii. That the allottee shall have to furnish the copies of the following documents (as per status of company);
- a. In case an Individual desires allotment in his personal name, he shall have to disclose the names of his Bankers and furnish certificate from the concerned banks about his financial stability. He shall have to give details of his assets especially immoveable properties, as also business and residential address, Search Certificate and NTN with the proof of tax payment.
  - b. In case the concern is Sole Proprietorship the name of the Sole Proprietor, his place of business and residential address, as well as name of his bankers as also details of proprietor's assets, specially immoveable properties, declaration of being a Sole Proprietor through an Affidavit, Search Certificate. NTN with the proof of tax
  - c. In case of a Partnership firm, the names of all the partners, their residential addresses, place of business, certified copy of the up to date partnership along with a Photostat copy of the Certificate of Registration, the names of the Bankers of the firm and details of assets of the partners,



especially immovable properties, as also Search Certificate, NTN with the proof of tax payment.

- d. In case of a Private limited Company, a complete and upto date list of the Directors of Company as also the name of the Chief Executive, together with their residential address and an up to date printed certified copy of the Memorandum and Articles of Association of the Company along with a Photostat copy of the Certificate of incorporation, the name of the bankers and details of companies assets, especially immovable properties, NTN with the proof of tax payment. A copy of the Resolution of the Board of Directors authorizing a Competent representative to sign papers and documents on behalf of the Company will also have to be furnished.
  - e. In case of Public Limited Company, an upto date printed certificate of the Memorandum of Articles of Association of the Company along with a Photostat company of the certificate of incorporation, the names of the bankers and details of Company's assets, especially immovable properties, NTN with the proof of tax payment. A copy of the Resolution of the Board or Directors authorizing a competent representative to sign papers and documents on behalf of the Company will also have to be furnished.
  - f. Any subsequent changes in the above particulars shall be immediately intimated by the concerned parties to the Estate Department.
- xxxiii. The allotment of plot shall be cancelled and 10 % of total PDCs of whole plot area shall be forfeited against PQA administrative charges, if any of the above terms / conditions is infringed / not carried out within six months from the receipt of Provisional Letter of Allotment and permissions (N.O.Cs) on the basis of which plot was allotted is withdrawn by the sanctioning Authority.

#### **PQA Land Charges Per Acre**

Land Category	Lease Period	P.D Charges Payable only once Amount in (Million)	Annual Land Rent (Rs.)	Annual Maintenance charges (Rs.)
<b>Industrial</b>				
a. North Western Industrial Zone	50 years	Rs. 1. 5	9,000	27,100
a. Eastern Industrial Zone	50 years	Rs. 1.0	9,000	27,100
<b>Ware House C.F.S</b>	50 years	Rs. 1.5	18,000	54,200
<b>Back up Area</b>	30 years	Rs. 3,642	28,300	56,600
<b>Edible Oil/Molasses Area</b>	30 years	-	542,500	27,100
<b>Commercial</b>	50 years	Rs. 3.0	46,900	56,600

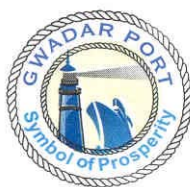
Note: -

P.D.C (Peripheral Development Charges) includes basic facilities like Road, Potable water supply, storm water drain and sewerage system.

- o Land rent and maintenance charges increase 5% annually and compounded next increase will be from July 01 2003
- o Commercial plots will be allotted through open rates mentioned against the said category for PDC will be the reserved price/charges.
- o P. D. Cs are inclusive of rental charges in case of edible oil & Molasses area.

### Statement showing the zone wise allotment and availability of land

Zone	Total Area in Acres	Area Reserved for services in Acres	Total available area in acres	Allotted area in acres	Available un-allotted area in acres
North Western Industrial Zone	2700	810	1890	1664	226
South Western Industrial zone	1000	300	700	509	191
Eastern Industrial Zone	8300	1100	7200	1159	6041
<b>Total</b>	<b>12000</b>	<b>2210</b>	<b>9790</b>	<b>3332</b>	<b>6458</b>



## Gwadar Port

Gwadar port is geographically located at Gwadar East Bay, about 465 Km from Karachi in the outer mouth of gulf and has immense strategic and political significance. There is three tier purpose of developing this strategic asset of the country; first, to improve the socio-economic condition of local people by opening the hitherto closed hinterland of the province, second, to develop a third alternative port that fills the missing link between the extreme south and north east of the country and third, to create the fundamental instrument of regional cooperation. Gwadar Port will serve as a regional hub in view of the recent geopolitical changes in the region.

The following potentials have been identified in the Master Plan of Gwadar Deep Sea-port Project:

- o Increased trade to and from Balochistan and Iran.
- o Trade potential from Central Asian countries through Afghanistan.
- o Trans-shipment of cargo (liquid and dry bulk)
- o Warehousing and assembly industries (EPZ)
- o Oil storage, refineries, petrochemical industries etc.
- o Handle the traffic to and from the ports of Sri Lanka, Bangladesh, Oman, UAE, Saudi Arabia, Qatar and Iran.

Gwadar Deep-sea Port project will be completed in two phases. Phase-I involves construction of three multipurpose berths to accommodate ships of 50,000 DWT bulk carriers. This phase is under execution since March,2002 with Chinese assistance and is likely to be completed by end-March, 2005. Phase II of the project involves construction of more berths on BOT basis including two container berths, one bulk cargo terminal, one grain terminal with capacity handling vessels up to 100,000 DWT, one roll on/ roll off terminal, two oil piers for vessels up to 200,000 DWT and future expansion of two



container berths. On completion of the project, Gwadar Deep-sea port would be the world's most strategically located port in this part of the world.

Gwadar Master Plan envisages development of about 18,600 hectares of land for this project including the followings:-

- Port Development in Phase-I & II on 400 hectares.
- An Export Processing Zone of 74 hectares located on land adjacent to the port in East Bay.
- A Special Industrial Zone of about 4,000 hectares lying to the north of the town.
- An oil refinery of 1,000 hectares located to the north east of the town, linked to the proposed oil terminal by an underground pipeline across East Bay.
- A residential area of 400 hectares stretching north of the existing town along West Bay.

To bring Gwadar close to the national mainstream, 700 Km long Makran Coastal Highway is in advanced stage of implementation. It will link Gwadar with Pasni, Ormara and Karachi. An other regional linkage is the Gwadar Ratto-Dero motorway linking it with Indus Highway through Turbat, Awaran and Khuzdar. A rail link is also planned to connect Gwadar to Quetta and Zahidan. Civil Aviation Authority also plans to upgrade the existing length of runway from 5,000 ft to 15,000 ft for operation of wide bodied jet air-crafts. The extension work will begin by end- August, 2003 and the extension facilities will be available for use by end 2004.

Gwadar Deep-Sea Project is envisioned to become a gateway to economic prosperity as it would boost trade and development activities, generate employment and help attract foreign and local investment.



## Potential Projects at Gwadar Port

Gwadar being a virgin territory as far as business is concerned, a lot of business activities are possible. There are numerous businesses that offer sizeable profits for the investors in Gwadar. Few are mentioned as under:

o Fish Processing	o Shrimp farming, Shrimp /Lobsters
o Crabs processing	o Training services in Fisheries and Aquaculture
o Cold storages, Ice factories	o Port Management projects.
o Seawater Reverse Osmosis Desalination Plants for potable purpose	o Hotels Restaurants & Resorts
o Business Development Service Providers	o Date Processing
o Oil Palm cultivation (Govt. of Balochistan can provide land on easy terms)	o Canned food, Gravel Crush plant
o Marine & Automobile repair workshop	o Water sports center and recreation facilities
o Renewable Energy; wind, solar- IPP	o Cluster for Internet service providers
o Clearing & Forwarding agency	o Warehouses
o Hospitals & Clinics	o Boat building & naval architecture institute
o Re-rolling Mills	o Oil Storage tankers.
o Ferry Service for Karachi-Ormara- Pasni- Gwadar and up to Oman and Dubai	



## **Pakistan National Shipping Corporation**

Pakistan National Shipping Corporation (PNSC) is the national flag carrier of Pakistan. Its main objective is to serve as an operating link between major trading partners of the country, maintain and stabilize the freight rates and provide strategic link in case of emergencies.

Pakistan National Shipping Corporation operates a fleet of 14 vessels with a total dead-weight capacity of 243,749 tons. It also arranges shipments to Far East Europe and USA/ Canada on slot chartered vessels. PNSC has no bulk carriers of its own. Bulk shipments of iron ore, coal, rock phosphate, wheat, fertilizer and rice are arranged through foreign chartered vessels.

PNSC is also the major carrier of crude oil for the Country. The National Tanker Company (NTC), a subsidiary of PNSC has ensured smooth transportation of about four million tons of crude oil for the country annually at the most economical rates, resulting in large savings in foreign exchange. It owns a Tanker “JOHAR” having oil carrying capacity of about 80,000 tons. The Country’s remaining oil needs are met through chartered tankers on as required basis.

PNSC operates regularly through following major liner services:

- Asia Line** - Pakistan –Far East  
(Karachi, Colombo, Bangladesh,  
Singapore, Indonesia, Hong Kong, Taiwan, Korea and Japan etc)
- America Line** - Pakistan – USA-Canada – Mexico. Etc
- Europe Line** - Pakistan – Europe Via Gulf Countries  
(Italy, France, Germany, U.K. etc)
- Container Service**



Three container vessels each having a total capacity of around 1000 TEUs including refrigerator space are employed on Singapore, Colombo, Karachi, offering weekly sailing.

**Far East** liner service has every fortnightly sailing. Europe liner service maintains sailing every 28 days. Where as USA/CANADA service has every 45 days sailing.

#### Service and Sailing Period from Karachi to

PORT KELANG 7 DAYS	PENANG 8 DAYS	SINGAPORE 8 DAYS	PASIR GUDANG 9 DAYS	LAEM CHABANG 12 DAYS	HONG KONG 14 DAYS	SHANGHAI 17 DAYS
NINGBO 18 DAYS	KAOHSIUNG 19 DAYS	BANGKOK 19 DAYS	NANSHA 19 DAYS	NANHAI 19 DAYS	SANBU 19 DAYS	SEMARANG 19 DAYS
KEELUNG 20 DAYS	TAICHUNG 20 DAYS	HO CHI MINH 19 DAYS	SHUNDE 21 DAYS	RONGQI 21 DAYS	PUSAN 22 DAYS	KWANGYANG 23 DAYS
QINGDAO 22 DAYS	ZHENJIANG 22 DAYS	NAGOYA 22 DAYS	MOJI 23 DAYS	HAKATA 23 DAYS	OSAKA 25 DAYS	KOBE 25 DAYS
TOKYO 23 DAYS	YOKOHAMA 23 DAYS	JAKARTA 22 DAYS	SURABAYA 23 DAYS	XIAMEN 18 DAYS	ZHANJIANG 20 DAYS	NANTONG 19 DAYS
LOS ANGELES 22 DAYS	CHICAGO 26 DAYS	HOUSTON 26 DAYS	SEATTLE 29 DAYS	MEMPHIS 28 DAYS	MIAMI 30 DAYS	TORONTO 37 DAYS
MONTREAL 37 DAYS	COLOMBO 03 DAYS	SINGAPORE 07 DAYS	HONG KONG 11 DAYS	BANGKOK 11 DAYS	SHANGHAI 14 DAYS	SOUTHAMPTON 19 DAYS
ANTWERP 21 DAYS	ROTTERDAM 22 DAYS	BREMERHAVEN 23 DAYS	HAMBURG 24 DAYS	LE HAVRE 28 DAYS		

#### Average Freight Charges For Containers

##### EXPORTS

(USD )

Average Container Freight Charges from Karachi to (Yarn and Fabrics)		
	40 ft	20 ft
Far East and Hong Kong	375 (High Cube)	210
Pusan (South Korea)	400	250
Singapore, Port Kelang, Jakarta	400	250
China Qingdao, Shanghai, Nigeria	400	275
Inland Port Haulages Range from USD 150 to USD 300		
North continent Ports		
Auteur, Hamburg, Rotterdam, Felixstowe UK, Thames UK	2,100	1050



Rice		875
<b>Mediterranean Ports</b>		
Greece, Piraeus, Ezmir (Turkey) Istanbul (Turkey), Genoa (Italy), Naples (Italy), Valencia (Spain)	2,000	950
America (West Coast) Long Beach, Los Angeles, San Francisco (including Destination Delivery Charges, DDC, USD 780 & 370)	3,500	2,550
Australia	1,650	900
South Africa, Durban, Mozambique, Kenya, Mombassa Rice	1,250	950 500
East Africa West Africa, Nigeria, Abe Jan	3,500	2,200
South America, Argentina, Brazil, Chile	4,300	2,800
Colombo	650	375
Middle East, Dubai, Abu Dhabi	700	450
Kuwait	1,400	900
Jeddah & Dammam Rice	1,050	750 520
Chittagong, Bangladesh	1,300	950

## IMPORTS

USD)

<b>To Karachi</b>	40 ft	20 ft
Far East (Terminal Handling Charges excluded)	1,450-1,600	750-900
Europe	1,800	1,000
Middle East	450-550	250-350
North America Similar Rules as of Exports		
South America Similar Rules as of Exports		
Australia	1,900	1,150

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## TRANSPORT AND COMMUNICATION

### General

Transport and communication services are prerequisite in attaining economic growth and improving country's productive capacity. An efficient transport and communication network enhances productivity, improves efficiency and minimizes the cost of doing business. It has been widely recognized that economies with better road and communication network are more competitive compared to those having inadequate network.

### Traffic Links and Networks

Traffic links and networks are a manifestation of the human desire to live in a community and to interact with other people. Along such links/ networks, commercial and cultural activities develop and regions are connected. Traffic routes serve to transport persons and goods. They are thus a connecting link for the divisions of labor in a social, technical and economic sense and create essential prerequisites in that regard.

### Economy and Transport

Transportation of goods and persons creates and secures jobs. The number of jobs dependent on a good transport infrastructure is much higher than the number of jobs directly linked to the provision of transport services. This signifies the importance of the transport infrastructure & network as well as its acceptance by the society and industry. Transport sector important for the national economy because it integrates structural changes in the distribution of human settlements and production as also practical application of important production methods and innovations. Transport thus encourages individual and social prosperity.

## **Transportation and Regional Cooperation**

Transportation has always been a major factor in the economic development of regions. A well-developed and integrated infrastructure network is an essential precondition of higher economic growth on a sustainable basis. Regions with adequate means of communication and transportation have grown economically and those lacking in these vital fields have historically lagged behind. For meaningful economic cooperation amongst nations, particularly in the areas of trade and tourism and for attracting foreign investment and realizing the potential gains from an outward oriented trade strategy besides national integration, the availability of efficient transport and communications network, that too at a relatively low cost, is essential pre-requisite.

## **Pakistan's Geo-strategic Location**

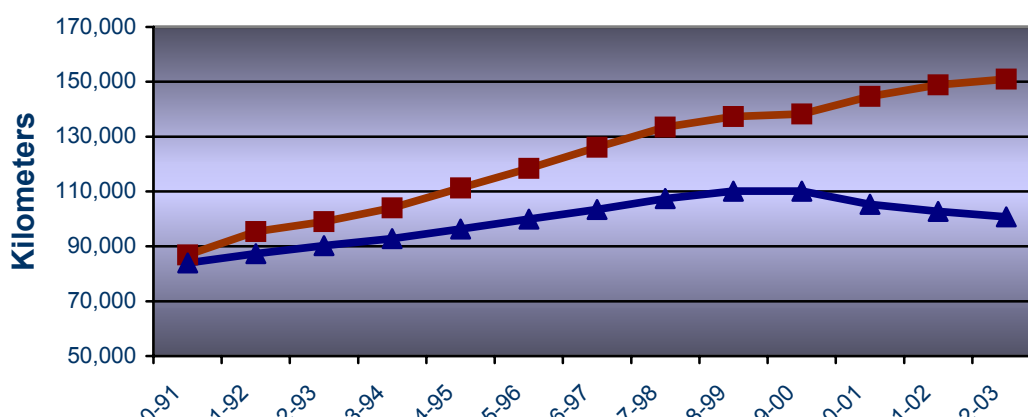
Pakistan is gifted by the nature with an excellent geo-strategic location it is at the peripheral of South Asia on one side and the Central Asia on the other. This ideal location makes Pakistan as the most attractive and shortest route for transit to the Central Asian Republics (CARs). Indian trade to that region in an economical and convenient manner is also dependent on availability of passage through Pakistan.

## **Road Transportation in Pakistan**

Pakistan has an area of 803,950 square kilometers and a population of around 140 million. Pakistan, in 1947, inherited only 50,000 KMs of roads of various categories with a density of 0.06 KMs / Sq KMs areas and about 21,000 registered vehicles only. The total length of paved roads in Pakistan is now in excess of 250,000 KMs and current national average road density stands at 0.32 % KMs /Sq KMs. The transport sector accounts for about 8 % of Pakistan's GDP and is growing at 5 % annually. Roads are the

most preferred mode of transportation in Pakistan carrying 92 % of passengers and goods traffic. Government of Pakistan is, therefore, endeavoring to increase the road density to 0.50 KMs / Sq KMs.

A graphic representation of annual growth of roads is given below:



### Axle Load on Motorways/ Highways

Most of the design procedures are based on 8.2 tons axle load. However, the study conducted by NTRC indicates that about 88% of trucks have more than 8.2 tons axle load. The primary reason for over loading is the dominant presence of two axle trucks i.e. 69% in the overall truck fleet presently plying on our national highways

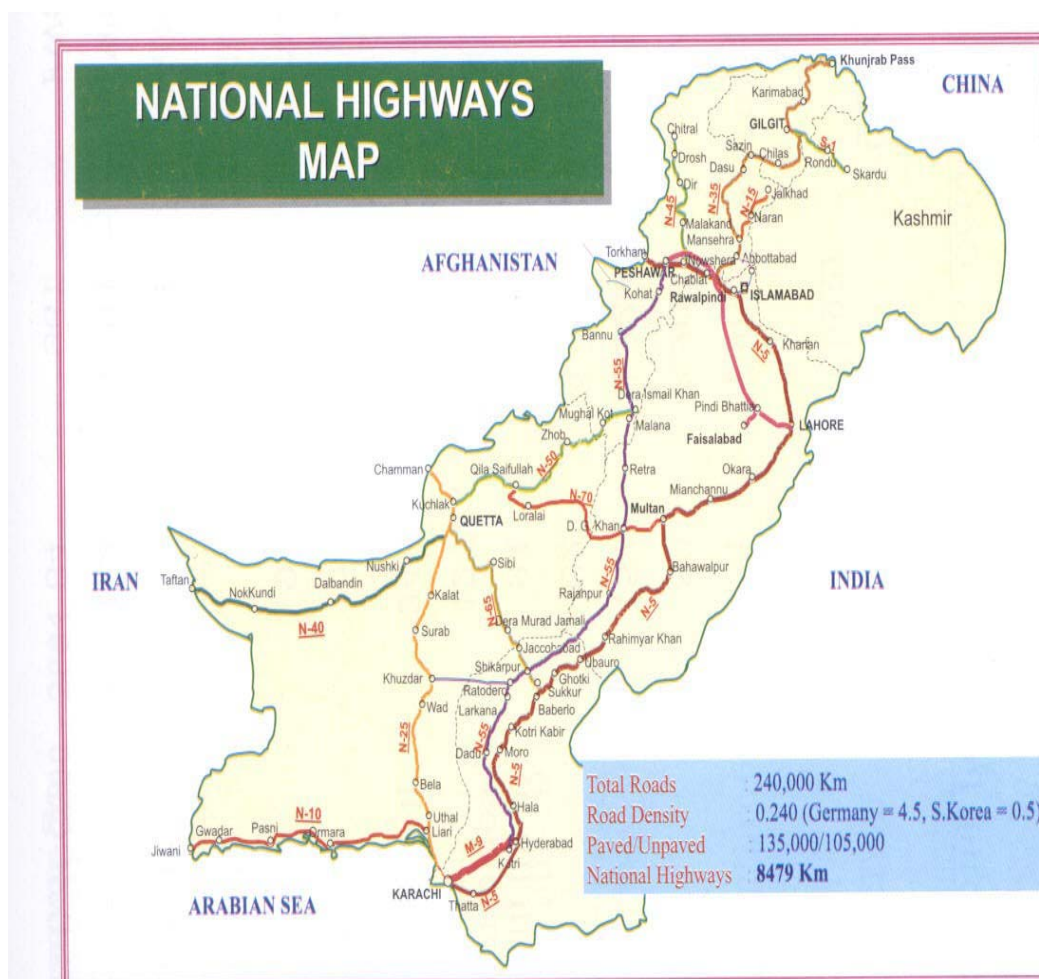
The studies have established that two axle trucks cause most of the damage to pavement structure because of load distribution on only one rear axle. The NHA has planned to establish weighing stations along Highways and Motorways to check deterioration due to heavy axle load.



## National Highway Authority (NHA)

### Introduction

National Highway Authority (NHA) is the premier road management and regulatory agency managing 17 national highways, motorways and strategic roads. National highways network consisting of 8,845 Km is 3.5 percent of the total road length in Pakistan and carries 75 % to 85 % of the total commercial traffic. The government has decided to gradually increase the present national average road density from 0.24Km/ sq.





Km areas to 0.3 Km/ sq. Km. areas.

### **NHAs Existing Highway Network**

NHA is currently the custodian of 17 of Pakistan's major inter provincial links called the National Highways, including the Motorways, which are access controlled tolled highways. Total length of roads, under NHA, now stands at 8845 KMs (see table). These roads account for only 3.5% of Pakistan's entire road network but cater for 80% of the commercial road traffic in the country. Obviously, the present highway network is not adequate to meet the requirements, which are growing even further at a fast pace. Improvement and extension of the existing network is, therefore, essentially to develop remote areas, better connection between the economic centers of Pakistan, inter-provisional harmony and also cross-border transport and for personal mobility of the masses.

