KARACHI PORT TRUST



MANUAL PART - III

BYE-LAWS UNDER THE

KARACHI PORT TRUST ACT

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THE
KARACHI PORT TRUST MANUAL

PART III

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KARACHI PORT TRUST
(SECRETARIAT)

Amendment Slip No. 2

At page 2, of the K.P.T. Bye Laws (Manual Pt.III of February 1986) after the Landing Place "SANDSPIT BOAT JETTY" of Bye Law No.2, the following Landing Place specified in colum No.1 of the Table given in Government of Pakistan, Ministry of Communications (Ports & Shipping Wing)' Notification No.SRO-51(KE)/96 dated 4.6.1996 published in Pt.II of the Extra Ordinary Gazette of Pakistan dated 29.6.1996, the General description of which is given in column No.2 of the said Table, for receivi landing and shipping of such classes of goods as are specified in column No.3 of that Table and that the limits of the said landing place are specified in column No.4 there-of shall be added at S.No.XXVII

"AUCTION SHED
EAST WHARVES"

(Approved under B.R.No.522, dated 2.4.1996 and sanctioned by the Government of Pakista Ministry of Communications (Ports & Shipping Wing)'s Notification No.SRO 51(KE)/96, date 4.6.1996, published in Pt.II of the Extra Ordinary Gazette of Pakistan, dated 29.6.19

(File No.S-19(3)/96).

MARINE DEPARTMENT

No. M-126, dated 22nd. May, 1915.

(Pages 973 to 987 of the "Sind Official Gazette" Part I, of 27th May, 1915 and pages 1480 to 1494 of the "Bombay Government Gazette," Part I, of 3rd June 1915)

In exercise of the powers conferred on him by Government Notification No. 634, dated the 14th, July, 1914, the Commissioner-in-Sind is pleased to approve, under Section 57 of the Karachi Port Trust Act of 1886 (Bombay VI of 1886), the following amended bye-laws framed by the Trustees of the Port, under Section 56 of the said Act, in supersession of the bye-laws now in force:—

General Bye-Laws

1. In these bye-laws the terms:—
   (a) "Wharves" include every wharf, quay, stage, jetty, pier or other place authorised by Government for the landing or shipment of goods under the Karachi Port Trust Act, Section 33, and section II of the Sea Customs Act.
   (b) "Premises" include all properties of the Board used in connection with the handling accommodation and storage of goods.
   (c) "Wharfage Officer" includes all such officers as the Board may from time to time appoint in executive control of all or any of the wharves and premises authorised as above.

*2. The Wharves on and from which goods shall be landed from or shipped in vessels within the Port are declared to be the following:—

I. Bulk Oil Pier:
Oil Piers No. 1 to 4.

II. Return Wharf.

III. Eastern Wharves (Keamari):
Berth Nos. 1 to 17 and 17-A.

IV. Service Piers :
Ship repair Berth Nos. 1 and 2.

V. Napier Mole Boat Wharves.

VI. Western Wharves:
Berth Nos. 18 to 24 and 24 SE.

*(Approved by the Board under its Resolution No. 95, dated 10.8.1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi vide their Notification S.R.O. 37 (KE) 84, dated 12-9.1984 published in Pt. II of Extra Ordinary Gazette of Pakistan dated the 24th September, 1984).

VII. Lighterage Berths:
New Lighterage Berths Nos. L-1 and L-2.

VIII. Juna Bunder:
Berth Nos. 25 to 28.

IX Boat Basin:
Commissariat Wharf.

X. Passenger Wharf.

XI Railway Wharf.

XII. Pilot Pier.

XIII. Passenger Pier No. 1.

XIV. Passenger Pier No. 2.

XV. Crane Wharf and Pier.

XVI. Material Pier (Tidal Observatory).

XVII. Workshop Pier.

XVIII. Timber Pond.

XIX. Naval Piers:
(a) Monora.
(b) Qasim Pier, Navy Pier, Naval Jetty.

XX. Private Party Piers:
(a) Yatch Club Jetty.
(b) Baba Island Jetty.
(c) Bhit Island Jetty.

XXI. Shamspir Island.

XXII. Mauripur Landing Stage.

XXIII. Eduljee Bunder.

XXIV Stone Bunder.

XXV Marine Academy Landing Jetty.

XXVI Sandspit Boat Jetty.

XXVII. Auction Shed East wharves.

3. No person shall pump or throw bilge or water of any description upon or against any wharf, or any filth, rubbish or refuse of any kind into the harbour, and except with the permission of the Wharfage Officer, no person shall deposit ballast, baskets, bottles, ashes or other loose or broken material or rubbish on the premises of the Board.

4. No cargo, goods, ballast or other substance shall be thrown or allowed to fall into the water from vessels alongside the wharves or elsewhere in the harbour, and the master of the vessel shall, in the event of such occurrence forthwith notify the same in writing to the Wharfage Officer and to the Deputy Conservator, failing which he shall be liable not only to a penalty under bye-law No. 62 but shall also be responsible and pay for all damage which may result. At the discretion of the Deputy Conservator such cargo, goods, ballast or other substance may be recovered or removed at the expense of the master of the vessel.

4-A. Repairs to, or work on, any vessel in port shall be carried out in such a manner that no chippings, scalings, pieces of wood, iron or other substances or materials shall be allowed to fall into the harbour, and a canvas chute or staging, shall invariably be erected in order to prevent effectively any such falling. The master of the vessel shall be responsible for due compliance with this bye-law, failing which he shall be liable to the penalty prescribed by bye-law No. 62.

4-B. No person shall throw from any vessel, nor shall the master of any vessel permit to be thrown from such vessel into the harbour any ashes, clinker, sweepings or other rubbish. Nor shall any person discharge from any vessel, nor shall the master of any vessel permit to be discharged from such vessel, any such thing into any boat or other vessel except through a canvas or other properly constructed chute.

Commissioner-in-Sind's Notification No. Gel. 106, dated 7th April, 1921, Marine Dept.

5. Except with the permission of the Wharfage Officer, no officer incharge of a vessel shall load from, or discharge upon, the premises of the Board, ashes, ballast, bricks, cinders, coal, dust, lime, rubbish, shingle, stones, tiles or any other loose or broken material.

5-A. No dung or litter shall be discharged upon the premises of the Board. Vessels having such on board and requiring its discharge while in port must make written application to the Wharfage Officer, on arrival, for the loan of hopper barges to receive it overside, subject to payment of such rates of hire as may from time to time be prescribed under section 43 of the Karachi Port Trust Act.

Commissioner-in-Sind's Notification No. Gel, 558, of 26th July, 1918.

5-B. Bunkering from the wharf at ship berths is not permitted except under special circumstances and under express permission in writing from the Traffic Manager, K.P.T. or any Officer authorised in this behalf in each case.

Ships at the berths desiring to bunker must do so from lighters in the stream.

The Port Trust will not requisition railway wagons for bunker coal.

6. Subject to the permission of the Wharfage Officer packages containing matches (which are classed as dangerous goods) may be landed at any of the ship wharves. Such goods shall be discharged separately and not along with other goods.

6-A * No Dangerous goods classified as such under the International Maritime Dangerous Goods Code shall be landed along with the general cargo and all dangerous goods wherever landed shall at the discretion of the Wharfage Officer be kept in the open or in a place prescribed for the purpose and clear of