### **National Highways**

<b>No.</b>	<b>Route</b>	<b>(KM)</b>
N-5	Karachi-Thatta-Hyderabad-Moro-Multan-Sahawal-Lahore-Jhelum-Rawalpinid-Peshawar-Torkham	1819
N-10	Lyari-Gwadar-Gabd (Makran Coastal Highway)	653
N-15	Mansehra-Naran-Jhalkhand	240
N-25	Karachi-Bela-Khuzdar-Kalat-Quetta-Chaman (RCD Highway)	813
N-35	Hasanabdal-Abbottabad-Thakot-Gilgit-Khunjerab (Karakoram Highway, KKH)	806
N-40	Lakpass-Nokundi-Taftan	610
N-45	Nowshera-Dir-Chitral	309
N-50	Kuchlac-Zhob-DI Khan	531
N-55	Kotri-Shikarpur-DG Khan-DI Khan-Kohat-Peshawar (Indus Highway)	1264
N-65	Sukkur-Sibi-Saryab	385
N-70	Qilasaifullah-Loralai-DG Khan-Multan	447
N-75	Islamabad-Satra Mile-Lower Topa (Murree)-Kohala	90

No.	Route	(KM)
M-1	Peshawar-Islamabad	155
M-2	Islamabad-Pinidi Bhattian-Lahore	367
M-3	Pinidi Bhattian – Faisalabad	53
M-9	Karachi-Hyderabad	136
S-1	Jaglot(KKH)-Shangrial-Karachi-Skardu	167
<b>Total:-</b>		8845

Legends: N: National Highway M: Motorway S: Strategic Road

### Eastern/Western Corridor

Pakistan is virtually bisected into two corridors by River Indus. Road infrastructure in the Eastern corridor of Pakistan, in the context of River Indus, historically experienced better economic growth and is relatively more developed. Development of communication network of the Western corridor is now the need of the hour especially from a futuristic perspective especially for the success of Gwadar Port.

### NHAs Role-Success of Gwadar Port

Gwadar Port, due for commissioning in the year 2005, is of immense importance not only for trade with Central Asian Republic (CARs) but also for the development of Pakistan. Existing highways through Pakistan's border with Afghanistan at Chaman & Torkham provide the most convenient and shortest all weather links for Gwadar. Thus, because of its strategic location, Gwadar has the potential to become a hub of major economic and commercial center of the region in the very near future. However, success of Gwadar Port hinges, apart from many other aspects, on its linkage with CARs and Afghanistan besides major economic Centres of Pakistan, with highways of international standard. NHA realize this fact and has obviously a major role to play in this scenario through development and strengthening of not only Pakistan's highways communications network but also beyond Pakistan.

## **NHAs Development Strategy**

NHA is making concerted effort to develop an efficient, safe and convenient transportation and communication network to meet the growing needs of the country. NHA is in continuous pursuit of transforming roads into expressways and consolidation of existing assets as well as providing linkages to remote and far-flung areas. NHA is adopting the following strategy in pursuit of this aim:-

- o Road assets presentation through improved maintenance and upgradation with equal emphasis and care for the entire national highway network.
- o Roads assets management through introduction and extension of toll culture on highways. All upgraded sections of national highways will be tolled and toll revenue will be spent on maintenance and rehabilitation of these highways. (Note:- Currently, NHA is generating approximately Rs. 2.5 Billion per annum through toll and other revenue generating resources like leasing the Right of Way (ROW) for commercial activities. It is expected that after 3 to 4 years, NHA will not need any maintenance grant from the government).
- o Development of planned economic corridor as an alternate high speed facility for north-south traffic and provision of maximum international standard linkages to Gwadar besides development of highways in remote and coastal areas.
- o Completion of ongoing improvement projects and construction of additional carriageway projects on schedule.
- o Improved services & safety on the highways through better maintenance enforce discipline including axle load control, removal of encroachment, policing of highways and encouraging private sector participation in the construction of highways/bridges.

## **BOT Concept**

Realizing Government's financial constraints and in furtherance of the policy announced by the Government, NHA is currently pursuing to materialize private sector participation to augment the state resources to implement road projects through the mechanism of BOT concept. Some of the projects currently in pipeline for execution through this concept are as follows and other projects are being identified:-

- o Sher Shah Bridge (N-70).
- o Improvement of Karachi-Hyderabad Expressway (M-9).
- o Additional Bridge at Ghazi Ghat on River Indus (N-70).
- o Turnol Interchange Rawalpindi (N-5).
- o Rawalpindi Bypass Project (-5).
- o Shahdra Flyover (N-5).

#### Details of NHA Completed Projects (1999-2002)

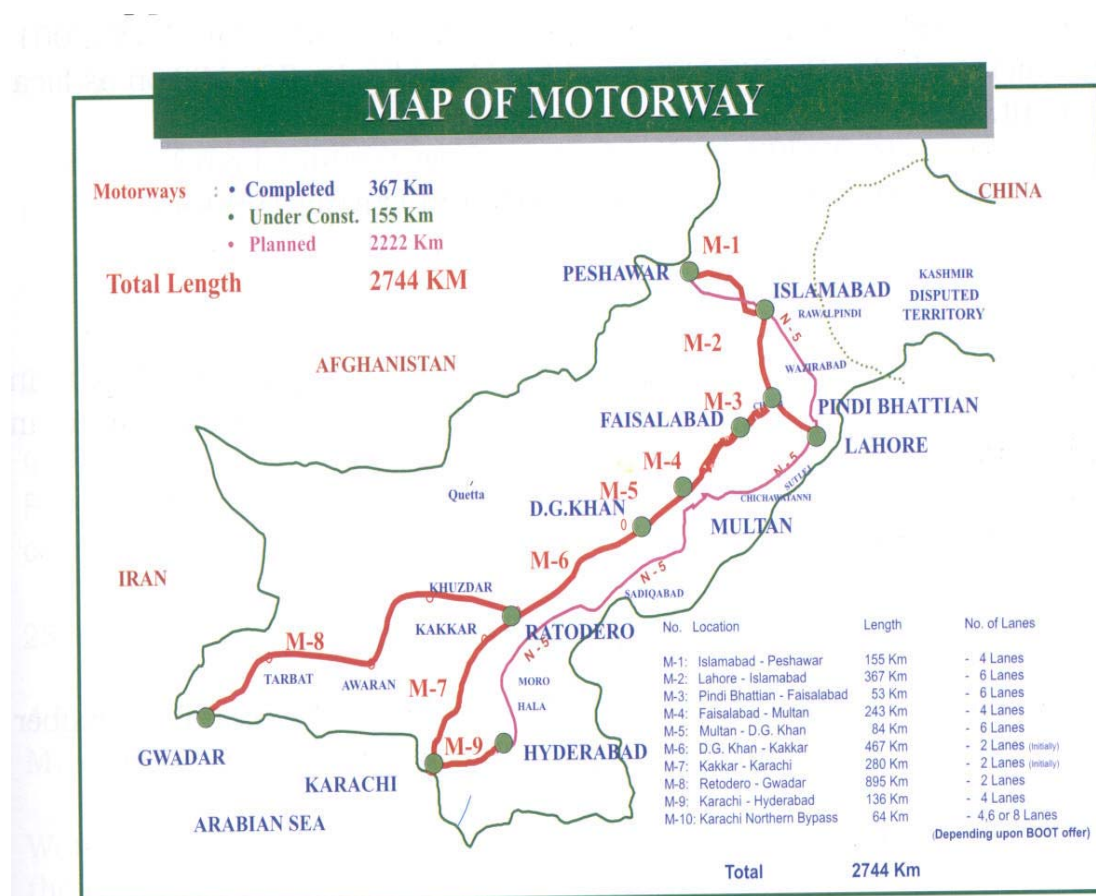
	Highway / Project / Section	Length (Km)	Cost (Rs Million)
<b>1.</b>	<b>National Highway (N-5)</b>		
	Hala-Moro Project	114	551
	Moro-Kotri Kabir	78	1541
	Kotri-Kabir Baberlo	73	2029
	Baberlo-Ghotki	59	1538
	Ghotki-Ubauro	62	1454
	Ubauro-Rahimyar Khan	91	1693
	Bahawalpu-Multan	77	1535
	Multan-Mianchannu	83	2300
	Okara-Lahore	122	2736
	Bund Road Lahore	-	568.52
	Kharian-Rawalpindi	152	4229
	Chablat-Nowshera	62	1914
<b>2.</b>	<b>Karachi-Bela-Khuzdar-Kalat-Quetta-Chaman (N-25)</b>		
	Uthal-Bela	69	881
	Sorab-Kalat	74	716
<b>3.</b>	<b>Hasanabdal-Abbottabad-Thakot-Gilgit-Khunjerab (N-35)</b>		
	Improvement of KKH	30	5126
<b>4.</b>	<b>Lakpass-Nokundi-Taftan (N-40)</b>		
	Dalbandin-Noukundi	94	1133
<b>5.</b>	<b>Indus Highway (N-55)</b>		
	Kotri-Manjhnand	59	1162
	Manjhnand-Sehwan	75	1081

	Highway / Project / Section	Length (Km)	Cost (Rs Million)
	Ratodero-Ghauspur	99	1203
	Shorinullah-Rajanpur	95	1437
	DG Khan-Retra Junction	108	1569
	Retra-Malana Junctions	98	1272
	4 CRBC Bridges	-	257
	Sarai Gambila-Karak	59	1160
	Karak-Karappa Chowk	34	1334
	Karappa Chowk – Badabher	54	531
	Kohat Tunnel & Access Roads	31	5585
<b>6.</b>	<b>Islamabad-Satra Mile-Lower Topa (Murree)-Kohala (N-75)</b>		
	Barakaha-Satra Mile	5	90
<b>7.</b>	<b>Gwadar-Ratodero (M-8)</b>		
	Shahdadkot-Khuzdar	35	460
	Ratodero-Shahdadkot-Quba Saeed Khan	19	569
<b>8.</b>	<b>Other Projects</b>		
	Sukkur Bridge	-	1500
	Chiniot Bridge	-	400
	Barian-Nathiagali-Abbottabad	58	1500
	Tall-Parachinar	75	418

#### Details of NHAs Major Ongoing Projects

	Highway / Project / Section	Length (Km)	Cost (Rs Million)
<b>1.</b>	<b>National Highway (N-5)</b>		
	Rahim Yar Khan – Tarinda Muhammad Panah	80	3261
	Tarinda Muhammad Panah Bahawalpur	90	2681
	Baberlo – Pano Aquil	30	221
	Taxila-Turnol	10	144
	Multan-Sahawal	50	387
	Sahawal-Lahore	40	327
	New Bridge on River Sutlej	-	208
<b>2</b>	<b>Makran Coastal Highway (N-10)</b>		
	Lyari-Ormara	248	3906
	Ormara-Pasni	153	2146
	Pasni-Gwadar	133	2889
<b>3.</b>	<b>Lyari Expressway</b>	32	5126
<b>4.</b>	<b>Mansehra-Naran-Jhalkhad-Chillas Road (N-15)</b>		
	Mansehra-Naran-Jhalkhad	172	4110
<b>5.</b>	<b>Kuchlac-Zhob-DI Khan Road (N-50)</b>		

	DI Khan-Mughalkot	124	1307
<b>6.</b>	<b>Sukkur-Sibi-Quetta (N-65)</b>		
	Dera Allah Yar-Nuttal	60	729
	Nuttal-Sibi	81	717
<b>7.</b>	<b>Qilasaifullah-Loralai-DG Khan-Multan Road (N-70)</b>		
	Khajuri-Bewata	68	897
<b>8.</b>	<b>Islamabad-Satra Mile-Lower Topa (Murree)-Kohala (N-75)</b>		
	Satra Mile-Lower Topa (Murree)	43	2400
<b>9.</b>	<b>Motorways</b>		
	Peshawar-Islamabad (M-1)	152	11870
	Pindi Bhattian-Faisalabad (M-3)	52	5636
	Karachi Northern Bypass (M-11)	57	2221



### Details of NHAs Planned Projects (10 Years)

	<b>Highway / Project / Section</b>	<b>Length (Km)</b>	<b>Cost (Rs Million)</b>
<b>1.</b>	<b>National Highway (N-5)</b>		

	<b>Highway / Project / Section</b>	<b>Length (Km)</b>	<b>Cost (Rs Million)</b>
	4-Lane Overhead Bridge Kotri	-	80
	Hyderabad-Hala	48	879
	Hala-Chanesar Bridge	40	650
	Chanesar Bridge-Moro	39	638
	Moro-Ranipur	89	1505
	Ubauro-Sheikh Wahan	54	1097
	Mianchannu-Sahiwal	46	867
	Mianchannu-Sahiwal-Okara	72	731
	Sahiwal-Okara	30	442
	Lahore-Gujranwala	100	2479
	Gujranwala-Kharian	106	790
	Kharian-Rawalpindi	60	432
	Turnol-Chablat	57	812
	Flyover at Nowshera	-	400
	Nowshera-Peshawar	68	695
	Peshawar-Torkham	46	3335
<b>2.</b>	<b>Mansehra-Naran-Jhalkhad (N-15)</b>		
	Jhalkhad-Chillas	74	1200
<b>3.</b>	<b>RCD Highway (N-25)</b>		
	Quetta-Chaman	117	2268
	Bela-Kararo-Wad	136	1655
	Lalat-Quetta	130	2190
<b>4.</b>	<b>KKH (N-35)</b>		
	Realignment at Tatta Pani Plus Bridge over River Indus	-	300
<b>5.</b>	<b>Lakpass-Nokundi-Taftan (N-40)</b>		
	Dalbandin-Noukundi	94	2760
<b>6.</b>	<b>Nowshera-Dir-Chitral (N-45)</b>		
	Lowari Tunnel & Access Roads	40	6000
<b>7.</b>	<b>Indus Highway (N-55)</b>		
	Sehwan-Khairpur	98	2846
	Khairpur-Ratodero	101	3208
	Rajanpur-DG Khan	109	3183
	Rajanpur-DI Khan (Malana)	108	3183
	Malana Junction-Sarae Gambila	117	3084
	Badabher-Dera Adam Khel	29	656
<b>8.</b>	<b>Sukkur-Sibi- (N-65)</b>		
	Jacobabad-Dera Allahyar	27	495
	Sibi-Quetta	148	2000
	Sibi-Nari Bank River	30	1000
	Jacobabad Bypass-Shikarpur	42	700
<b>9.</b>	<b>Qilasaifullah-Loralai-DG Khan-Multan Road (N-70)</b>		
	Bewata-DG Khan	92	500

	<b>Highway / Project / Section</b>	<b>Length (Km)</b>	<b>Cost (Rs Million)</b>
<b>10.</b>	<b>Motorways</b>		
	Faisalabad-Multan (M-4)	243	20000
	Multan-DG Khan (M-5)	84	8000
<b>11.</b>	<b>Gwadar-Khuzdar Motorway (M-8)</b>		
	Gwadar-Turbat	164	3778
	Turbat-Hoshab	76	1850
	Hoshab-Awaran	158	3184
	Awaran-Khuzdar	251	6312
	Khori-Quba Saeed Khan (M-8)	143	4000
	Karachi-Hyderabad (M-9)	136	20000
	Karachi-Hyderabad Superhighway	48	547
<b>12.</b>	<b>Other Projects</b>		
	Five bridges on KKH-Shangrila-Skardu (S-1)	-	200
	Larkana Bridge (N-5/N-55 Link)	-	2108
	Thatta-Badin-Nagarparkar (Sindh Coastal Highway)	350	3000

#### **NHA at a Glance**

Controlling Ministry	Ministry of Communications Government of Pakistan
Established in	1991
Major Activities	Construction, Maintenance, Improvement and operation of National Highways and Motorways
Head Office	27-Mauve-Area, Sector G-9/1, PO Box 1205 Islamabad, Pakistan
e-mail	<a href="mailto:info@nha.gov.pk">info@nha.gov.pk</a> <a href="mailto:nhacb@yahoo.com">nhacb@yahoo.com</a>
Web site	<a href="http://www.nha.gov.pk">www.nha.gov.pk</a>
Tele	92-51-9261129-37
Fax	92-51-9260414 & 9260404

#### **NHA- Regional Offices**

Punjab (North)	Shahpur Interchange, Thokar Naiz Beg. Multan Road, Lahore Tele: 92-042-7513343-44
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	Fax:- 92-042-7513342
Punjab (South)	131-Sher Road Multan Cantt. Tele:- 92-061-9200412 & 632 Fax:- 92-061-9200636
Sindh	Bungalow C-17, KDA Schem 1, Opposite PNS Karsaz, Karachi Tele:- 021-4533413 Fax:- 091-2916965
Balochistan	54-B, Chaman Housing Scheme Airport Road, Quetta Tele:- 92-081-9201747 Fax:- 92-081-9201715

### Road distance between major cities of Pakistan

	Hyderabad	Sukkur	Bahawalpur	Multan	Lahore	Islamabad	Peshawar	Chitral	Gilgit	Saidu	D.I.Khan	Larkana	Quetta	Turbat
<b>Karachi Miles</b>	108	305	528	587	802	981	1078	1211	1322	1125	774	302	444	369
<b>Km</b>	175	491	851	945	1292	1580	1735	1949	2129	1811	1249	486	715	595
<b>Sukkur Miles</b>	195		224	282	497	676	773	905	1017	820	469	65	252	675
<b>Km</b>	315		360	454	801	1088	1244	1458	1638	1320	756	105	406	1086
<b>Lahore Miles</b>	694	497	274	238		179	838	408	521	322	255	563	750	1173
<b>KM</b>	1117	801	441	384		288	1349	657	838	518	410	906	1207	1888
<b>Quetta Miles</b>	448	252	476	534	750	925	1025	1158	1270	134	722	265		590
<b>Km</b>	721	406	766	859	1207	1489	1650	1864	2044	216	1162	426		950
<b>Multan Miles</b>	478	282	58		216	395	491	624	736	538	188	346	534	957
<b>Km</b>	769	454	93		348	636	790	1004	1184	866	303	558	859	1540
<b>Islamabad Mil</b>	873	676	453	209	179		108	241	353	159	240	742	925	1351
<b>Km</b>	1405	1088	729	336	388		174	388	568	256	386	1194	1489	2174

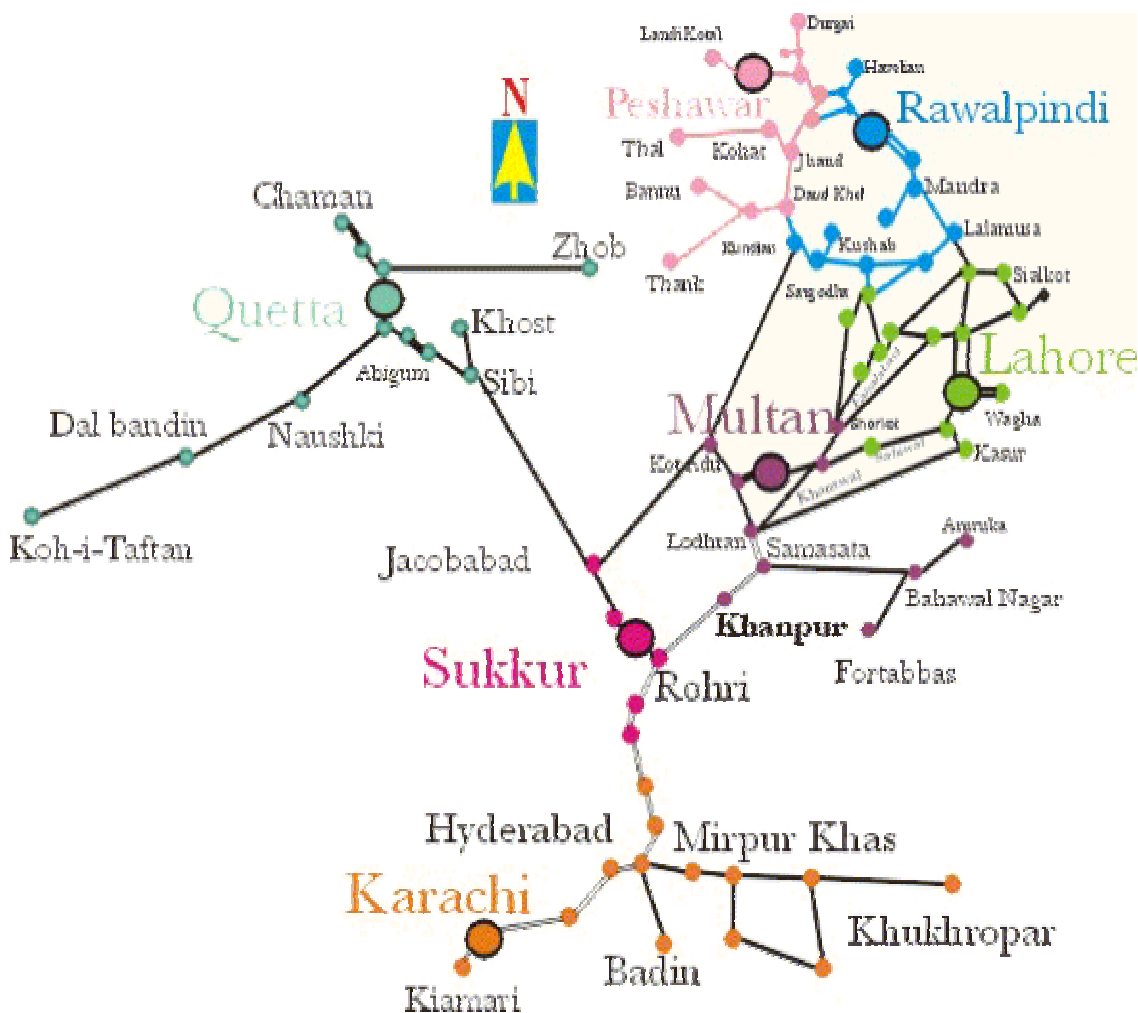


## **Pakistan Railways**

Pakistan Railways provides an important mode of transportation in the public sector spreading over the entire country. It contributes to the country's economic development by catering to the needs of large-scale movement of freight as well as passenger traffic and is a major source of promoting integration among the masses of four provinces. Pakistan Railways provides transport facility to over 70 million people and handles freight above 6 million tons annually.

The government has approved a rehabilitation 5 years (2001-06) plan for Pakistan Railways at the cost of Rs. 40 billion, which is a part of 10-year perspective plan (2001-10) announced by the government. An allocation of Rs 105 billion has been made for the Railways for the 10 years perspective plan to rehabilitate and modernize the infrastructure, rolling stock, signaling and telecommunication facilities over the Railways network. The major projects include procurement /manufacturing of 169 diesel engines, 575 passenger coaches, 1600 high capacity wagons (for container shifting up to 60 tons), rehabilitation of 136 locomotives, doubling of track from Lodhran to Peshawar and Lahore to Faisalabad. The present rail system comprises 781 stations and 45 halts. Rolling stock includes about 559 locomotives, 4,250 passenger coaches and 24,132 freight cars.

## Railway Network



## Track Kilometers

The Pakistan Railways has a total of 11,515 track kilometers (including track on double line, yard and sidings) at the end of 2001-02. This consists of 10,960 kilometers of broad-gauge and 555 kilometers of meter gauge.



## Double line track and Electrified track

Double line track consists of 1,043 kilometers and Electrified Track consists of 554 kilometers as tabled below: -

From	To	From	To	Length (Kms)
Kiamari	Lodhran	0.00	843	843
Sher Shah	Multan	72	87	15
Raiwind	Shahdara Bagh	1,180	1,226	46
Lahore	Wahgah	00.0	23	23
Chak Lala	Golra Sharif	1,503	1,522	19
Ab-i-Gum	Kolpur	306	343	37
Gulistan	Chaman	466	526	60
				<b>1,043</b>

Electrified Sections		Route Kms	Track Kms
Lahore	Khanewal	285.46	521.22
Lahore- Mughalpura	Lahore- Cantt.	7.60	22.78
		<b>293.06</b>	<b>544.00</b>

## Total Wagons owned by Pakistan Railways

Type of wagons	Nos	Carrying Capacity Tons	Capacity Max size LxWxH
Covered Wagons 4 – Wheeler	13,216	22.0	23.5' x 9.75' x 8.25' Inner volume 1809.3 Cft.
Covered wagon 8 – Wheeler		43.7	45' x 8.25' x 9.75' Inner volume 3456.9 Cft.
Open Wagons 4 – Wheeler	5,253	22	23.5'x10'x4.5' Inner volume 1075.5 Cft.
Open wagon 8 – Wheeler		44	40' x 9.3' x 5' Inner volume 1866.5 Cft.
Special wagons 4- Wheeler for container	5,663	22	26' x 9.3' for 20 feet containers
Special wagons 8 – wheelers		46	45'x9.3 for 40 feet containers

## Railway Track Distance Between Cities



Main Line		Branch Lines		
Karachi (Kiamari) To	Distance (Km)	From	To	Distance (Km)
Karachi Cantt.	09	Sukkur	Jacobabad	84
Hyderabad	183	“	Sibi	240
Tando Adam	237	“	Quetta	381
Nawabshah	297	“	Bostan	414
Rohri	480	“	Chaman	523
Khanpur	692	Khanewal	Shorkot Cantt.	63
Dera Nawab Sahib	780	“	Faisalabad	170
Samasata	815	Lahore	Faisalabad	142
Sher Shah	915			
Multan Cantt.	930			
Sahiwal	1053			
Raiwind	1179			1
Lahore	1219			
Gujranwala	1289			
Wazirabad	1319			
Jhelum	1385			
Rawalpindi	1512			
Nowshera	1642			
Peshawar City	1681			

### Tons of Freight Carried

Total freight carried by Pakistan Railways during 2001-02 was 5,866,226 tons and 4,572,442 tons-kilometer averaging 782.6 kilometers traveled by a ton. Average rate is Rs. 1.02 per ton per KM.

Year wise figures are given below.

(000 Tons)

Year	Public Goods	Departmental	Total
1998-99	4,869	579	5,448
1999-00	4,193	577	4,770
2000-01	4,942	952	5,894
2001-02	4,909	957	5,886

## Special Concession for Exporters

Pakistan Railways has recently offered **50 %** concession in freight charges for consignments meant for exports. This concession is for all commercial consignments booked from all parts of the country for Karachi Port, Port Qasim as well as Iran via Quetta / Taftan. The offer envisages immediate provision and departure of wagons on booking of 25 wagons.

## Future Projects

### 1. Introduction of new trains

Pakistan Railways has planned to meet the future demand of the country by introducing additional trains on main line as under:

Section	Lahore Karachi	Rawalpindi Karachi	Faisalabad Karachi	Lahore Rawalpindi	Lahore Faisalabad
No. of Trains	1	1	1	3	3

### 2. Construction of additional platform at Karachi

To meet the growing requirement of traffic, construction of additional platform at Karachi Cant has been planned, the project has been approved by the Government of Pakistan.

### 3. Extension of washing lines at Faisalabad, Multan and Karachi

Pakistan Railways has planned to extend the existing washing lines at Faisalabad, Multan and Karachi to meet the requirement of maintenance of rakes of Mail and Express trains. These projects have also been approved by the Government of Pakistan.

#### **4. Rehabilitation of 450 passenger carriages**

Project for rehabilitation of 450 passenger carriages has been submitted to Planning Division. The salient features of the Project are as follows: -

- Manufacture of 100 new bogies as per latest design.
- Conversion of 40 First Class Sleeper Carriages into lower A C Carriages.
- Conversion of 10 economy class carriages into power vans.
- Use of fiber glass for interior paneling.
- Switching over from vacuum brake to air brake.

#### **5. Construction of power van shop at Moghalpura workshop**

With the addition of power vans on the network, corresponding maintenance facilities were needed for maintenance and overhauls of power vans. The work was taken in hand last year by undertaking repair to old burnt shop Moghalpura workshops. It is expected to be completed by end of 2003.

#### **6. Construction of Air- conditioned shop at Moghalpura**

With the receipt of 62 Air conditioned carriages from China and conversion of 40 first class sleeper carriages into A C lower carriages, corresponding maintenance facilities has been planned. The project has been approved by the Government of Pakistan.

## Telecommunications



### **Pakistan Telecommunication Company Limited (PTCL)**

PTCL network consists of 99 percent digital switching system exchanges, Optical Fiber Cable Backhoe, subsidiaries routes, long distance media, digital radio systems, satellite communications and alternate arrangements. It has international Gateway exchanges at Karachi and Islamabad. The PTCL is provider of infrastructure for connectivity for Internet services Providers (ISP's), data network operators, software exporters, educational institutions, universities, corporate customers and other users. Its tariffs were reduced by 25 percent on international calls during 2001-02 and are expected to be reduced further in 2002-03. Tariff has also been reduced by 60 percent on international IP bandwidth, 10 to 68 percent on lower than one MB, and 70 percent on domestic lease circuits. For promotion of Information Technology, 1,350 cities/towns/villages have been provided with Internet facility, up to March 2003, compared to 850 cities/towns/villages in June 2002 showing an increase of 58.8 percent. Promotional traffic has been introduced for ISPs, Software exporters and educational institutions/universities working in the country. During 2000 – 01, the PTCL has launched its domestic and International Pre-Paid Calling Card Service (Intelligent Network) in the country. Since its commissioning, the intelligent network system at Islamabad, Lahore and Karachi has met with tremendous success. So far 9.73 million cards have been floated in the market. Pakistan Telecommunication network is expanding each year, thus providing telephone access to rural and urban communities in record time. Total telephone lines installed by March 2003 were 4.6 million as against 3.6 million up to June 2002 last year, showing an increase of one million telephone connections or 27.8 percent.

A system with a capacity of 110,000 Mail Boxes has been installed at 10 major cities like Faisalabad, Gujranwala, Hyderabad, Islamabad, Karachi, Lahore, Multan, Peshawar, Quetta and Sialkot. The Mobile Phone Service (Ufone) has been launched in



60 cities/ towns and highways. Its customer base is 425,978, which is expected to increase further in future.

Paknet, an Internet Service provider (ISP), is a subsidiary of the PTCL. The PTCL has installed Internet Exchanges (PIE) at Rawalpindi, Lahore and Karachi, comprising of high-end routers, multi-services switches, firewalls and proxy services etc. the details of bandwidth with capacity and total number of ISPs are given in table below.

#### **Bandwidth Capacity**

<b>Name of station</b>	<b>Bandwidth capacity Mega byte</b>	<b>Total number of ISPs</b>
Karachi	94.65	81
Lahore	70.62	60
Rawalpindi	63.29	66
<b>Total</b>	<b>228.56</b>	<b>207</b>



## Pakistan Telecommunication Authority (PTA)

Pakistan Telecommunication Authority being a regulatory body is promoting the telecom sector since 1997. The Authority is responsible for regulating the establishment, operation and maintenance of telecommunication system and provision of telecom services in the country. It promotes and protects the interest of end users of telecommunication services. Pakistan under World Trade Organization (WTO) commitment is now ready to deregulate the whole of telecom sector. Deregulation policy is in final stages and will be announced shortly. In the year 2002-03, the PTA has stepped forward to encourage the telecom operators and transfer of technology in Pakistan. In this regard, royalty of Internet Services Provider (ISP) has been reduced from 4 to 0.66 percent of the annual gross revenue. For card payphone service and cellular mobile service, it was reduced from 4 to 2 percent and 1.5 percent respectively of gross revenue in the year 2001. Similarly with the launching of prepaid connections by cellular companies, the numbers of mobile phones subscribers have reached to 2.5 million by end of June 2003 as against 1.2 million up to June 2002, showing a growth of 105.8 percent. The introduction of new services in terms of technology advancement in the sector include broadband Internet services, General Packet Radio Services (GPRS) facility, and Internet connectivity on the mobile phone. The PTA has issued 1,278 radio-based licenses and granted permission to install 291 Spread Spectrum Radio lines. For the value added services, Pakistan Telecommunication Authority has issued total 431 licenses including 177 licenses for card payphone services and 121 for electronic information service. For voice and data network services, 24 and satellite 8, trunk radio services 12, store and forward fax service 9, video conference 1 and 25 data communication network services license were issued upto June 2003.



## **National Telecommunication Corporation**

National Telecommunication Corporation (NTC) has an installed capacity of 78,000 lines with 60,000 working connections. The Corporation plans to expand the network to 100,000 lines during 2003-04, which will provide a total number of 80,000 working connections. All NTC exchanges are digital, which are linked to each other through Optical Fiber (OF) media and digital radio system (DRS). The corporation is also in the process of establishing Optical Fiber backbone on Makran Coast to bring the people of the area into the mainstream of national development. The corporation will set up its own gateway exchanges to provide international connectivity to its designated customers during 2003-04 and will introduce/provide calling cards for exclusive use by its customers. It will also set up pay card phones at the premises of its designated customers. NTC's state-of-the-art Data Communication Network has started to provide infrastructure support for e-governance, initiated by the government during 2002-03, which is in the process of expansion, and provision of Internet facilities to federal ministers and their regional offices. In December 2002, allocate spatial slot of 38<sup>0</sup>, the PAKSAT was placed at the telecom services of the country through satellite. During the year 2003-04, an estimated 1000 designated subscribers of NTC will be covered through wireless local loop. Network management system is responsible for the management on real time basis of the exchanges and the surrounding network. Network manager reduces the negative effects of over load & faults in the network through efficient utilization of network resources and capacity.



Pakistan Postal Services



### General

Pakistan Post Office is a state enterprise dedicated to providing wide range of postal products and public services. It is the premier national postal communication service holding together a vast country with a large population. As a true emblem of federation, it is committed to serving every one, every day and everywhere. It provides postal facilities through a network of 12,267 post offices across the country. Pakistan Postal Services Corporation.

The Pakistan Post Office has a very long history in Pakistan. Its operations were, however, codified as a regular department of the Federal Government under the Post Office Act, 1898.

In addition to its principal job of conveyance of mail and transmission of money through money orders the Post Office, by virtue of its vast organization, is utilized to perform numerous functions on behalf of other departments of Federal & Provincial Government in the country.

Modern technology has opened infinite vistas of progress for the Post Office in Pakistan. Introduction of mechanization and automation and the resulting increase in productivity of postal services are now offering new horizons to the planners for progress.

Management of postal services in the new conditions has also assumed new dimensions. Financial stability has become an absolute necessity and prerequisite for further expansion and improvement.

At the same time, the Post Office in Pakistan is becoming more and more vulnerable to stiff competition from courier services, telecommunications, commercial banks and life insurance companies in various sectors of its activities. This necessitates, firstly, that modern techniques are adopted in every sphere of postal operations and



secondly, that the post office diversifies its existing facilities and introduces new services for the people to conserve not only its traditional business but also to attract new customers.

With a spirit of adventure the post office in Pakistan has taken many new strides during the last three years. Besides introducing post buses carrying both mails and passengers on long inter-city routes, the computerization in Postal Accounts, Postal Life Insurance and Savings Bank and designing a five digit Postcode, several special mail and financial services have been launched in the country to expand public facilities and postal business. The response from the people to all these special services has been extremely positive and encouraging. There has been substantial increase in the volume of business and the revenue of the Department during the last three years.

To provide a more compact, prompt, reliable and time certain delivery system, the private sector cooperation was also secured in Karachi in delivery of SMS mail. The sub-contracting arrangements are being extended to Rawalpindi, Islamabad & Lahore to further tune up the efficiency of service.

All bulk customers including commercial organizations, institutions, multinational companies can now avail PPSC's pick up and Credit facilities by filling up a Client Registration Form available at nearest GPO/ SMS pick Up center which will provide all necessary details and full help in completion of all formalities required for registration.

In order to further update the Special Mail Services and to offer a new package of facilities to the bulk and corporate users, contractual pick up and credit facilities have been provided at 20 key cities of the country.

### **International Speed Post (I.S.P)**

International Speed Post (I.S.P) with its international name as express Mail Service (EMS) is a premier & fast yet economical overseas door to door delivery service,



specially tailored to meet the requirement of quick transmission and prompt delivery of urgent letter, documents, merchandise etc. it is absolutely a terrific service with value-added benefits and most trusted & dependable link among 35 cities of Pakistan with 91 countries of the world.

#### **Salient features of the service**

- Fast and economical
- Speed, extensive network, quick transmission, prompt delivery with better quality.
- Special treatment during customs clearance
- Universally acknowledged reliability.
- Booking facility available even in the late hours.
- Direct dispatches for most of the countries.
- Government undertakes legal liability in case of loss.

An I.S.P. article can be easily booked. In case of bulk/ corporate/ regular users, a pick up facility is available in big cities. I.S.P. booking can also be made at the counters of designated Post Offices or Express Post Centers of the city covered by I.S.P. network. The postal staff will fully assist the users in completing documentation required for customs purpose.



### **How To Book An I.S.P. Article**

As I.S.P. article can be easily booked. In case of bulk/ corporate/ regular users, a pick up facility is available in big cities. I.S.P. booking can also be made at the counters of designated Post Offices or Express Post Centers of the city covered by I.S.P. network. The postal staff will fully assist the users in completing documentation required for customs purpose.

### **Maximum weight of an I.S.P. Item**

The maximum weight limit for a single I.S.P. item is 20 kg. However, for Hong Kong & U.K., maximum limit is 30 Kg.

### **Maximum Size**

Length	1.05 meters
Length & Girth combined	2.00 meters

### **Terms & Conditions for Acceptance of International Speed post Items**

- The address should be accurate/ complete and written/ typed. If possible, telephone numbers of sender and addressee may be indicated on item.
- The item should be packed properly and securely adapted to the nature of the contents and the conditions of the transportation to bear ordeal of transit.
- All I.S.P. items are subject to customs inspection and clearance and should satisfy local Export Regulations and destination countries' Import Regulations. Therefore, it is mandatory to attach required documents.
- The contents of an article should be indicated conspicuously and discretely.



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## **Prohibitions**

- Animals, arms & ammunitions, explosives, perishables, precious metals, drugs, narcotics, hazardous or combustible material, human remains, biological specimens, living creatures, currency coins, traveler's cheques, stamps, pornographic material, precious/ non precious stones, passports and other dangerous and prohibited items.
- Prohibition laid down in Universal Postal Union Convention shall also apply to I.S.P. articles.

### **Document Required for Customs Clearance of I.S.P Items**

#### **For Documents**

- There is no need to attach any form. Simply write down “documents” on I.S.P. Items.

#### **For Gifts**

- A copy of National Identity Card.
- A list of contents.
- Forms CN22 or CN 23, as the case may be.
- Dispatch note (CN 71)

#### **For Samples**

- Customs Declaration (CN 23)
- Dispatch Note (CN 71).
- 3 copies of Proforma Invoice on the letter head of firm(s)
- A copy of Export Registration Certificate issued by Export Promotion Bureau of Pakistan
- A list of contents





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### **For Merchandise**

- For rebatable items, 9 copies of commercial invoice and for non rebatable items 6 copies of invoice on the letter head of firm(s).
- Customs Declaration (CN 23)
- Dispatch Note (CN)
- 4 copies of E form
- First copy of Export development Surcharge (EDS) where applicable.
- A copy of national Identity Card.
- A copy of Export Registration Certificate.
- A list of contents.

### **Compensation Payable on Loss of and I.S.P. Item**

In case of an established loss of an I.S.P. article due to the fault of the post, the liability will be accepted and compensation made commensurate with actual loss to the maximum extent of the following limits:

For an item containing only documents 30: S.D.R.

For an item containing other articles: 130: S.D.R.

### **Air Express**

The fastest home delivery service

### **Special Features**

- Airs express the overnight delivery service with money-back guarantee that has brought our big cities closer to each other.
- Well earned reliability
- Surprising swiftness
- From receipt to delivery, special handling at all points.
- Amazingly economical rates.
- Delivered to the addressee at his place.
- Guaranteed delivery by next day
- Late hours booking available.



## Rates

Up to 250 gms	Rs 20.00
Over 250 gms up to 50 gms	Rs. 25.00
Over 500 gms up to 1 Kg	Rs. 32.00
For every additional 1 kg or fraction thereof up to 20 kg	Rs. 20.00

## Maximum Size and Weight

Length up to	1 meter
Length & Girth combined	1.8 meters
Weight up to	20 Kgs.

## Money Back Guarantee

If the article is not delivered on the working day following the day of booking, due to any fault of Post Office the entire fee would be refunded to the sender.

## Urgent Mail Service (UMS)

The fast and reliable delivery service in the country. Low rate, High efficiency, Fast mail Service that serves 135 major Cities in the country.

## Special Features

- Rapid mail Service
- Cheapest rates
- Delivered to the addressee at his place.
- Extended booking hours.

## Rates

Up to 20 gms	Rs 10.00
Over 20 gms up to 100 gms	Rs. 13.00
Over 100 gms up to 250 Kg	Rs. 18.00
Over 250 gms up to 500 Kg	Rs. 22.00
Over 500 gms up to 1 Kg	Rs. 30.00



## Maximum Size and Weight

Weight up to 1 kg.

The condition regarding size and packing will be the same as prescribed for inland articles of letter mail.

### Overseas Postage Rates

#### Correspondence

Category	20 g	50g	100g	250g	500g	1000g	2000g	For ad. 1 kg
<b>Letters Rate in (Rs.)</b>								
for letter other than India, Indonesia & Bangladesh	28	53	65	124	237	412	670	
India	18	34	41	80	150	260	422	
Indonesia	24	45	55	105	202	350	570	
Bangladesh	14	27	33	62	120	206	335	
<b>Printed Papers</b>								
(i) Registered Newspapers, Periodicals, Journals Books, Pamphlets, Sheets of Music and Maps.								
(a) For all countries other than India, Indonesia & Bangladesh	10	15	20	30	50	80	110	30
India	8	15	20	30	50	80	110	30
Indonesia	8	13	17	26	42	68	94	26
Bangladesh	5	7	10	15	25	40	55	15
<b>Other Printed Papers</b>								
(ii) For all countries other than India, Indonesia & Bangladesh	13	20	28	52	93	155	217	
India	11	20	28	52	93	155	217	
Indonesia	11	14	24	44	80	132	185	
Bangladesh	7	10	14	26	47	78	109	
<b>Small Packets</b>								
(a) For all countries other than India, Indonesia & Bangladesh	28	52	93	155	217			
India	24	44	80	132	185			
Indonesia	24	44	80	132	185			
Bangladesh	14	26	47	78	109			

Air Surcharges for all Categories of Letter Mail Combined Postage Rates Table

Zone	Air Surcharge (to be levied in addition to surface postage)	Combined Postage	
	Letters, Printed Papers and Small Packets per 10g or part thereof Rs	Postcards	Aerogrammes
<b>A</b>	2.00	22.00	30.00



<b>B</b>	4.00	24.00	32.00
<b>Concessional Airmail Rates</b>			
A) for India		15.00	20.00
b) for Indonesia		19.00	26.00
c) for Bangladesh		12.00	16.00

**Table of Foreign Parcel Postage Rates**

Name of Country or Territory	Surface Parcel Rates		Sal Parcel Rates		Air Parcel Rates		Weight limit for all the three categ. of parcels
	for 1 <sup>st</sup> Kg	for every Addl. Kg	for 1 <sup>st</sup> Kg	for every Addl. Kg	for 1 <sup>st</sup> Kg	for every Addl. Kg	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	KG
Afghanistan	860	155					20
Albania	630	100			730	200	20
Algeria	510	110			650	250	20
Andorra	390	85					20
Angola	700	205			825	365	10
Antigua & Barbuda	520	220			720	445	10
Argentina	690	440			1130	580	20
Armenia	690	155			790	250	20
Australia	440	85			785	430	20
* Norfolk Island	440	85			830	475	20
Austria	545	75			670	200	20
Azerbaijan	650	155			670	160	31.5
Bahamas	525	190			800	460	20
Bahrain	500	75	520	90	550	125	20
Bangladesh	450	95	480	125	530	175	10
Barbados	470	190			805	455	20
Belarus	515	135			575	220	20
Belgium	880	80			1120	260	20
Belize	420	185			850	520	20
Benin	No Service				580	280	30
Bhutan	535	110			575	150	10
Bolivia	795	165			1170	570	20
Bosnia Herzegovina	560	100			685	255	20
Botswana	760	275			870	305	20
Brazil	525	150			905	530	20
Brunei Darussalam	385	110			500	230	20
Bulgaria	530	105			850	200	20
Burkina Faso	665	240			855	430	20
Burundi	1025	285			1450	250	20
Cambodia	435	160			490	215	30
Cameroon	580	115			780	315	30
Canada	445	150	555	260	770	460	20
Cape Verde	630	195			800	370	30
Central African Rep.	No Service				700	320	20
Chad	No Service				700	255	20
Chile	665	145			1050	630	20
China Peoples Rep.	510	90	535	120	650	240	20
*Hong Kong	555	80			670	200	20
* Macao	530	110			590	200	20
* Taiwan	580	115			655	215	20
Columbia	525	165			915	580	20
Comoros	385	110			515	245	20
Congo Dem. Republic	850	255			910	350	20
Congo Rep.	510	120			720	330	20
Costa Rica	425	160			800	560	31.5
Cote d'Ivoire	No Service				800	325	20
Croatia	500	80			590	200	20



Name of Country or Territory	Surface Parcel Rates		Sal Parcel Rates		Air Parcel Rates		Weight limit for all the three categ. of parcels
	for 1 <sup>st</sup> Kg	for every Addl. Kg	for 1 <sup>st</sup> Kg	for every Addl. Kg	for 1 <sup>st</sup> Kg	for every Addl. Kg	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
							KG
Cuba	585	130			960	535	30
Cyprus	542	120			550	150	31.5
Czech Republic	525	100			645	220	15
DPR Korea	790	145			890	270	20
Denmark	520	65	280	125	665	210	30
Djibouti	535	120			685	265	20
Dominica	460	190			735	460	20
Dominican Republic	460	190			755	485	20
Ecuador	720	200			1060	545	20
Egypt	570	90			670	190	20
El Salvador	525	205			845	525	20
Equatorial Guinea	430	125			610	335	20
Eritrea	700	175			650	165	20
Estonia	620	130			665	205	20
Ethiopia	435	155			540	220	20
Fiji	415	105			775	495	20
Finland	745	90			890	215	20
France	680	70	750	140	850	240	20
* French Guyana	740	125			1080	470	20
* French Polynesia	740	125			1130	520	20
Guadeloupe	720	110			1070	455	20
* Martinique	720	110			1070	460	20
* New Caledonia	730	120			1045	430	20
* Reunion	735	125			1150	540	20
* Wallis & Futuna Is.	740	100			1140	530	20
Gabon	560	120			770	330	20
Gambia	780	225			885	335	20
Georgia	No Service				750	185	20
Germany	720	80	775	140	870	235	30
Ghana	645	135			815	305	30
Great Britain	545	120	620	200	720	300	20
* Anguilla	525	220			725	450	10
* Ascension	410	105					20
* Bermuda	745	240			950	480	20
* Cayman Island	710	275			945	530	20
* Falkland Island	630	120					30
Gibraltar	465	115			630	310	20
* Montserrat	550	240			740	470	20
* Pitcairn Island	415	110					20
* St. Helena	510	100					20
* Tristan Da Cunha	550	240					10
* Turks & Caicos Is.	590	280			760	485	10
Greece	44	80	485	130	560	205	20
Grenada	480	195			785	500	20
Guatemala	450	125			900	525	20
Guinea	510	200			610	335	20
Guinea Bissau	970	140			1120	340	20
Guyana	490	190			775	475	20
Haiti	465	190			730	455	20
Honduras	680	220			960	535	20
Hungary	575	110			640	205	30
Iceland	600	110			740	270	30
India	500	35	520	55	575	105	20
Indonesia	350	60	410	125	535	245	20
Iran	620	100			645	130	20
Iraq	740	130			810	205	20
Ireland	500	70			680	255	20
Italy	500	60	555	115	645	205	20
Jamaica	485	210			810	530	15
Japan	565	90	635	160	740	260	20



Name of Country or Territory	Surface Parcel Rates		Sal Parcel Rates		Air Parcel Rates		Weight limit for all the three categ. of parcels
	for 1 <sup>st</sup> Kg	for every Addl. Kg	for 1 <sup>st</sup> Kg	for every Addl. Kg	for 1 <sup>st</sup> Kg	for every Addl. Kg	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	KG
Jordan	508	115			600	170	20
Kazakhstan	430	100	440	11	490	155	20
Kenya	600	130			660	220	30
Kiribati	410	130			785	535	20
Korea Republic	510	110			585	210	20
Kuwait	530	70	535	80	575	120	30
Kyrgyzstan	470	100			510	120	20
Lao PDR	730	150			790	235	20
Latvia	445	180			530	210	30
Lebanon	540	120			590	165	10
Lesotho	750	185			785	310	20
Liberia	490	190			625	350	20
Libyan Jamahiriya	500	75	545	120	600	180	20
Liechtenstein	575	110			680	220	20
Lithuania	600	105			630	170	30
Luxembourg	480	70			620	210	30
Madagascar	720	130			865	275	20
Malawi	880	155			640	145	20
Malaysia	285	80	380	105	440	165	20
Maldives	565	110			525	100	30
Mali	700	230			800	365	20
Malta	655	135			725	230	20
Mauritania	No Service				930	370	20
Mauritius	370	125			485	220	20
Mexico	520	115			870	495	20
Moldova Republic	700	175			745	250	20
Monaco	680	70			850	240	20
Mongolian People Rep.	565	145			655	245	20
Morocco	510	110			670	270	20
Mozambique	870	180			945	310	20
Myanmar	400	95			455	180	10
Namibia	650	160			760	300	20
Nauru	410	105			635	360	10
Nepal	395	60			435	80	20
Netherlands	530	75	595	140	675	220	20
Netherlands Antilles	No Service				860	490	20
* Aruba	No Service				865	495	20
New Zealand	610	115			1000	500	20
* Cook Island	410	100			815	540	20
Niue	410	100			1040	545	20
* Tokelau	410	120			1040	545	20
Nicaragua	545	185			850	495	20
Niger	No Service				700	320	20
Nigeria	610	140			735	200	30
Norway	685	120			775	225	20
Oman	530	65	535	75	545	85	20
Panama Republic	510	140			845	510	20
Papua New Guinea	800	150			880	370	20
Paraguay	590	185			970	590	20
Peru	610	165			1005	590	20
Philippines	530	125	580	155	605	225	20
Polish People Republic	545	105			610	200	20
Portugal	695	100			840	280	20
Qatar	430	85	460	80	475	100	20
Romania	620	120			655	190	20
Russian Federation	720	115			800	225	20
Rawanda	No Service				625	220	20
St. Christopher & Nevis	600	245			815	435	20



Name of Country or Territory	Surface Parcel Rates		Sal Parcel Rates		Air Parcel Rates		Weight limit for all the three categ. of parcels
	for 1 <sup>st</sup> Kg Rs.	for every Addl. Kg Rs.	for 1 <sup>st</sup> Kg Rs.	for every Addl. Kg Rs.	for 1 <sup>st</sup> Kg Rs.	for every Addl. Kg Rs.	
Saint Lucia	615	235					20
San Marino	500	60					10
Sao Tome & Principe	445	140					20
Saint Vincent & Grenade	600	215			870	485	10
Samoa	410	100					20
Saudi Arabia	380	75	410	105	485	165	20
Senegal	550	115			765	330	20
Seychelles	430	105			475	155	20
Sierra Leone	675	215			810	375	20
Singapore	335	60	385	11	445	175	30
Slovakia	520	105			610	195	15
Slovenia	540	85			620	195	20
Solomon Islands	340	100			820	550	20
South Africa	570	125			790	345	30
Spain	555	80			720	205	20
Sri Lanka	440	65	475	90	500	120	30
Sudan	715	90			785	160	20
Suriname	465	190			840	565	20
Swaziland	415	155			550	230	20
Sweden	600	100			680	210	20
Switzerland	580	90			675	210	20
Syrian Arab Republic	450	120			500	145	20
Tajikistan	380	115			495	140	20
Tanzania	590	140			645	225	20
Thailand	375	80	400	100	590	140	20
The F.Y.R. Macedonia	575	130			590	200	20
Togo	535	110			720	300	20
Tonga	420	115					20
Trinidad & Tobago	465	190			750	475	10
Tunisia	415	140	480	115	520	245	20
Turkey	430	130			525	180	20
Turkmenistan	480	100			540	120	20
Tuvalu	455	120			790	515	20
Uganda	640	210			680	230	30
Ukraine	675	120			700	175	20
U.A.E	420	60	472	75	545	90	30
U.S.A	420	125	565	270	675	370	20
Uruguay	730	125			1095	520	20
Uzbekistan	445	170	560	90	650	100	20
Vanuatu	380	105			745	470	20
Vatican	380	80					20
Venezuela	580	110			920	480	20
Viet Nam	500	135			550	190	20
Yemen	435	75			530	175	30
Yugoslavia	735	115			770	190	15
Zambia	610	145			700	270	30
Zimbabwe	700	175			770	280	20

## II Registration Fee

### For Inland mail

i) For General users	Rs. 15.00
ii) For Registered newspapers, Journals magazines and bulk users registered with the Post Office as bulk users.	Rs. 10.00



## For International Mail

i) For insured letter mail articles	Rs. 50.00
ii) For insured letter mail articles and insured parcels.	Rs. 70.00

Money Order Form	Rs. 10.00
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### Fee Chargeable on International Speed Post (ISP) Items.

Name of Country	For a Weight Upto 250 Gms	For a Weight Upto 500 Gms	For Every Addl. ½ Kg Or Part There Of Above 500gms
	Rs.	Rs.	Rs.
Algeria	1100	1150	100
Argentina	900	1000	200
Australia	600	700	200
Bangladesh	475	500	50
Bahrain	625	650	50
Belgium	900	950	100
Bhutan	575	600	50
Bolivia	1075	1200	250
Botswana	725	800	150
Brazil	850	900	200
Cayman Island	825	950	250
China	600	650	100
Costa Rica	1025	1150	250
Cuba	825	950	250
Cyprus	825	850	50
Egypt	675	700	50
Eritrea	775	800	50
Ethiopia	625	650	50
Finland	850	900	100
Ghana	725	800	150
Greece	950	1000	100
Guatemala	775	900	250
Guinea Bissau	1225	1300	150
Hong Kong	500	550	100
Hungary	1150	1200	100
Iceland	1250	1300	100
India	425	450	50
Indonesia	550	600	100
Iran	475	500	50
Iraq	775	800	50
Ireland	1150	1200	100
Italy	650	700	100
Ivory coast	900	950	100
Japan	550	600	100
Jordan	825	850	50
Kenya	800	850	100
Korea	550	600	100
Kuwait	675	700	50
Kyrgyzstan	625	650	50
Luxembourg	550	600	100
Macau	600	650	100
Macedonia	700	750	100
Malaysia	500	550	100
Maldives	575	600	50





Name of Country	For a Weight Upto 250 Gms	For a Weight Upto 500 Gms	For Every Addl. ½ Kg Or Part There Of Above 500gms
	Rs.	Rs.	Rs.
Mali	850	900	100
Mauritania	700	750	100
Mauritius	650	700	100
Morocco	900	950	100
Nepal	575	600	50
New Zealand	800	900	200
Niger	900	950	100
Nigeria	850	900	100
Norway	800	850	100
Oman	725	750	50
Uzbekistan	625	650	50
Philippines	650	700	100
Poland	650	700	100
Portugal	750	800	100
Qatar	700	725	50
Romania	650	700	100
Russia	650	700	100
Rwanda	800	850	100
Saudi Arabia	575	600	50
Senegal	950	1050	200
Sierra Leone	725	800	150
Singapore	500	550	100
Somalia	750	800	100
South Africa	1050	1100	100
Sri Lanka	625	650	50
Sudan	525	550	50
Switzerland	950	1000	100
Syria	725	750	50
Tanzania	800	850	100
Thailand	525	550	50
Togo	900	1000	200
Tunisia	850	900	100
Turkey	650	700	100
Uganda	800	850	100
UAE	575	600	50
USA	800	900	200
UK	1050	1100	100
Yugoslavia	750	800	100
Zimbabwe	950	1000	100

#### New EMS/ISP Tariff For G.D. Net Countries

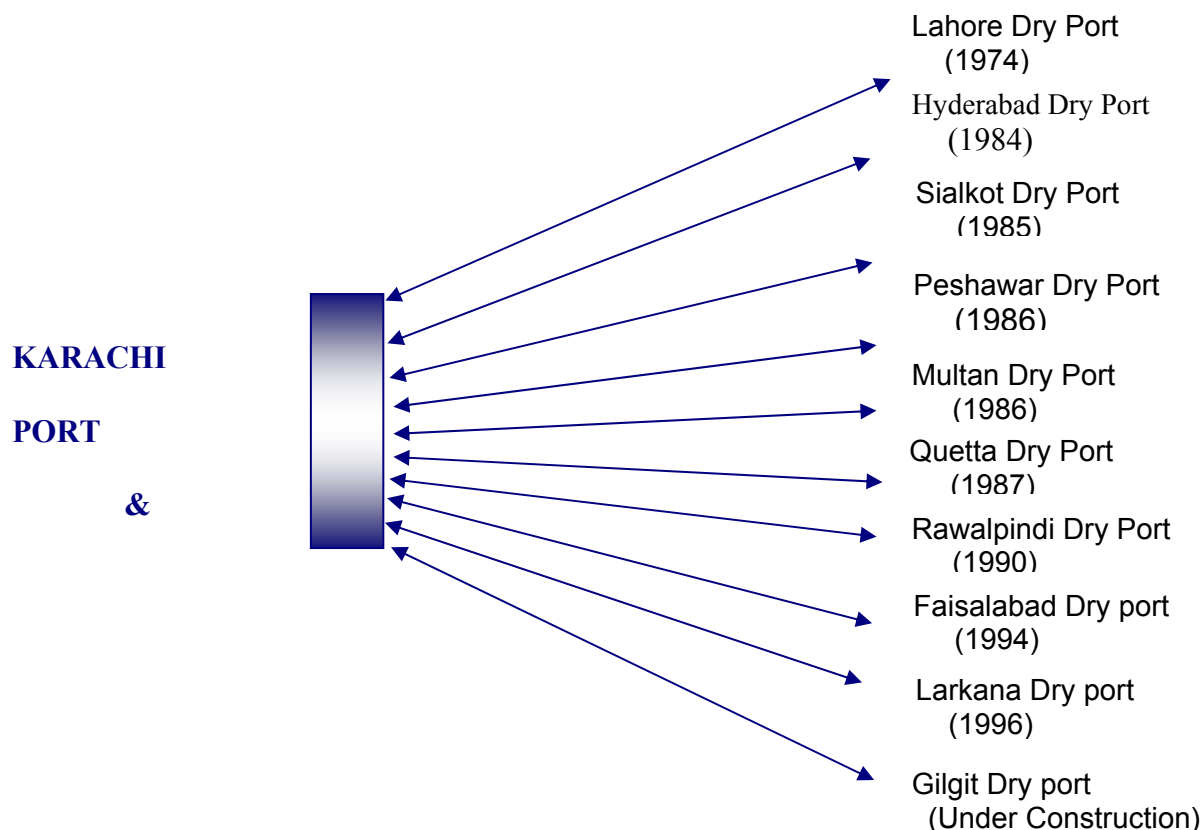
Austria	700	750	100
Denmark	800	850	100
Canada	800	900	200
France	750	800	100
Germany	1000	1050	100
Netherlands	900	950	100
Spain	750	800	100
Sweden	1050	1100	100

## DRY PORTS

### General

There are nine dry ports currently operating in the country while one dry port at Gilgit is under construction. The basic objective of establishment of dry ports was to facilitate and boost the trade and industrial activities. This vital infrastructure makes it possible to organize an uninterrupted flow of imports and exports. Being a doorstep facility, dry ports help save precious time of entrepreneurs for proper utilization in productive activities rather than its wastage in travelling to distant mega cities in sorting out import and export problems.

### Dry Ports Network



### **Dry Ports Managed by Pakistan Railways**

- o Lahore Dry Port
- o Rawalpindi (Chaklala) Dry Port
- o Peshawar Dry Port
- o Quetta Dry Port
- o Chaman Dry Port
- o Karachi Bundar

### **Dry Ports Managed by Trusts**

- o Sailkot (Sambrial) Dry Port
- o Faisalabad Dry Port
- o Multan Dry Port

### **Dry Ports Managed by National Logistic Cell**

- o Thokkar Niaz Beg, Lahore (CFS)
- o Quetta
- o Hyderabad (LCS)
- o Amangarh, Noshera (CFS)
- o Multan
- o Faisalabad

Dry port is a one building operation, the scope of which generally extends to the facilities like:

- |       |  |  |
|-------|--|--|
| (i)   | Customs clearance facilities for:            | Import & Export Cargo<br>including baggage |
|       | a) Sea freight                               | - do -                                     |
|       | b) Air Freight                               | - do -                                     |
|       | c) Postal Freight                            | - do -                                     |
| (ii)  | Duty Drawback Section                        |  |
| (iii) | Bonded Warehouse                             |  |
| (iv)  | <b><u>Anti-Smuggling Unit</u></b>            |  |
| (v)   | Valuation Unit                               |  |
| (vi)  | Inland Container Depot (ICD)                 |  |
| (vii) | <b><u>Offices of Support and Service</u></b> |  |

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## **Agencies**

### **Dry port facilities serve the following major purposes:**

1. To provide customs and port facilities at the doorsteps of entrepreneurs with a view to making import and export easy & economical and help broadening the country's international trade base;
2. To generate trade and employment opportunities in the less developed regions of the country;
3. To reduce congestion and over-concentration in a few mega cities like Lahore and Karachi;
4. To disperse industrial and commercial activities of clearing agencies, indenting agencies and freight forwarding agencies for achieving a balanced regional growth in the country;
5. To improve efficiency and effectiveness of Custom House Karachi by a fair distribution of customs work between Custom House Karachi and up-country dry ports;
6. To bring about container revolution in the country.

### **Up-Coming Dry Ports:**

The government has planned expansion of dry ports net work to following cities for enhancing the export/ import potential of these cities.

1. Muzaffarabad (Azad Kashmir)
2. Mirpur (Azad Kashmir)
3. Hub (Balochistan)
4. Dera Ismail Khan (NWFP)
5. Sukkur (Sindh)



## **Sialkot (Sambrial) Dry Port**

The Sialkot (Sambrial) Dry Port was established in 1985 by the progressive exporters of Sialkot at their own expense for promotion of exports. The region of Technical Triangle comprising Gujranwala, Gujrat and Sialkot has enormous industrial export potential of surgical instruments, cutlery, fans, sports goods, leather and leather products etc. The Sialkot Dry Port Trust has its head office at Sambrial with its regional offices each at Lahore and Islamabad and a terminal office at Karachi.

### **Organization:**

The organization of Sialkot Dry Port Trust is as under:-

#### **(i) Board of Trustees**

The Board of Trustees formulates policies, rules and regulations. It comprises 52 trustees including a Chairman, Sr. Vice Chairman and Vice Chairman.

#### **(ii) Executive Council**

The council comprises of Conveners of the Committees. The council reviews the recommendations and decisions made by various committees and submits its recommendations to the Board of Trustees.

#### **(iii) Committees**

The Committees have been constituted to deal with various issues and give their recommendations/ decisions to the Executive council.

## **Operational Performance**

The Sialkot Dry Port Trust is successfully handling imports and exports worth billion of rupees. In 1986-87, consignments weighing 7,772 tons worth Rs. 1.843 billions were exported. Whereas, in the year 2002-2003, export consignments weighing 76,005 tons worth Rs. 39.783 billions were exported, showing value- wise increase of over 22 times since commissioning of this dry port.

## ***Infrastructure Facilities***

Entrepreneurs of Sialkot, Daska, Gujranwala, Wazirabad and Gujrat route most of their exports through this dry port. They use this dry port even for those consignments, which are to be dispatched by air from Lahore, Islamabad and Peshawar Airports. Following infrastructural facilities have been instrumental in boosting economic activities at this Dry Port:

### **(i) Roads**

There are two vital road links, i.e., Sialkot-Wazirabad and Sialkot-Daska -Gujranwala, which join the G.T. road at Wazirabad and Gujranwala respectively.

### **(ii) Bonded Transport Cell**

A Bonded Transport Cell has been established at the dry port which is the first bonded carrier established in the private sector. The port has a fleet of 66 heavy vehicles as its integral bonded carriers. This has facilitated rapid transportation of export and import goods by reducing travelling time from Sambrial to Karachi from 7 days to 42 hours.

### **(iii) Duty Free Shop**

A Duty Free Shop has been recently established in the premises of the dry port

**(iv) Airport**

An international airport is under construction in the vicinity of this dry port. On completion of this mega project, most of the imports and exports would be airlifted for better supply chain management.

**(v) Electronic Surveillance**

Sialkot Dry Port Trust has installed thirty-two close circuit cameras at various points through out the Dry Port area. This has augmented the existing security arrangements at the dry port.

**(vi) Acquisition of Cranes/Fork lifters.**

Presently, the cranes/ fork lifters are being provided by the contractor for loading and unloading of containers and heavy export/ import loads. Efforts are underway to procure suitable type of cranes/ fork lifters, which would meet present as well as future requirements of the dry port.

**vi) Automation**

The whole operation of the dry port has been computerized. An online tracking system has been introduced for monitoring the movement of export vehicles.

**vii) One Window Operation**

One window facility is being provided to the Exporters, ensuring clearance and dispatch of export consignments on the same day.

## Lahore Dry Port

Lahore is the 2<sup>nd</sup> largest city after Karachi, with a population of over 7 million. To facilitate the entrepreneurs, Lahore Dry Port, the first dry port of the country, was established in 1974 and have following salient features:

i.	Total Area	250 Kanals/128,000 Sq-meters.
ii.	Covered Area	4,700 Sq-meters.
iii.	Paved Area	3,225 Sq-meters.
iv.	Container Yard	30,600 Sq-meters.
v.	<b><u>No. of Sheds</u></b>	7
vi.	Railway Lines	Having capacity to accommodate 6 to 7 Block Rakes (Trains).
vii.	<b>Cargo Handling Equipment.</b>	Nos.
	a. Belotti Top Lifter Crane 70 ton	2
	b. Crane 90 ton	4
	c. Crane 50 ton	4
	d Crane 40 ton	3
	e. Crane 30 ton	5
	f. Local trucks for transportation of containers available at Dry Port.	45
viii.	Clearance per day both imports and exports.	70 – 75 TEUs per day
ix.	No of import/ export trains being run per month between Lahore and Karachi.	46 – 50.



x.	Time being taken from Lahore to Karachi.	48 – 50 Hrs
xi.	Time being taken from Karachi to Lahore.	50 – 55 Hrs
xii.	Container Carriers available with Railways.	800 of size 40 ft and 20 ft carriers
xiii.	Unilock Locomotives for shunting/ Train formation	3 Nos.
xiv	Container carriers being imported from china by December, 2003	135 Nos.
xv	Railway Sidings inside Dry port	5 Nos.
xvi.	Exclusive area to clear dangerous Cargo/ Chemicals/ combustible material.	4,000 Sq. Yard
xvii.	Train Operation.	Round the Clock
xviii	Clearance by Customs.	From 0800 hrs till 2100 hrs every day excluding closed holidays
xix.	Loose/ bundled Import/ Export cargo being handled.	50,000 tons per annum.
xx	Import/ Export Trains per month.	45 Trains from / to Karachi.
xxi	Special Locomotives being imported from China for transportation of container.	8 – 10 Nos.
xxii	Traffic volume being handled: a)Total number of TEUs per month b)Total number of TEUs handled in one year c) Expected growth	7,000 84,000 15% as projected by Asian Development & World Bank



## **Faisalabad Dry Port**

Faisalabad is a large industrial and commercial city with a population of around 2.8 million. Though a large number of industries are located in and around Faisalabad yet the port facilities for containerized cargo handling services and bonded ware houses were not available till 1993.

The quantum of trade in view of industrial base of the city was large enough yet, cargo handling problems were faced by the exporters while transacting business through Karachi. The establishment of this dry port therefore met the basic need of the city.

An amount of Rs. 25 million was incurred over preliminary infrastructure facilities i.e. building, approach road, examination halls for exportable goods and establishment of customs offices etc. Faisalabad Dry Port is a gigantic project in the private sector, which is providing strong impetus to Economic activities of Faisalabad Region.

### **Organization**

Faisalabad Dry Port is managed by Board of Trustees comprising of 30 members who are all leading Importers, Exporters and top Industrial Magnates. The Chairman of the dry port is also the Chief Executive, is elected by the Board of Trustees for a period of two years.

### **Customs Collectorate**

A full fledged Collectorate of Customs and Central Excise established at Faisalabad Dry Port operates since 1994 thus providing relief to exporters of Faisalabad region eliminating needs of settlement of their cases at Multan Collectorate of Customs.



The establishment of independent collectorate of Customs and Central Excise at Faisalabad has significantly facilitated exports from Faisalabad region and expeditious settlement of their rebate claims.

### **Arrangements/ Facilities for Cargo Clearance**

- i) The Dry Port Trust and customs staff operate even on gazetted and weekly holidays with the sole objective to clear the export cargo the same day.
- ii) The facility for loading and unloading of containers is available at Dry Port round the clock.
- iii) FDPT has awarded contracts to various transporters for the "Local Haulage" to facilitate the exporters and importers to lift and drop the stuffed or empty containers from the work-place.
- iv) A branch of National Bank of Pakistan is functioning at this Dry Port.

### **Expansion Programme**

The existing land of the Dry Port has now become insufficient to meet the growing activities. The Faisalabad Dry Port Trust, therefore, decided to purchase another 14 acres of private land adjoining to the Port. With this additional land, total area of the Faisalabad Dry Port has extended to 31 acres. The construction of the new buildings and bonded warehouses has been started.

### **Upgradation of Customs Laboratory**

Under the expansion programme, the Mini Customs Testing Laboratory has been upgraded, which is equipped with latest analysis equipment. The gradation and classification of chemicals and dyes was previously carried out at Karachi and Lahore but after commissioning of new customs laboratory, the ingredients of imported and exportable goods are being fully analysed at



Faisalabad Dry Port. This facility would provide an additional relief to importers and is expected to enhance imports & exports activities.

### Export /Import Handling Charges

1	FREIGHT CHARGES	20 ft Container	40 ft Container
		Rs. 15,000 up to 14 ton Rs. 1,000 for each additional ton	Rs.27,500 up to 25 tons Rs. 1,000 for each additional ton
2	<b>TERMINAL HANDLING CHARGES AT KARACHI</b>		
	Rs. 1,500 per Transit Pass. Rs. 250 for each additional container in a single TP		
		<b>20 ft Container</b>	<b>40 ft Container</b>
	KPT Wharfage	Rs. 1,450	Rs. 2,200
	D.O. charges at Karachi	Rs. 1,200	
	Sealing charges	Rs. 250	
	Container Rent deposit Min. (refundable) For casual importers only. The importers who want to take out container to their warehouse, rent will be charged as per shipping lines tariff.	Rs. 10,000	Rs.15,000
	<b>Import surcharge</b>	Rs. 500	Rs. 1000
3.	<b>CRANE &amp; LIFTER CHARGES (FOR MACHINERY &amp; SCRAP)</b> <ul style="list-style-type: none"> <li>- Rupees 75 per ton per lift loading/unloading.</li> <li>- Rupees 50 per tone per lift examination/ wharfage/destuffing.</li> <li>- Rupees 50 per tone per lift loading/unloading fork lifter.</li> </ul>		
4.	<b>CRANE CHARGES FOR OTHER CARGO.</b>		
	For each lift	Rs. 300	Rs.500
5.	<b>LABOUR CHARGES EXAMINATION (FCL)</b> <ul style="list-style-type: none"> <li>- Labour charges @Rs. 0.03/kg per lift</li> <li>- Complete loading/shifting without assistance of crane/fork lift@ Rs. 0.13/kg maximum of Rs. 2000 &amp; Rs. 4000 for 20 ft and 40 ft container respectively.</li> <li>- De-stuffing/ stuffing with the assistance of crane/fork lift Rs. 0.3 per kg.</li> </ul>		



	Partial de-stuffing/stuffing (examination)	Rs. 200	Rs. 300																																	
	100% examination	Rs. 1000	Rs. 2000																																	
6.	<b>FREIGHT CHARGES</b> <ul style="list-style-type: none"><li>- Rs. 1000 up to 500 Kgs or Rs.800 per cu-m. which ever is more</li><li>- Rs. 150 per 100 kgs if total weight is more than 500 kgs</li><li>- Special box loading (in case of original importer)</li><li>- Rs. 32,500 for 40 ft container up to 25 tons, Rs. 1000 will be charged for each additional ton.</li><li>- Railway wagon loading/unloading @Rs. 350 per lift.</li></ul>																																			
7.	<b>LOCAL HAULAGE CHARGES PER</b> <table><tr><td>Railway wagon</td><td>Rs. 500</td></tr><tr><td>20 ft container</td><td>Rs. 400</td></tr><tr><td>40 ft container</td><td>Rs. 800</td></tr></table>			Railway wagon	Rs. 500	20 ft container	Rs. 400	40 ft container	Rs. 800																											
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8.	<b>IMPORT DEMURRAGE BULK CARGO</b> <table><tr><td>First eight working days</td><td colspan="2">Free</td></tr><tr><td>Next 5 days</td><td>Rs. 10 Per Ton /day</td><td></td></tr><tr><td>Next 5 days</td><td>Rs. 20 Per Ton/day</td><td></td></tr><tr><td>Next 5 days</td><td>Rs. 30 Per Ton/day</td><td></td></tr><tr><td>Up till clearance</td><td>Rs. 35 Per Ton/day</td><td></td></tr><tr><td></td><td><b>Car /Jeep/Truck/.</b></td><td><b>Crane/Bulldozer/ Harvester etc</b></td></tr><tr><td>First eight working days</td><td>Free</td><td>Free</td></tr><tr><td>Next 10 days</td><td>Rs. 50 Per day</td><td>Rs. 60 Per day</td></tr><tr><td>Next 10 days</td><td>Rs. 100 Per day</td><td>Rs. 120 Per day</td></tr><tr><td>Next 10days</td><td>Rs. 120 Per day</td><td>Rs. 130 Per day</td></tr><tr><td>Up till Clearance</td><td>Rs. 125 Per day</td><td>Rs. 150 Per day</td></tr></table>			First eight working days	Free		Next 5 days	Rs. 10 Per Ton /day		Next 5 days	Rs. 20 Per Ton/day		Next 5 days	Rs. 30 Per Ton/day		Up till clearance	Rs. 35 Per Ton/day			<b>Car /Jeep/Truck/.</b>	<b>Crane/Bulldozer/ Harvester etc</b>	First eight working days	Free	Free	Next 10 days	Rs. 50 Per day	Rs. 60 Per day	Next 10 days	Rs. 100 Per day	Rs. 120 Per day	Next 10days	Rs. 120 Per day	Rs. 130 Per day	Up till Clearance	Rs. 125 Per day	Rs. 150 Per day
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## **Multan Dry Port**

Multan and its surrounding areas are agriculturally developed and are exporting items such as cotton yarn, textile, made-up. Hosiery, cotton fabrics, bed sheets woolen carpets, finished leather and leather made-ups and fresh fruits etc. Prior to the establishment of Multan Dry port, NLC and Pakistan Railways provided the facility of bonded transport for handling exports and imports of this region.

### **Organization**

The establishment of Sialkot Dry Port in the private sector motivated the leading entrepreneurs of Multan region and thus Multan dry port came in operation in October 1995. The port is managed by a Board of 20 trustees. The Board frames the policies, rules and regulations for the port, considering the decisions of various working committees.

### **Working Committees**

- The executive Committee comprises of Chairman and Senior Vice Chairman, Vice Chairman along with the office bearers of previous term and deals with the routine matters of Dry Port.
- Finance Committee, Port Development Committee and business promotion Committee also function in their respective jurisdiction under the guidance of Board of Trustees.

### **Infrastructure facilities**

- Customs clearance examination hall
- Customs House headed by Assistant Collector
- National Bank of Pakistan booth
- Covered Warehouses      100 x 80 ft.    8 Nos



- Crane 20 ton 2 Nos.
- Fork lift 5 ton 2 Nos.

## Exports / Imports

Import and export performance in terms of value and container TEUs during the last three years at Multan Dry Port is as under:

Year- wise performance of Export

Years	1999-00	2000-01	2001-02	2002-03 (Jun-April)
Value in Millions (Rs.)	7,026	6,023	8,363	5,397
Container in TEUs	6,457	5,575	7,131	4,183

Year-wise performance of Import

Years	1999-00	2000-01	2001-02	2002-03 (Jun-April)
Value in Millions (Rs.)	708	806	658	833
Container in TEUs	1,981	2,003	1,158	1,251

## Achievements

- The dry port has purchased 15 acres of land to construct a modern dry port on Sher Shah by Pass Road through its own resources. The project is under planning stage.
- An export terminal at Muzaffargarh to facilitate the industrialist / exporters of D. G. Khan and other neighboring districts is also in completion stage.

(Narration of above table)

## Rawalpindi (Chaklala) Dry Port

Rawalpindi (Chaklala) Dry Port was established in February 1990 to provide port facilities to business community of District Rawalpindi and the surrounding areas. The dry port is situated at Chaklala Railway Station in Rawalpindi city near Islamabad International Airport encompassing an area of 4.5 acres.

### Infrastructure

#### Total area:

<u>Sheds</u>	<u>No.</u>	<u>Size (Sq. ft)</u>
o Covered Sheds	2	1,840 and 2,783
o Open sheds	2	6,187 and 4,738

### Facilities

- o Railway track with siding platform is provided at Dry Port for the traffic of containers/ vehicles which can accommodate 72 Railway wagons for loading / unloading.
- o Pakistan Railways also offers the Importers and exporters handling of Cargo by Railways.
- o Handling of cargo through hired contractor.

### *Expansion Programme*

In view of large volume of imported and exported consignments, the government has decided to shift this dry port to Margalla Railway Station situated in Industrial Area of I-9 Islamabad, covering an area of 13 acres. Pakistan Railways is constructing the dry port on modern lines with following amenities viz;

- |                                  |   |
|----------------------------------|---|
| o Administration Block,          | o Open godowns                                |
| o Bank Booth,                    | o Customs Offices                             |
| o Customs Clearing Agents Hall   | o Paved area for stocking containers          |
| o Boundary Wall                  | o Watch & Ward arrangements                   |
| o Loading/ unloading facilities. | o Two covered sheds measuring 30x100 ft each. |



## **Peshawar Dry Port**

Peshawar Dry port was established in 1986 on the demand of importers and exporters of this province to facilitate their imports and exports.

The following infrastructural facilities are available at Peshawar Dry Port.

- a) Four covered sheds (two of 1,160 sq.ft and two of 2,600 sq.ft) have been provided for stacking of import and export cargo for clearance.
- b) The facility of speedy dispatch of the container load cargo and their clearance by passenger train up to Lahore and onward to “Karachi Container Special” has been provided.
- c) Crane facility has been provided at Peshawar Dry Port to handle containerized traffic and heavy machinery etc.
- d) 10 days and 7 days free storage time have been provided respectively for Railway carried cargo and road carried cargo at Dry Port Godown.
- e) A National Bank booth is available at the dry port.

## Quetta Dry Port

Quetta dry port was established in 1987 with a view to provide port facilities at the doorstep of the importers/exporters of Balochistan and thus meeting the pressing demand of the Provincial Government and entrepreneurs of the province. Since its inception, it played a vital role in facilitating trade and generating economic activities.

### Infrastructure

1.	Parking area	108,205 Sq.ft.	2.48 Acres
2.	Area of sheds	21,200 Sq.ft.	0.49 Acres
3.	Open area	205,575 Sq.ft.	4.72 Acres
4.	storage Sheds	6 Nos.	2,000 Ton each

<b>Total area</b>	<b>334,980 Sq.ft.</b>	<b>7.69 Acres</b>
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### Additional Facilities

- o The parking lot with an area of around 2.4 acres has been provided for the trucks and trailers.
- o Lighting arrangement in sheds and dry port yards has been improved.
- o New offices for Railway & customs officers and staff are under construction and likely to be completed by 3<sup>rd</sup> quarter of year 2003.
- o Boundary wall with proper gates has been constructed to make the dry-port a bounded area.

The following development work with an estimated cost of Rs. 17.58 million is under consideration.

- o Rehabilitation/ Brick walling to the goods shedding.
- o Metalling of entire parking lot as well as road besides the railway line.
- o Rebuilding of boundary wall on the eastern side.

## Storage Sheds.

Railway Dry Port Quetta has 6 number of storage sheds. Sheds No.1, 2 and 3 are reserved for exportable goods. Shed No. 4, 5, and 6 are reserved for imported goods. The total storage capacity of all the 6 storage sheds is approximately 2,000 ton.

## Platform for placement of wagons.

There are three platforms for placement of wagons, namely G1, G2 and B. The total placement capacity of these platforms is 75 wagons.

## NLC DRY PORTS

### Quetta

- Established - 2000
- Location - Locket Road, Quetta
- Area - 21 Acres
- Covered Sheds - 3
  - 110x70 ft - 1
  - 55x70 ft - 1
  - 70x70 ft - 1
- Storage Capacity - 2000 M - Tons
- Open - 25,000 M -Tons

### Amangarh, Nowshera (CFS)

- Established - 1995
- Location - Peshawar Road Amangarh, Nowshera
- Area - 21 Acre
- Covered Sheds - 3
  - a) 110 ft x 50 ft - 1
  - b) 110 ft x 90 ft - 1

- c) 110 ft x 30 ft - 1
- o Hard Standing. - 120 ft x 119 ft
  - a) Covered - 2,000 M Tons
  - b) Hard Standing - 4,000 M Tons
  - c) Open - 25,000 M Tons

### **Thokar Niaz Beg, Lahore (CFS)**

- o Established - 1993
- o Location - Multan Road Thokar Niaz Beg  
Lahore
- o Area - 195.258 Kanal. (24 Acre)
- o Covered Sheds - 3
  - a) 150 ft x 120 ft - 1
  - b) 80 ft x 60 ft - 2
- o Open Shed 80 ft x 60 ft - 1
- o Storage Capacity
  - (a) Covered - 800 M –Tons
  - (b) Open - 6000 M – Tons or 300 Containers.

### **Hyderabad (LCS)**

- o Established - 1984
- o Location - Jamshoro Road near Agha Khan  
Hospital Hyderabad
- o Area - 4.5 Acres
- o Covered Shed - 1  
(75 ft x 51 ft)
- o Container Yard - 1



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## **Pakistan Customs Stations**

1. Khokhrapar (India)
2. Wagha (India)
3. Mand (Iran)
4. Dalbaudin (Iran)
5. Nak Kundi (Iran)
6. Sust (China)
7. Chamman (Afghanistan)
8. Taurkham (Afghanistan)
9. Karachi (Sea)
10. Jiwani (Sea)
11. Gwadar (Sea)
12. Pasni (Sea)
13. Ormara (Sea)
14. Gadani (Sea)
15. Port Muhammad Bin Qasim (Sea)

### **Important Customs Airports**

1. The Civil Airport. Karachi
2. The Quetta Airport, Quetta
3. The Peshawar Airport, Peshawar
4. The Islamabad Airport, Rawalpindi
5. The Lahore Airport, Lahore
6. The Multan Airport, Multan
7. The Hyderabad Airport, Hyderabad
8. The Faisalabad Airport, Faisaalabad.

## INDUSTRIAL ZONES

The government of Pakistan has identified and established a total of 82 industrial estates and small industrial estates /zones throughout the country. The industrial estates in the major urban centres have mostly been established. However, opportunity for investment exists in these estates.

The objective to develop industrial estates was to establish planned industrial areas, where prospective industrialists could obtain all the facilities, such as, railway, water supply, electricity, gas, telephone, godowns, sanitation, drainages, labour colonies and other necessary public facilities.

### Industrial Estates

The following table shows province-wise industrial estates:

#### Balochistan

Industrial Estates		
○ Hub Chowki	○ Winder	○ Quetta
○ Uthal	○ Dera Murad Jamali	○ Gadani
Mini Industrial Estates		
○ Loralai	○ Turbat	
○ Khuzdar	○ Pasni	

#### NWFP

Industrial Estates		
○ Peshawar	○ Ghazi	○ Nowshera
○ Hattar	○ Mattani	
○ Gadoon Amazi	○ D.I. Khan	
Small Industrial Estates		
○ Peshawar	○ Abbottabad	○ D.I. Khan
○ Mardan-1	○ Kalabat	○ Bannu
○ Mardan-II	○ Mansehra	○ Kohat

## Punjab

Industrial Estates		
○ Chunian	○ Thal Mandi Town, Bhakkar	○ Mianwali
○ Multan	○ Thal Mandi town, Jauhrabad	○ Kasur Road Lahore
○ Kot Lakhpat		
Medium Industrial Estate		
○ Chakwal	○ Gujar Khan	
Small Industrial Estates		
○ Gujranwala	○ Gujrat	○ Mian Chunnu
○ Faisalabad	○ Bahawalpur	○ Khanewal
○ Lahore	○ Jhelum	○ Raiwind Lahore
○ Sargodha	○ Daska	○ Burewala
○ Sahiwal	○ Sialkot	○ Shor Kot
	○ Gujar Khan	○ Taxila

## Sind

Sind Industrial Trading Estate Ltd		
○ Karachi	○ Hyderabad	○ Kotri
○ North Karachi	○ Tando Adam	○ Sukkur
○ Nooriabad		○ Nawabashah

Small Industrial Estates		
○ Khairpur	○ Sanghar	○ Shikarpur
○ Gambat	○ Sukkur	○ Larkana
○ Hyderabad	○ Rohri	○ Kandhkot
○ Dadu	○ Badin Thatta	
○ Mirpurkhas		
Industrial Park		
○ Mirpurkhas	○ Sehwan	
Other Industrial Estates operating in Karachi are Federal “B” Industrial Area, Korangi Industrial Area, Landhi Industrial Area and Bin Qasim Industrial Area.		

## Balochistan Small Industries Corporation

### Detail of Industrial Estates

Name of Estate	Total No. of Plots.	Allotted Plots	Vacant Plots	Un-utilized Plots	Operating Units.	Under Construction Units	Closed /Sick Units	Total Units.
Quetta Industrial & Trading Estate, Quetta.								

Phase-I Phase-II Phase-III Phase-IV	313 290 200-Acres 240-Acres	312 270 200-Acres EPZ 215-Acres	001 020 Nil 025-Acres	206 249 200-Acres 165-Acres	23 01 Nil 09	19 01 - 07	04 - - -	44 02 - 16
Industrial Estate, Dera Murad Jamal	238	225	013	184	06	-	-	06
Mini Industrial Estate, Khuzdar	50 Acres (Only water source developed)	-	50- Acres	50- Acres	-	-	-	-
Mini Industrial Estate, Loralai	50 Acres (Only water source developed)	-	50- Acres	50- Acres	-	-	-	-
Mini Industrial Estate, Turbat	50 Acres (Un-developed)	-	50- Acres	50- Acres	-	-	-	-
Mini Industrial Estate, Pasni	50 Acres (Un-developed)	-	50- Acres	50- Acres	-	-	-	-
Hub Industrial & Trading Estate	1189 Acres	464 Acres	182 Acres	73.45 Acres	82	31	94	207
Industrial Estate, Winder	230 Acres	86 Acres	81 Acres	16.65 Acres	09	08	08	25
Industrial Estate, Gadani	600 Acres	16 Acres	584 Acres	1.23 Acres	02	01	01	04
Industrial Estate, Uthal.	1000 Acres	208 Acres	792 Acres	73 Acres	02	01	03	06
Special Industrial Zone Winder	166 Acres	54 Acres	80 Acres	-	02	01	01	04

## Lasbela Industrial Estates Development Authority (LIEDA)

### General

Lasbela Industrial Estates Development Authority (L.I.E.D.A.) is an autonomous body established in 1984 and is managed by a Board of Directors headed by the Secretary Industries, Commerce & Mineral Resources, Government of Balochistan. The Board comprises the Provincial Secretaries of Industries Commerce & mineral Resources Department, the Planning and Development Department and the Finance Department, the Director Industries, the President Balochistan Chamber of Commerce and Industry, Hub and the Managing Director of LIEDA.

### Functions

LIEDA is responsible for promotion and development of the entire spectrum of infrastructure as required for establishment of industries. It offers a one-window service for all the clients. The LIEDA has developed five large and medium industrial & Trading Estates in the region

#### 1. Hub Industrial & Trading Estate (HITE)



It is located 25 km away from Karachi spread over an area of 1189 acres. Presently 182 acres land is available for allotment. Facilities like road, water supplies network, electricity, and sewerage are provided by LIEDA, gas supplies and telephone facilities are available through respective departments. Cost of land is Rs. 200 per sq. meter in installment and Rs. 150 per sq. meter on lump sum payment.

## **2. Winder Industrial & Trading Estate (W.I.T.E)**

Located at a distance of 75 km from Karachi on R.C.D. Highway spread over an area of 23 acres and 81 acres land is available for allotment similar facilities like that of H.I.T.E are available in H.I.T.E. The cost of land is Rs. 80 per sq. meter in installments and Rs. 65 per sq. meter in case of lump sum payment.

## **3. Uthal Industrial Estate (U.I.E.)**

Located 120 km from Karachi on main R.C.D Highway spread over an area of 1000 acres and 668 acres land is available for allotment facilities are provided by respective department i.e. electricity by KESC and telephone by P.T.C.L. sub surface water is available in abundance. The cost of land is Rs. 50,000 per acre.

## **4. Gadani Industrial Area (G.I.A)**

Located 32 km away from Karachi on main R.C.D road Highway spread over an area of 600 acres. Cost of land is Rs. 250 per sq. meter in installment and Rs. 225 per sq. meter in case of lump sum payment.

## **5. Special Industrial Zone at Winder**

This special zone spread over 166 acres of land developed and operated by LIEDA on behalf of Board of Investment Government of Pakistan; cost of land is Rs. 350,000 per acre.

### **Other Salient Features**

- Land is allotted on 99 years lease in all the states where as in Special Industrial Zone, this period is 50 years.
- Prescribed application form is available on payment of Rs. 100.
- Application for allotment of land be supported by the document listed in application form.
- All estates are located in proximity to the port city of Karachi.
- Very economical rates for industrial plots.
- Possession rights of land to prospectus entrepreneurs
- Industrial friendly and serene Law and Order situation
- Gwadar Port is linked with District Lasbela via Coastal Highway

### **Lucrative Incentives for Sick/ Closed Units**

- Waiver of penalties on all outstanding dues.
- Relaxation in dues of electric fix charges
- Provision of utilities (Water and Electric) on reduced rates.
- Security Deposit & System Development Charges.
- Payment of outstanding dues in easy installments.

### **Contacts**

- Telephone #                0202-33320 (Round the Clock)
- Fax                            0202-32470
- E-mail (M.D.)            [bashir46@yahoo.com](mailto:bashir46@yahoo.com)
- Manager Industries      0202-33361-62

## Sarhad Development Authority

### Status Wise Summary Of Industrial Estates

S.No	Status	No.of Units	Area (Acres)	Capital Cost (In Millions)	Total Staff
<b>INDUSTRIAL ESTATE PESHAWAR</b>					
1	OPERATIONAL UNIT	136	294.432	28.497	8144
2	CLOSED UNIT	73	156.482	739.947	3327
3	UNDER CONSTRUCTION UNIT	66	110.621	1256.715	3662
4	VACANT PLOT	15	19.766	232.666	685
<b>Group Total : -</b>		<b>290</b>	<b>581.301</b>	<b>5041.825</b>	<b>15818</b>
<b>INDUSTRIAL ESTATE GADOON AMAZAI</b>					
1	OPERATIONAL UNIT	52	210.900	11038.244	7991
2	CLOSED UNIT	170	266.711	4969.865	539
3	NEAR OPERATION UNIT	26	36.070	868.421	31
4	UNDER CONSTRUCTION UNIT	30	53.000	778.597	11
5	VACANT PLOT	70	111.260	46.086	0
<b>Group Total : -</b>		<b>348</b>	<b>677.941</b>	<b>17701.213</b>	<b>8572</b>
<b>INDUSTRIAL ESTATE HATTAR</b>					
1	OPERATIONAL UNIT	111	631.388	15259.467	15725
2	CLOSED UNIT	117	323.848	5480.932	650
3	UNDER CONSTRUCTION UNIT	62	104.961	4239.695	2007
4	VACANT PLOT	51	131.935	1430.209	0
<b>Group Total : -</b>		<b>341</b>	<b>1192.132</b>	<b>26410.303</b>	<b>18382</b>
<b>INDUSTRIAL ESTATE NOWSHERA</b>					
1	OPERATIONAL UNIT	13	28.084	220.413	595
2	CLOSED UNIT	2	2.658	77.220	98
3	UNDER CONSTRUCTION UNIT	7	9.181	75.015	294
4	VACANT PLOT	10	12.500	123.905	653
<b>Group Total : -</b>		<b>32</b>	<b>52.423</b>	<b>496.553</b>	<b>1640</b>
<b>S.I.D.B (INDUSTRIAL ESTATE PESHAWAR)</b>					
1	OPERATIONAL UNIT	50	14.232	106.313	755
2	CLOSED UNIT	55	15.684	104.329	107
3	UNDER CONSTRUCTION UNIT	30	8.418	58.480	29
<b>Group Total: -</b>		<b>135</b>	<b>38.334</b>	<b>269.122</b>	<b>891</b>
<b>Grand Total: -</b>		<b>1146</b>	<b>2542.131</b>	<b>49919.016</b>	<b>45303</b>

## **Punjab Small Industries Corporation (PSIC)**

Punjab Small Industries Corporation (PSIC) was established in the year 1961 and since then has been a sound contributor to the industrial development in the province through its various schemes. Recent transition of industrial climate and liberalization of the total economic environment within the country has witnessed tremendous change in domestic as well as international market. PSIC has proved its strength in the country by exhibiting a progressive attitude towards modernization, up gradation of technology, quality consciousness, strengthening linkage with large and medium scale enterprises and boosting exports of the products from small enterprises. PSIC is an important instrument for enterprises building, micro economic development and employment generation.

The corporation is focusing both forward-looking urbanized small entrepreneur and un-educated rural backward but traditionally skilled enthusiast looking for an opportunity to establish his cottage industrial unit. Thousands of talented, ambitious and hardworking men and women have been provided a platform by PSIC to start by offering Credit assistance and to prosper by availing Working Capital. With this assistance some of them have developed to distinguished names in Local and International markets.

### **Objectives**

- Create Small Industries Estate equipped with complete infrastructure.
- Create export-processing zones to facilitate export-oriented industry.
- Extension of credit assistance to new and existing entrepreneurs for promotion and growth of small and cottage industries.
- Support micro sector through a network of handicrafts shops and Craft Development Centers.
- Introduce and promote products of local artisans nationwide and abroad.

### *Achievements*

- Initiated a revolutionary entry into the World Carpet Market by establishing 83 Carpet Development Centers in Punjab with training, designing and production facilities. By virtue of this, export of carpets rose from US \$ 25 million to US \$ 195 during 1972 – 1979.
- Established 6 new industrial estates at Jhelum, Chakwal, Gujar Khan, Sahiwal, Sargodha and Faisalabad. It helped to establish small industries in Rural Areas through a modest amount of Rs. 19 million with Titled Rural Industrial Loan Fund Scheme

## Credit Schemes for individuals Eligible Projects

- A. Project Size: Units or individuals with fixed investment up to Rs. 0.200 million.
- B. Priority Sectors

## Credit scheme for Small Industries

### **Eligible projects**

- A. Project Size: Industrial projects/ entrepreneurs with maximum fixed investment of Rs. 5.00 million
- B. Priority Sectors.
  - Service Industries
  - Export oriented & import substitution industries.
  - IT projects
  - Agro-based/ Agro-support industries
  - Handicrafts & Women Enterprises

### **Establishment of Small Industries Estates in the province of Punjab**

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## **Introduction**

The concept of Small Industries Estate was introduced in fifties. An industrial set up different from “Industrial Areas” or “Industrial Zones” which, at that time, indicated areas reserved for the industrial use; but without infrastructure or promotional measures. According to that concept, an Industrial Estate was considered to be developed areas of Land divided into plots of different sizes for use by the industrial enterprises. Furthermore, it offered facilities, services and incentives for the promotion of the small enterprises.

### **Small Industrial Estate Programme**

With the establishment of Small Industries Corporation on its inception in 1960, immediately launched a programme to establish five (5) Small Industrial Estates (in the areas now comprising the Province of Punjab) at Gujranwala, Sialkot, Gujrat, Bahawalpur & Lahore. Encouraged with the success of these five estates, the Punjab Small Industries Corporation established further eight (8) Small Industries Estates at Jhehlum, Gujjar Khan, Cakwal, Sargogha, Faisalabad, Sahiwal, Daska and another one at Gujranwala.

### **Self-Finance Scheme**

In 1989, PSIC decided to establish Industrial Estates under Self-finance Schemes, which would include the process of down payment of 50 % of estimated cost of developed plot by the entrepreneur with the submission of application, followed by 25 % at the time of handing over the possession of plot.

## Export Processing Zones

PSIC along with EPZA is in the process of establishing Export Processing Zones in different regions of Punjab, in the first instant SIE II & SIE III, Sialkot has been converted into EPZ Sialkot. Two more processing zones at Gujranwala and Faisalabad are in pipeline.

The modus operandi for establishment of EPZ at Multan & Lahore is also being chalked out with IM & M Department and EPZA.

## Industrial Estates

Total No of Schemes	19
Rawalpindi	4
Bahawalpur	1
Gujrat	7
Faisalabad	1
Sargodha	1
Multan	3
Lahore	2
Total Area	1558 Acres
Total Plots Developed	6260 Nos.
Total Plots Allotted	5655 Nos.
Plot Balance	605 Nos.
Plots Colonized	2645 Nos.
Units Installed	1666 Nos.
(SIE-II Gujrat & EPZ Gujranwala are still to be developed)	
Percentage of allotment	90 %
Percentage of colonization	42 %
Employment planned to be generated 1,80,000 jobs	

## Small Industries estate- II, Lahore

### Export processing zone- Lahore

○ Status	Joint venture Export Processing Zone Authority Punjab Small Industries Corporation
○ Location	Sunder Raiwind Road, Of- Multan Road, Lahore.
○ Project Cost	Rs. 160 million
○ Financial Arrangements	Entire cost to be borne by private entrepreneur
○ Executing Agency	Punjab small Industries Corporation
○ Total Area	217 Acres
○ Latest position	Land acquisition of 112 Acres completed and mutated in favour of PSIC, land cost deposited with District Collector, Lahore.

### Export Processing Zone Faisalabad

○ Status	To be developed by EPZ Trust Faisalabad
○ Location	Chad No 165 R.B Khurrarianwala Faisalabad
○ Project Cost	Rs. 150.00 million Approximately
○ Sponsoring Agency	Export Processing Zone Trust, Faisalabad and Export Processing Zones Authority.
○ Total Area	181 Acres
○ Latest Position	Arrangement between PSIC and EPZ being finalized.

### Export processing Zone- Sialkot

○ Status	Joint Venture Export Processing Zones Authority Punjab Small Industries corporation
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○ Location	At Sambrial on Sialkot-Wazirabad Road
○ Financial Arrangement	Entire cost to be borne by private entrepreneur
○ Executing Agency	Punjab Small Industries Corporation
○ Sponsoring Agency	Export Processing Zones Authority Ministry of Industries & Production Government of Pakistan.
○ Total Area	238 Area
○ Total no. of Plots	881
○ Development Works	Development works are almost complete. Balloting/ allotment of plots carried out. Construction activity has started.

### **Export Processing Zone Gujranwala**

○ Status	Joint venture Export Processing Zones Authority Punjab Small Industries corporation
○ Location	Main G.T. Road 3 km short of Gujranwala while going from Lahore
○ Project cost	Rs. 99.40 million
○ Financial Arrangement	Entire cost to be borne by private entrepreneurs
○ Executing Agency	PSIC, Export Processing Zone Authority
○ Total Area	113 Acres
○ Total Plots	162 No.
○ Latest Position	106 plots have been booked Project stands approved by Government since July, 2002 Development of physical infrastructure in pipeline.

## **Future Action Plans**

### **Team up with others SMEs to form a network of EPZ Nationwide**

Punjab Small Industries Corporation attains the optimum level of financial self-sufficiency while utilizing its available resources and professional skills.



The Directorate of designing is well equipped with the qualified, experienced and Creative Designers. The public sector departments like Lahore Development Authority, and Punjab Horticulture Authority have been utilizing the services for designing of monuments of National and Cultural significance.

The Directorate is ready to extend services to commercial as well as public sector departments with regard to landscaping, interior and exterior designing, preparation of minerals etc.

### **Collaboration with sister organizations**

PSIC taking necessary steps to come and stay inline with Small/ Cottage enterprises like.

- SMEDA
- EPZA
- EPB
- Service/ utilities Industries i.e. WAPDA, PTCL



## **Sindh Small Industries Corporation (SSIC)**

### **Brief of Small Industries Estates/ industrial parks**

Sindh Small Industries Corporation was established in July, 1972 with the motive to promote and develop Small & Cottage Industries in the province of Sindh.

Small Industries Estate, Larkana and Sukkar were inherited from West Pakistan Small Industries Corporation. Sindh (SSIC) extended its development programme and established 17 Small Industrial Estates/ Industrial Parks so far all over the province in the District Headquarters to attract the prospective investors for setting up Small & Cottage Industries.

The Small Industries Corporation planned the establishment of Small Industries Estate at Karachi on 100 Acres of land, which was approved by the Govt. of Sindh amounting to Rs.106.00 million, out of which 15 million has been allocated for the year 2002-03.

The brief of established Estates in Sindh is as under:

#### **1. Sindh Industrial Estate (SIE) Hyderabad**

A piece of land measuring 50 Acres was earmarked in the area of SITE Ltd. at Hyderabad for setting up Small Industry in the year 1978-79. Later on, this area was transferred to SSIC for establishment of SIE, in the year 1985-86 with 120 developed plots, which were offered to the prospective investors for allotment at the rate of Rs. 51 per sq. yard.

Developed Plot (Nos.)	123
Plots allotted to 77 parties	115
Units in operation (Nos.)	48 (on 73 plots)
Units under construction (Nos.)	14(on 24 plots)

The cost of plots have been revised and fixed at Rs. 204 per. Sq. yard in July 1999.

## 2. **Sindh Industrial Estate (SIE) Dadu**

Small Industries Estate at Dadu was established in the year 1982-83, over an area of 10 Acres. 45 industrial plots were developed and offered for allotment to the prospective investors at the rate of Rs. 75 per sq. yard.

(In Nos.)

Developed Plot	45
Plots allotted to 23 parties	25
Units in operation	11 (on 13 plots)
Units under construction	4(on 4 plots)
Un-utilized units	8 (on 8 plots)
Plots Available for allotment	20

## 3. **Sindh Industrial Estate (SIE) Badin**

Small Industries Estate at Badin was established in 1985-86 over an area of 30 Acres. 107 plots were developed and offered for allotment to the prospective investors at the rate of Rs. 75 per sq. yard.

(In Nos.)

Developed Plot	107
Plots allotted to 9 parties	12
Units in operation	8 (on 11 plots)
Units under construction	1 (on 1 plot)
Plots Available for allotment	95

## 4. **Sindh Industrial Estate (SIE)Thatta**

Small industries Estate at Thatta was established in 1986-87 over an area of 50 Acre. 98 plots were developed and offered for allotment to the prospective investors at the rate Rs. 75 per sq. yard.

(In Nos.)

Developed Plot	98
Plots allotted to 10 parties	12
Units Utilized	4 (on 13 plots)
Units under construction	4(on 6 plots)
Un-utilized units	2 (on 2 plots)
Plots Available for allotment	77

#### 5. **Sindh Industrial Estate (SIE) Hala**

Small Industries Estate at Hala was approved in the year 1994-95 over an area of 51 Acres out of which a piece of land of 29 acres has been developed in the first phase. The cost of Rs. 150 per sq. yard has been fixed for allotment of 103 developed plots. Applications were invited from prospective investors. 8 plots only have been allotted to 8 parties, which are un-utilized. 95 plots are available.

#### 6 **Industrial Park (IP) Sehwan**

Industrial Park at Sehwan was established in 1974 over an area of 5 acres. 44 plots were developed and offered for allotment to the prospective investors at the cost of plots in Rs.75 per sq. yard.

(In Nos.)

Developed Plot	44
Plots allotted to 14 parties	25
Units Utilized	6 (on 14 plots)
Units under construction	2(on 4 plots)
Un-utilized units	6 (on 7 plots)
Plots Available for allotment	19

## 7. **Sindh Industrial Estate (SIE) Mirpurkhas**

Small Industries Estate at Thatta was established in 1985-86 over an area of 50 Acres. 196 plots were developed and offered for allotment to the prospective investors at the rate of Rs. 75 per sq. yard.

(In Nos.)

Developed Plot	196
Plots allotted to 32 parties	48
Units Utilized	8 (on 9 plots)
Units under construction	4(on 4 plots)
Un-utilized units	20 (on 25 plots)
Plots Available for allotment	148

## 8. **Industrial Park (IP) Mirpurkhas**

Industrial Park at Mirpurkhas was established in 1974 over an area of 5 Acres. 32 plots were developed and offered for allotment to the prospective investors at the cost of plot is Rs. 75 per sq. yard.

(In Nos.)

Developed Plot	32
Plots allotted to 3 parties	13
Units Utilized	3 (on 12 plots)
Un-utilized units	1 (on 1 plots)
Plots Available for allotment	19

## 9. **Sindh Industrial Estate (SIE) Tando Adam**



Small industries Estate at Tando Adam was established in 1991-92 over an area of 13.5 Acres, for power looms sector but it was later on, opened for setting up of all type of small industries in the year 1995. 74 plots were developed and offered for allotment to the prospective investors at the rate of Rs. 145 per sq. yard.

(In Nos.)

Developed Plot	74
Plots allotted to 36 parties	45
Units Utilized	24 (on 27 plots)
Unit Under Construction	5 (6 plots)
Plots Available for allotment	29

#### 10. Sindh Industrial Estate (SIE) Sanghar

Small Industrial Estate at Sanghar was established in 1985-86 over an area of 45 Acres. 98 plots were developed and offered for allotment to the prospective investors at the rate of Rs. 75 per sq. yard.

(In Nos.)

Developed Plot	98
Plots allotted to 10 parties	19
Units Utilized	8 (on 16 plots)
Unit Under Construction	2 (3 plots)
Plots Available for allotment	79

#### 11. Sindh Industrial Estate (SIE) Sukkur

Small Industries Estate at Sukkur was established in 1963-64 over an area of 110 Acres on which there were 306 developed industrial plots and 50 built-up workshops.

(In Nos.)

Developed Plot	306
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Plots allotted to 162 parties	277
Units Utilized	145 (on 249 plots)
Unit Under Construction	13 (25 plots)
Un-utilized units	3 (3 Plots)
Plots Available for allotment	29

## 12. Sindh Industrial Estate (SIE) Nawabshah

Small Industries estate at Nawabshah was established in 1985-86 over an area of 50 acres. 95 plots were developed and offered for allotment to the prospective investors at the rate of Rs. 75 per sq. yard.

(In Nos.)

Developed Plot	95
Plots allotted to 8 parties	10
Units Utilized	1 (on 3 plots)
Unit Under Construction	1 (1 plots)
Un-utilized units	6 (6 Plots)
Plots Available for allotment	85

## 13. Sindh Industrial Estate (SIE) Gambat

Small Industries Estate at Gambat was established in 1991-92 over an area of 13 Acres for setting up of Power looms. As there was no response from the parties despite of several meetings, later on establishment of all types of industries was allowed in 1993. 52 plots were developed and offered for allotment to the prospective investors at the rate of Rs. 97 per sq. yard,



(In Nos.)

Developed Plot	52
Plots allotted to 18 parties	23
Units Utilized	1 (on 5 plots)
Un-utilized units	17 (18 Plots)
Plots Available for allotment	29

#### 14. **Sindh Industrial Estate (SIE) Rohri**

Small Industries Estate at Rohri was established in 1991-92 over an area of 46 Acres. 113 plots were developed and offered for allotment to the prospective investors at the rate of Rs. 125 per sq. yard.

(In Nos.)

Developed Plot	113
Plots allotted to 2 parties	2
Unit Under Construction	1 (1 plots)
Un-utilized units	2 (on 2 plots)
Plots Available for allotment	111

#### 15. **Sindh Industrial Estate (SIE) Larkana**

Small Industrial Estate at Larkana was established in 1964-65 over an area of 59 Acres on which there were 313 industrial plots and 25 built-up workshops. The rate of plots has been fixed Rs. 204 per sq. yard.

(In Nos.)

Developed Plot	313
Build workshop	25

Plots allotted to 112 parties	312
Utilized units	71 (on 222 plots)
Unit Under Construction	10 (22 plots)
Un-utilized units	31 (on 68 plots)
Plots Available for allotment	1

#### 16. Sindh Industrial Estate (SIE) Shikarpur

Small Industries Estate at Shikarpur was established in 1984-85 over an area of 36 Acres. 96 plots were developed and offered for allotment to the prospective investors at the rate of Rs.75 per sq. yard.

(In Nos.)

Developed Plot	96
Plots allotted to 44 parties	77
Utilized units	22 (on 41 plots)
Unit Under Construction	4 (11 plots)
Un-utilized units	18 (on 25 plots)
Plots Available for allotment	19

#### 17. Sindh Industrial Estate (SIE) Kandhkot

Small Industries Estate at Kandhkot was established in 1984-85 over an area of 14.43 Acres. 47 plots were developed and offered for allotment to the prospective investors at the rate of Rs. 75 per sq. yard.

(In Nos.)

Developed Plot	47
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Plots allotted to 15 parties	25
Utilized units	9 (on 18 plots)
Unit Under Construction	4 (11 plots)
Un-utilized units	6 (on 7 plots)
Plots Available for allotment	22

### **Korangi Industrial Area (KIA)**

Korangi Industrial Area (KIA), is one of the largest industrial estates of Pakistan. Korangi Association of Trade & Industry (KATI), Karachi, is the representative body of industrial units located here a brief introduction Korangi Industrial Area is given hereunder.

### **Establishment of KIA**

KIA was established in mid sixties and is one of the largest industrial estates not only of the province of Sindh but also of Pakistan. It became operative in 1970.

### **Location & Salient Features**

Korangi Industrial Area (KIA) is located in the south-east of Karachi approximately 20 km away from main commercial hub of the city with the following salient features.

Total Area	8500 Acres
Total Number of Plots	2700
Size of Plots	160-5000 sq.yards
No of plots vacant/available	600
Occupancy	77 %
No. of established Units	2600
Employment Potential (Nos.)	Over 500,000
Employment of total manufacturing sectors	19 %



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### **Internal Roads**

A well-planned road network exists. The network consists of arterial connecting main city to KIA. Collectors connecting arterial to distributors and distributors connecting collectors to the streets within the sectors.

### **Railway Siding**

After 15 km in West, it is connected with railway siding which passes from under the “Kala Pull” near main Shahrah-e-Faisal in East, it links with main road in Malir (adjacent to Landhi Industrial Estate) which runs a parallel railway track.

### **Utilities Available**

A well-established network for the provision of basic utilities is available for the area. Different civic agencies namely, PTCL, KESC, KDA, KMC, DW&SB, SSGC, etc. provide and maintain utilities in the area.

#### **A. Power**

KESC supplies 120-mw power to almost all the industrial units.

#### **B. Gas**

SSGC supplies natural gas to KIA in not a major factor for most of the industries in terms of their production requirement.

#### **C. Telephone**

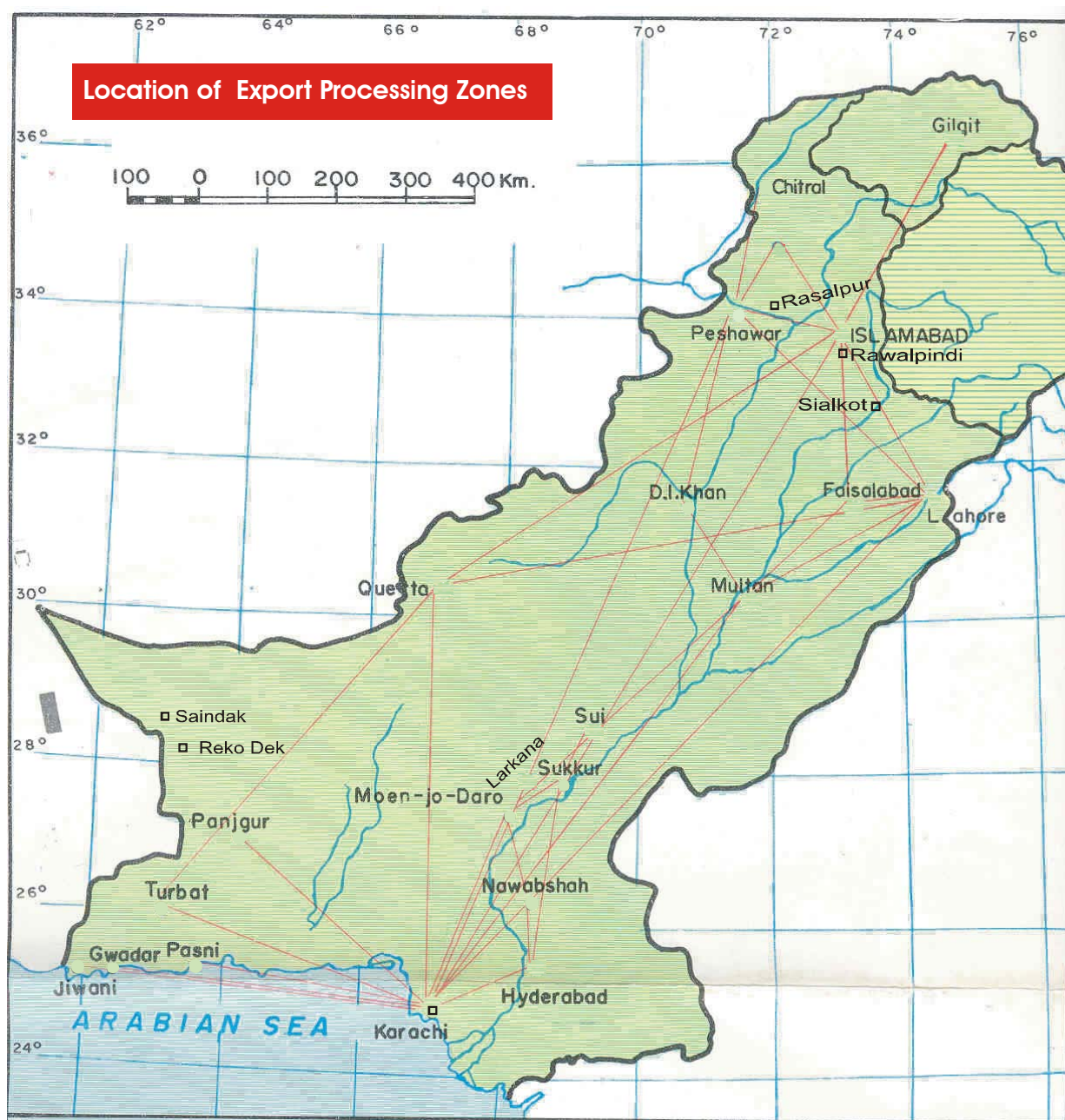
Two well-equipped Telephone Exchanges with a total capacity of 40,000 lines are available for the Area. These Exchanges serve both residential and industrial areas in total; about 29,934 lines have already been provided.

#### **D. Water**

Water demand of Area is supposed to be fulfilled by DW&SB. The sanctioned quota of water for KIS is 6.0 MGD against which, only 2.0 MGD is being supplied presently.

## Further Expansion Program

KIA is the only estate in Karachi where new industries are being established.



□ Export Processing Zones



## EXPORT PROCESSING ZONES

### General

Export Processing Zones (EPZs) are free trade Zones in the country, where export oriented activities are undertaken in the manufacturing, processing, assembly and services sectors. EPZs, therefore provide an attractive investment opportunity for export oriented business ventures.

There are six notified Export Processing Zones in Pakistan. Managed and promoted by the Export Processing Zone Authority (EPZA), these zones offer a range of attractive incentives to ensure lower cost, faster and smoother operations and higher profitability through the establishment of an effective one-stop-shop service to facilitate all stages of the investment process.

Notified Export Processing Zones are as under:

- Karachi Export Processing Zone (1980)
- Sialkot Export Processing Zone (2002)
- Rawalpindi Export Processing Zone (under construction)
- Saindak Processing Zone (2001)
- Reko Dek Export Processing Zone (2001)
- Risalpur Export Processing Zone (2003)

These zones have helped boost the economic activities through:

1. Creating job opportunities and raising the standard of living.
2. Transferring new skills and expertise to local human resource.
3. Promoting non-traditional exports.
4. Creating backward and forward linkages to increase the output and raise the standard of local enterprises that supply goods and services to the zone investors.
5. Transfer of new technology.
6. Developing backward regions by attracting industrial activities.
7. Stimulating strategically important sectors of the economy.

The government has planned to extend the Export Processing Zones network further to following cities:

○ Gwadar	Balochistan	○ Multan	Punjab
○ Quetta	-	○ Rahim Yar Khan	-
○ Pasni	-	○ Sargodha	-
○ Hub	-	○ Hyderabad	Sindh
○ Gadani	-	○ Sukkur	-
○ Duddar	-	○ Nooriabad	-
○ D. I. Khan	NWFP	○ Gilgit	Northern Areas
○	Gujranwala	○ Mirpur	Azad Kashmir
Punjab			
○ Gujrat	-		
○ Faisalabad	-		
○ Lahore	-		

## **Incentives for Investors to Set Up a Unit In EPZs of Pakistan**

1. 100% ownership rights.
2. 100% repatriation of capital and profits.
3. No minimum or maximum limit for investment.
4. Duty and tax free imports of machinery, equipment and material.
5. No sales tax on input goods including electricity and gas bills.
6. No excise duty, no customs duty on cement, steel and any other material used in construction of buildings.
7. Free from National Import restrictions.
8. Foreign Exchange control regulations of Pakistan not applicable.
9. Duty free vehicles allowed under certain conditions. After 5 years of use, vehicles can be disposed off in domestic market on payment of duty.
10. Old machinery can be sold in Pakistan after three years of its import.
11. Units operating in EPZs can undertake sub-contracting for units of tariff area subject to payment of duty and taxes on value addition only.
12. Partial processing in Pakistan allowed under sub-contracting arrangements.
13. EPZ units allowed to supply goods to customs manufacturing bonds.
14. EPZ manufacturers are treated at par with bonded manufacturers in tariff area for export incentives.
15. Relief from double taxation subject to bilateral agreement.

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## **Karachi Export Processing Zone**

Karachi Export Processing Zone, established in 1980, is located adjacent to the Landhi Industrial Area (Extension) within a distance of 18 Kilometers from Quaid-i-Azam International Airport, 20 Kilometers from Port Qasim and 35 Kilometers from the Karachi Sea port. The Zone is linked with the National Highway through road and rail network. It offers effective and convenient approach to the markets of the Middle East, Far East, Africa, Europe, America and Central Asian Republics.

KEPZ possesses 500 acres of land, out of which 211 acres have been developed. Additional 100 acres are being considered for development. Additional 200 acres are being acquired from the Government of Sindh for future expansion programme. The developed area has full infrastructure facilities providing all necessary utility services like electricity, gas, water, telephone etc. There are **330** industrial plots and **70** plots for commercial sector (warehousing and trading) and **33** plots for financial sector. There are **131** operating units at Karachi Export Processing zone at present.

### **One Window Service**

EPZA is providing one window service to the investors. Starting from initial application till export, all formalities including sanction, utilities, import/ export are handled in the Zone.

### **Offshore Banks and Insurance Companies.**

Four offshore banks and two insurance companies are operating in KEPZ, in addition to other support services.

KEPZ has tremendous potential to attract foreign investment. The Zone provides excellent mechanism to speedily handle and meet all requirements of EPZ investors within Zone premises.



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## Available Infrastructure at KEPZ;

<b>Electricity</b>	11KV and 400 V (3 Phase 50 HZ AC System) 132 KV Grid Station with a capacity of 40 MW of Electricity.
<b>Gas</b>	600,000 cu ft/day
<b>Water</b>	500,000 gallons/day
<b>Underground Water Storage</b>	1. 30 million imperial Gallons
<b>Telecommunication</b>	Digital electronic exchange of 3000 lines International Subscribers Dialing (ISD), linked with communication satellite.
<b>Land</b>	Developed land is available under following categories: <ul style="list-style-type: none"><li>• Plots of 1000 sq-m. each in the industrial sector and warehousing/trading sector.</li><li>• Plots of 96 to 216 sq-m. each in the financial sector.</li></ul>
<b>Payment of Land</b>	Payment for land is to be made at the following rates before execution of agreement; <ul style="list-style-type: none"><li>• US\$ 5.00/ sq-m. for industrial plots.</li><li>• US\$ 20.00/ sq-m. for warehousing/trading sector plots and financial / insurance sector plots.</li></ul>
<b>Annual Ground Rent</b>	<ul style="list-style-type: none"><li>• US\$ 1.5/ sq-m. for industrial plots</li><li>• US\$ 2.5/sq-m for warehousing/ trading and commercial plots.</li></ul>

**Break - Up of Industrial Units at KEPZ**  
**as on 30-4-2003**

<b>Sector</b>	<b>No of Units</b>	<b>No of Plots</b>	<b>Sanctioned Investment (US\$ Mln.)</b>	<b>Units In Operation</b>
Electrical & Electronics	21	33	21.101	20
Engineering	20	41	14.219	12
Precision Mechanics	3	4	1.900	4
Metals	1	1	0.368	1
Light Chemicals	28	54	23.077	18
Petroleum/Oil Processing	3	2	3.652	2
Jewellery & Gemstone	1	1	0.450	0
Garments	45	90	39.628	34
Specialized Fabric/Yarn	11	33	14.59	7
Leather Products	6	7	2.478	6
Furniture	4	6	1.435	1
Paper/Printing Packaging	18	19	11.674	12
Food Processing	5	9	3.441	2
Miscellaneous	20	56	41.087	21
<b>Total</b>	<b>186</b>	<b>356</b>	<b>179.100</b>	<b>131</b>

## Year Wise / Commodity Wise Export

(Amount in US \$ Mln)

Sr. No.	Commodity	1998-99	1999-00	2000-01	2001-02	2002-03
1	Electrical and Electronics	1.929	2.320	3.149	2.603	2.404
2	Machinery & Engineering	0.598	0.514	0.882	3.943	10.122
3	Chemical & Pharmaceuticals	7.088	9.050	10.387	12.739	17.045
4	Garment Accessories	0.869	0.774	1.692	1.155	0.936
5	Jewellery & Stone Products	0.221	0.182	0.331	0.486	0.364
6	Garments	55.113	61.261	66.051	67.079	62.820
7	Leather Products	3.066	2.742	2.527	2.349	1.197
8	Food Processing	1.239	1.430	1.597	2.169	1.690
9	Tobacco	0.000	1.388	0.896	0.474	0.000
10	Furniture	0.000	0.000	0.000	0.000	0.002
11	PPP/PVC/Plastic & Packing Products	2.104	2.482	2.633	2.513	2.498
12	Petroleum/Oil Processing	0.242	0.124	0.314	0.229	0.256
13	Metals	0.000	0.054	0.161	0.038	0.025
14	Spangles	0.077	0.134	0.233	0.636	0.975
15	Washing & Dying	0.000	0.000	0.000	0.000	0.000
16	Toys	0.032	0.060	0.116	0.091	0.108
17	Watches	0.267	0.151	0.102	0.175	0.090
18	Trading Goods	3.962	4.751	4.445	3.569	3.238
	<b>TOTAL</b>	<b>76.807</b>	<b>87.417</b>	<b>95.516</b>	<b>100.248</b>	<b>103.770</b>



## Other Notified Export Processing Zones

S. No.	Name Of Project	a) Total Area B) Total Plots	a) Cost Of Project/ Financial Resources	Features	Present Status
1.	<b>SIALKOT ZONE (SAMBRIAL)</b> A joint venture between Export Processing Zones Authority (Federal Govt. body)  And Punjab Small Industries Corp. (Punjab Govt. body)	a) 238 Acres  owned by SDA  b) 881 Plots	a) Rs. 184 million b) 1005 equity from the entrepreneurs.	EPZ Sialkot comprising 238 acres is located at Sambrial at a distance of 20 kilometers on Sialkot-Wazirabad road. Being highly potential area, out of 881 plots about 95% already stand booked. There is a large scope of establishment of high-tech industry in the fields of surgery, sports and leather garments particularly due to abundant availability of skilled manpower.	a) Development work stands almost completed.  b) Balloting / allotment of all the 881 plots already carried out. As a result of physical posting of EPZA team and its close interaction with the allottees, so far 177 projects proposals stand approved by EPZA, worth envisaged capital investment of US\$ 134 million, envisaged annual exports of US\$ 208 million and envisaged employment opportunities of 16856 persons.
2.	<b>RISALPUR ZONE</b> A joint venture between Export Processing Zones Authority (Federal Govt. body) and Punjab Small Industries Corp. (Punjab Govt. body)	a) 200 Acres owned by SDA b) 137 plots	a. Rs 138 million b. Bridge Financing Provided by SDA	EPZ Risalpur comprising 200 acres (92 acres fully developed in phase-I) has direct access to the Central Asian markets through land route via Afghanistan. The zone is located at a distance of about 50 kilometers from Peshawar near Mardan interchange on Islamabad-Peshawar motorway section. The area has the potential of trading and warehousing business, minerals, fruits & vegetables processing, carpet and furniture industry due to availability of respective raw material and cheap skilled labour.	a) Development work fully Completed. b) Out of 137 plots about 30% already booked. c) The permission of export of trading goods through land route from REPZ is anxiously awaited to attract the attention of investors. However, two investors have started their business in manufacturing sector. They have so far imported the raw material, machinery and construction material worth US\$ 299,000 and exported residue oil worth US\$ 101,000.
3.	<b>SAINDAK ZONE</b> (Distt. Chagi)	1203 Acres	a) US\$ 40 million b) Major financing by Chinese firm "MCC".	The project has a capacity to produce 20,000 tonnes of blister copper per annum containing about 1.5 tons of gold from indigenous Ores generating foreign exchange revenue to the tune of US\$ 40 to 45 million / year.	- Activities already Commenced.
4.	<b>REKO DEK ZONE</b>	-	a) US\$ 170 million b) Major financing by Australian firm "BHP".	The project is located 31 kilometer South East of Saindak. The project has a capacity to produce 40,000 tonnes of pure copper per annum.	- Activities to commence shortly.
5.	<b>RAWALPINDI ZONE</b> A joint venture between Export Processing Zones Authority And Rawalpindi Chamber of Commerce and Industry (RCCI)	200 Acres Semi developed owned by RCCI	a) Rs. 100 million b) Funds to be generated by RCCI	EPZ Rawalpindi comprising 200 acres (semi developed) is located at Rawat about 15 kilometers short of Rawalpindi on GT Road. There is a large scope for establishment of light engineering/chemicals, minerals and cotton / leather garment industry.	- Development of infrastructure to be carried out by RCCI

## Up-coming Zones

S. NO.	Name of Project	Total Area	Cost of Project (Rs. in Mln)	Financial Resources	Present Status
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S. NO.	Name of Project	Total Area	Cost of Project (Rs. in Mln)	Financial Resources	Present Status
1.	<u>PUNJAB</u> GUJRANWALA ZONE	a) 113 Acres owned by PSIC b) 162 plots	99.40	Finances for the project generated through the entrepreneurs	<ul style="list-style-type: none"> <li>- Joint venture with Punjab Small Industries Corporation (PSIC)</li> <li>- The project stands approved by PDWP on 20<sup>th</sup> Jul, 02.</li> <li>- MOU signed on 6<sup>th</sup> Nov. 02.</li> <li>- Development work is to be carried out by PSIC.</li> <li>- About 103 applications alongwith token money equivalent to 50% of the cost of plots are received by PSIC for booking of total 162 plots, which is sufficient for completion of development work.</li> <li>- The case / PC-I duly approved by the PDWP has already been forwarded by EPZA to the Ministry of Industries &amp; Production to seek final approval for issuance of notification to declare the site as EPZ.</li> </ul>
2.	FAISALABAD ZONE	191 Acres owned by PSIC	Yet to be determined	Funds to be generated by FEPZ Trust	<ul style="list-style-type: none"> <li>- Joint venture with Faisalabad Chamber of Commerce &amp; Industry (FCCI)</li> <li>- MOU signed on 14<sup>th</sup> July, 1998.</li> <li>- FCCI Trust will undertake the entire development work exclusively through their self-generated financial resources.</li> <li>- Ground breaking performed by Governor of Punjab on 7<sup>th</sup> September, 2002.</li> <li>- Agreement between EPZ trust of FCCI &amp; the PSIC to sort out modalities regarding mode of payment on account of cost of land, is yet to be signed.</li> </ul>
3.	MULTAN ZONE	200 Acres Owned by Directorate of Industries,	Yet to be determined	Finance for the project to be generated through the entrepreneurs	<ul style="list-style-type: none"> <li>- Joint venture between EPZA, Directorate of Industries and PSIC.</li> <li>- Site already</li> </ul>

S. NO.	Name of Project	Total Area	Cost of Project (Rs. in Mln)	Financial Resources	Present Status
		Punjab			identified in Industrial Estate Multan, jointly by Directorate of Industries, EPZA, PSIC and the Multan Chamber. - In 1 <sup>st</sup> phase 50 acres land out of 200 acres will be developed. - Draft MOU to be signed by EPZA, Directorate of Industries and PSIC, is yet to be vetted by PSIC.
4.	LAHORE ZONE	150 Acres Owned by PSIC	Yet to be determined	Funds to be generated by Lahore Chamber's trust through Entrepreneurs.	- Joint venture between EPZA, PSIC and the Lahore Chamber. - MOU signed on 1 <sup>st</sup> June 1997 is to be reviewed to incorporate PSIC as another partner. - Case of taking over possession of land and acquisition of further adjacent area on Sundar
5.	RAHIM YAR KHAN ZONE	Land is to be identified and arranged by Chamber or the local administration	Yet to be determined	Funds to be generated by Bahawalpur Chamber's trust through Entrepreneurs.	- Joint venture between EPZA, PSIC and the Bahawalpur Chamber - Identification of site under the active process of the local administration as well as the Chamber
6.	GUJRAT ZONE	Yet to be determined	Yet to be determined	Funds to be generated through private sector	- Development and planning is at initial stage in consultation with respective Chamber of Commerce & Industry.
7.	SARGODHA ZONE	Yet to be determined	Yet to be determined	Funds to be generated through private sector	- Development and planning is at initial stage in consultation with respective Chamber of Commerce & Industry.
8.	<u>BALUCHISTAN</u> QUETTA ZONE	200 Acres Industrial estate, owned by Industries Department	98.00	Funds to be generated through private sector	- Joint venture with Industries Department, Baluchistan. - MoU signed on 25-05-1998. - Approval of PDWP accorded. - PC-I for CDWP pending awaiting signing of agreement with Government of Baluchistan.

S. NO.	Name of Project	Total Area	Cost of Project (Rs. in Mln)	Financial Resources	Present Status
9.	GADANI ZONE	200 Acres Owned by LIEDA fully developed.	100.00	Funds to be generated through the intending investors.	<ul style="list-style-type: none"> <li>- Joint venture with Lasbela Industrial Estates Development Authority (LIEDA).</li> <li>- MOU signed on 25-05-1998.</li> <li>- Approval of PDWP accorded.</li> <li>- PC-I for CDWP pending awaiting signing of agreement with Government of Balochistan</li> </ul>
10.	HUB ZONE	50 Acres Owned by PIEDA fully developed.	Yet to be determined	Funds to be generated through the intending investors.	<ul style="list-style-type: none"> <li>- Further proceedings with Lasbela Industrial Estates Development Authority (LIEDA) are to be finalized.</li> </ul>
11.	GWADAR ZONE	200 Acres Donated by a private owner	Yet to be determined	To be arranged on BOT basis	<ul style="list-style-type: none"> <li>- Efforts are under way to make this project part &amp; parcel of deep-sea port, handled by Ministry of comm.</li> </ul>
12.	PASSNI ZONE	200 Acres Owned by PFHA, semi developed	Yet to be determined	Funds to be generated through private sector.	<ul style="list-style-type: none"> <li>- Further proceedings with Pasni Fish Harbour Authority (PFHA) are to be finalized.</li> </ul>
13.	SINDH SUKKUR ZONE	200 Acres Developed Industrial Estate owned by SITE	Yet to be determined	To be recovered through intending investors	<ul style="list-style-type: none"> <li>- Joint venture with SITE.</li> <li>- MoU with SITE signed on 17-09-1998</li> <li>- Land fully developed.</li> <li>- PC-I from SITE awaited.</li> </ul>
14.	NOORI-ABAD ZONE	200 Acres Developed Industrial Estate owned by SITE	Yet to be determined	To be recovered through intending investors	<ul style="list-style-type: none"> <li>- Joint venture with SITE</li> <li>- MoU with SITE signed on 17-09-1998.</li> <li>- Land fully developed.</li> <li>- PC-I from SITE awaited.</li> </ul>
15.	DUDDAR ZONE	Yet to be determined	Yet to be determined	Funds to be generated through private sector	<ul style="list-style-type: none"> <li>- Development and planning is at initial stage in consultation with respective Chamber of Commerce &amp; Industry.</li> </ul>
16.	HYDERABAD ZONE	Yet to be determined	Yet to be determined	Funds to be generated through private sector	<ul style="list-style-type: none"> <li>- Development and planning is at initial stage in Consultation with respective Chamber of Commerce &amp; Industry.</li> </ul>
17.	NWFP D.I. KHAN ZONE	100 Acres Owned by SDA	Yet to be determined	To be recovered through intending investors	<ul style="list-style-type: none"> <li>- Joint venture with SDA and D.I.K. Chamber of Commerce &amp; Industry D.I.K. Chamber is</li> </ul>

S. NO.	Name of Project	Total Area	Cost of Project (Rs. in Mln)	Financial Resources	Present Status
					assigned the task to seek consent of government of NWFP/SDA for conversion of industrial Estate into EPZ before taking up the case with federal Government for final approval.
18.	NORTHERN AREAS Gilgit zone	100 Acres state land (to be arranged by the Chamber or the local administration)	Yet to be determined	To be recovered through intending investors.	<ul style="list-style-type: none"> <li>- Joint venture with Northern Areas Chamber of Commerce &amp; Industry.</li> <li>- MOU signed on 10-09-2002</li> <li>- Further proceedings With Northern Areas Chamber of Commerce &amp; Industry are to be finalized.</li> </ul>
19.	MIRPUR ZONE (Azad Kashmir)	200 Acres Semi developed Industrial Estate owned by AJK Govt.	Yet to be determined	To be arranged by Mirpur Chamber / AJK government.	<ul style="list-style-type: none"> <li>- Joint venture between EPZA &amp; Industries Department AJK Govt.</li> <li>- MOU signed on 26-10-1998</li> <li>- Land fully developed.</li> <li>- PC-I from AJK Govt. awaited.</li> </ul>





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E-mail: [parepdub@emirates.net.ae](mailto:parepdub@emirates.net.ae)  
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**U.S.A. (I)  
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E-mail: [pakcomm@aol.com](mailto:pakcomm@aol.com)

**U.S.A (III)  
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Minister (Trade)  
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2201 'R' Street N.W.  
Washington DC-20008  
Tel: (Off) (202) 9396585-9396586  
Res: (301) 9513918  
Fax: (202) 9396587  
E-mail: [embassy@pakistan.com.uz](mailto:embassy@pakistan.com.uz)  
Web-site: [Pakistan-embassy.com](http://Pakistan-embassy.com)

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**UZBEKISTAN  
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Fax: 1206683  
E-mail: [kamran@erols.com](mailto:kamran@erols.com)



## IMPORTANT WEB-SITES

<b>Name of Government Offices/Organizations</b>	<b>Web-site Addresses</b>
Islamic Republic of Pakistan	<a href="http://www.pak.gov.pk">http://www.pak.gov.pk</a>
Government of Sindh	<a href="http://www.sindh.gov.pk">http://www.sindh.gov.pk</a>
Government of Punjab	<a href="http://www.punjab.gov.pk">http://www.punjab.gov.pk</a>
Ministry of Finance	<a href="http://www.finance.gov.pk">http://www.finance.gov.pk</a>
Ministry of Foreign Affairs	<a href="http://www.forisb.org">http://www.forisb.org</a>
Ministry of Science & Technology (MOST)	<a href="http://www.most.gov.pk">http://www.most.gov.pk</a>
Ministry of Petroleum & Natural Resources (MPNR)	<a href="http://www.mpnr.gov.pk">http://www.mpnr.gov.pk</a>
Ministry of Environment	<a href="http://www.environmentgov.pk">http://www.environmentgov.pk</a>
Privatization Commission	<a href="http://www.privatisation.gov.pk">http://www.privatisation.gov.pk</a>
Pakistan Software Export Board	<a href="http://www.psf.gov.pk">http://www.psf.gov.pk</a>
State Bank of Pakistan (SBP)	<a href="http://www.sbp.org.pk">http://www.sbp.org.pk</a>
Export Promotion Bureau	<a href="http://www.epb.gov.pk">http://www.epb.gov.pk</a>
Export Processing Zones Authority Pakistan	<a href="http://www.epza.com.pk">http://www.epza.com.pk</a>
Small & Medium Enterprise Development Authority (SMEDA)	<a href="http://www.smeda.org">http://www.smeda.org</a>
Securities & Exchange Commission of Pakistan	<a href="http://www.secp.gov.pk">http://www.secp.gov.pk</a>
Central Board of Revenue	<a href="http://www.cbr.gov.pk">http://www.cbr.gov.pk</a>
Pakistan Trade Office	<a href="http://www.paktrade.org">http://www.paktrade.org</a>
Federation of Pakistan Chambers of Commerce & Industry	<a href="http://www.fpcci.gov.pk">http://www.fpcci.gov.pk</a>
Karachi Chamber of Commerce & Industry	<a href="http://www.karachichamber.com">http://www.karachichamber.com</a>
Lahore Chamber of Commerce & Industry	<a href="http://www.lcci.org.pk">http://www.lcci.org.pk</a>
Sialkot Chamber of Commerce & Industry	<a href="http://www.scci.org.pk">http://www.scci.org.pk</a>
Sarhad Chamber of Commerce & Industry	<a href="http://www.scci.org.pk">http://www.scci.org.pk</a>
Pakistan Industrial Credit & Investment Corporation	<a href="http://www.picic.com">http://www.picic.com</a>
Pakistan Computer Bureau	<a href="http://www.pcb.gov.pk">http://www.pcb.gov.pk</a>
Pakistan Housing Authority (PHA)	<a href="http://www.pha.gov.pk">http://www.pha.gov.pk</a>
Corporate & Industrial Restructuring Corporation	<a href="http://www.circ-gov.com">http://www.circ-gov.com</a>



## FOREIGN AIRLINES

**Air Lanka**, Services Club, Extension Building, 2<sup>nd</sup> Floor, Karachi  
Tel: (021) 5680382-5678286  
Fax: 5675863

**Air China**, 25/C, 24<sup>th</sup> Street, Block-6, P.E.C.H.S. Karachi  
Tel: (021) 4542559  
Fax: 5682195

**Malaysian Airlines**, 23-Shopping Arcade, Sherton Hotel, Karachi  
Tel: 5682629  
Fax: 5682195

**Air France**, Marriott Hotel, Abdullah Haroon Road, Karachi  
Tel: 5681071-5 – Fax: 5684815

**British Airways**, Marriott Hotel, Abdullah Haroon Road, Karachi  
Tel (021) 5686076-7  
Fax: 5684302

Block No. 10, Blue Area Islamabad.  
Tel: (051)564702, 565413  
Fax: 563672

**Biman Bangladesh Airlines**, 7-Averi Plaza, Sharah-e-Faisal, Karachi  
Tel: (021) 5682008  
Fax: 5662008

**Egypt Air**, Avari Plaza, Shahrah-e-Faisal, Karachi  
Tel: 5689605, 5661125  
Fax: 5688790

**Emirates Airlines**, 265, R.A. Lines, Sarwar Shaheed Road, Karachi  
Tel: (021) 5684500  
Fax: 5684860

**Ethiopian Airlines**, Hotel Metropole, Karachi  
Tel: (021) 5684025  
Fax: 5661715

**Gulf Air** Kashif Centre, Shahrah-e-Faisal, Karachi  
Tel: 5682265, 5678270  
Fax: 5683643

**Iran Air**, 10-Hotel Mehran, Karachi  
Tel: 516293, 5678274  
Fax: 5684055

**Indian Airlines**, Shaheen Complex, M.R. Kayani Road, Karachi  
Tel: 2625023

**Kuwait Airways**, Hotel Sherton, Club Road, Karachi.  
Tel: 2625023  
Fax: 5680478

**Kenya Airways**, 4-Lakson Square, Building No. 2 Sarwar Shaheed Road, Karachi  
Tel: 5685066  
Fax: 5680056

**Royal Jordanian Airlines**, Hotel Metropolis, Karachi.  
Tel: 5660440 Fax: 5682026

**Swiss Air**, Hotel Metropolis, Karachi  
Tel: 56862307, Fax: 5681510

**Singapore Airlines**, 2&3 Service Club, Extension Building, Sharah-e-Faisal, Karachi  
Tel: 5686198, Fax: 5683695

**Saudi Arabian Airlines**, Hotel Holiday Inn Crown Plaza, Shahrah-e-Faisal, Karachi.  
Tel: 5682525 Fax: 5688872

**Syrian Arabian Airlines**, 6 Club Road, Lotia Building, Karachi.  
Tel: 5660156/59 Fax: 5660684

**Thai Airways International**, Hotel Metropolis, Karachi  
Tel: 5660156/58/59 Fax: 5660684

**Turkish Airlines**, Sideo Avenue Centre, Starchen Road, Karachi.  
Tel: 5670069 Fax: 5660684

**Turkmenistan Airways**, Sea Breeze Plaza, Shahrah-e-Faisal, Karachi.  
Tel: 7784042

**Uzbekistan Airways**, Avari Plaza, Shahrah-e-Faisal, Karachi.  
Tel: 5675939 Fax: 5675943

**Tajik Air**, Flower Lines, Institute of Engineering Building, Shahrah-e-Faisal, Karachi. C/o TABANI CORPORATION

**XINJIANG Airlines of China**, Shop No. 3 Sohrab Plaza Block 32 Jinnah Avenue F-6/4, Blue Area, Islamabad  
Tel: 051-273446, 27447 Fax: 273448

**Yemenia, Yemen Airways**, Hotel Metropolis, Karachi.  
Tel: 568008 / 5681655 Fax: 5684282

**Oman Airways**, C/O Jerry's International (Pvt.) Ltd., Hotel Metropolis, Karachi.  
Tel: 565092 Fax: 5689700

**Qatar Airways**, Service Club, Extension Building, Merewether Road, Karachi.  
Tel: 567804 Fax: 5683508

**Cathy Pacific**, Hotel Metropolis, Karachi.  
Tel: 5660391, 5660406

**African Airlines**, 12/C/3 Waqar Building, Block A, SMCHS Karachi.  
Tel: 455231, 455901 Fax: 4552702



## MAJOR HOTELS

### ISLAMABAD

Holiday Inn, Civic Centre, G-6/2  
Tel: 2827311-19 Fax: 2273273  
E-mail: [holiday@osn.comsats.net.pk](mailto:holiday@osn.comsats.net.pk)

Marriott  
Agha Khan Road,  
Tel: 2826121-35  
Fax: 2820648-2825113  
E-mail: [guest@isb.marriott.infolink.net.pk](mailto:guest@isb.marriott.infolink.net.pk)

### KARACHI

Beach Luxury  
Tamizuddin Khan Road.  
Tel: 5611031  
Fax: 5611625  
E-mail: [beachlux@khi.comsats.net.pk](mailto:beachlux@khi.comsats.net.pk)

### LAHORE

Pearl Continental Shahrah-e-Quaid-e-Azam  
Tel: 6360210 Fax: 6362760-6364362  
E-mail: [pclhr@hotel.lhr.erum.com.pk](mailto:pclhr@hotel.lhr.erum.com.pk)





## **RAWALPINDI**

Pearl-Continental, The Mall,  
Tel: 5566011, Fax: 5563927-5566008  
E-mail: [hotelp@isb.comsats.net.pk](mailto:hotelp@isb.comsats.net.pk)  
[pcisb@hotel.isb.erum.com.pk](mailto:pcisb@hotel.isb.erum.com.pk)

## **Avari Lahore**

Shahrah-e-Quaid-e-Azam,  
Tel: 6365366, Fax: 6365367  
E-mail: [avarigst@khi.comsats.net.pk](mailto:avarigst@khi.comsats.net.pk)

## **BHURBAN**

Pearl-Continental  
Tel: (051) 427082, Fax: 427081  
E-mail: [pchotel@bhurban.isb.erum.com.pk](mailto:pchotel@bhurban.isb.erum.com.pk)

## **Fletti's**

Egerton Road,  
Tel: 6363946-50  
Fax: 6364819

## **KARACHI**

Marriott, Abdullah Haroon Road,  
Tel: 5680111, Fax: 5681610-5689510  
E-mail: [knh@marriott.khi.brain.net.pk](mailto:knh@marriott.khi.brain.net.pk)  
Web-site: <http://www.indusweb.com/marriott>

## **PESHAWAR**

Pearl Continental  
Khyber Road,  
Tel: 276361 Fax: 271095  
E-mail: [pcpsw@hotel.psw.erum.com.pk](mailto:pcpsw@hotel.psw.erum.com.pk)

## **Avari Towers, Fatima Jinnah Road**

Tel: 5660100 Fax: 5680310  
E-mail: [avarigst@khi.comsats.net.pk](mailto:avarigst@khi.comsats.net.pk)  
Web-site: [www.avari.com](http://www.avari.com)

## **QUETTA**

Serena Hotel,  
Shahrah-e-Zarghoon,  
Tel: 820071-79 Fax: 820074  
E-mail: [Qshlak@infolink.net.pk](mailto:Qshlak@infolink.net.pk)  
Web-site: [www.serena-hotel.com](http://www.serena-hotel.com)

## **Sheraton, Club Road**

Tel: 5681021 Fax: 5682875  
E-mail: [kshbel@cyber.net.pk](mailto:kshbel@cyber.net.pk)

## **SWAT**

Serena hotel, Saidu Sharif,  
Tel: 711640-41, 710518 Fax: 710402  
Web-site: [www.serena-hotel.com](http://www.serena-hotel.com)

## **Pearl Continental**

Ziauddin Ahmad Road  
Tel: 5685021-20, 111-505-505  
Fax: 562655  
E-mail: [pckhi@hotel.khi.erum.com.pk](mailto:pckhi@hotel.khi.erum.com.pk)

## **Regent Plaza Hotel and**

Convention Centre, Regent Plaza,  
Shahrah-e-Faisal  
Tel: 5660611 Fax: 5687202



<b>Name &amp; Addresses</b>	<b>Phone no.</b>	<b>Fax No.</b>
General Manager Sialkot Dry Port Trust Wazirabad Road, Sambrial Sialkot.	(92-0432) 520293 (92-0432) 520301 (92-0432) 522367	(92-0432) 520536
Managing Director Dry Ports Pakistan Railway, Headquarter Office Lahore.	(92-042) 9220481	(92-042) 9220481
Faisalabad Dry Port Trust Jhumra Road, Near Gatti Railway Station Faisalabad.	(92-041) 750604-6 /	(92-041) 752605
General Manager, Multan Dry Port Trust By Pass Bahawalpur Road Multan	(92-061) 230838	(92-061) 230926
Assistant Transportation Manager Rawalpindi Dry Port Chaklala. Rawalpindi	(92-51) 928025	(92-51) 9280045
Assistant Transportation Manager Railway Dry Port Peshawar Peshawar Cantt	(92-091) 214098	(92-091) 220198
Assistant Transportation Manager Quetta Dry Port, Quetta.	(92- 081) 9202632	
Director (Transport & Marketing) Head Quarter, National Logistic Cell G.H.Q, Rawalpindi	(92-051) 9271217	(92-051) 9271242
Chairman Export Processing Zone Authority Landhi Industrial Area Extension Mehran Highway Karachi	(92-021) 5082001/2 (92-021)111-777- 222	(92- 021) 5082009 (92- 021) 5082005

<b>Name &amp; Addresses</b>	<b>Phone no.</b>	<b>Fax No.</b>
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Chairman Karachi Port Trust Karachi	(92-021-9214310	(92-021) 9214330
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Chairman Port Qasim Authority Karachi	(92-0201) 730110	(92-021) 730108 (92-0201) 730109
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Chairman Gwadar Port, Karachi	(92-021) 9204050	021-9204050
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Chairman Pakistan National Shipping Corporation Karachi	(92-021) 9204061	(92-021) 9203974
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Chairman National Highway Authority Islamabad	(92-051) 9260410	(92-051) 9260047
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Add.General Manager (Inf) Pakistan Railways Head Quarter Office Lahore	(92-042) 9201770	(92-042) 9201760
---	------------------	------------------

Chairman Pakistan International Airlines Corporation Karachi	(92-021) 4578700	(92-021) 4575250
---	------------------	------------------

Chairman Pakistan Telecommunication Company Ltd. Islamabad	(92-051) 2251939	051-4843991
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Chairman Pakistan Telecommunication Authority Headquarters, F-5/1 Islamabad	(92-051) 2878143	(92-051) 2878155
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<b>Name &amp; Addresses</b>	<b>Phone no.</b>	<b>Fax No.</b>
Chairman National	(92-051) 9205500	(92-051) 9205520



Telecommunication  
Corporation  
Headquarter F-5/1,  
Islamabad

Chairman Pakistan Postal Services Management Board Islamabad	(92-051) 9260025	(92-051) 9261570
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Managing Director Small Industries Development, Board, NWFP Kohat Road Peshawar	(92-091) 9212224	(92-091) 9211860
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Managing Director Punjab Small Industries Corporation 4 <sup>th</sup> Floor, LDA Plaza Lahore	(92-042)-9200453 (92-042)-9200463	(92-042)-9200464
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Director Small Industries Corporation, Balochistan Sirki Road Quetta	(92-081-9211160	(92-081-9211010
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Managing Director Sindh Small Industries Corporation, Preedy Street, Sadar, Karachi	(92-021-9215071	(92-021-9215590
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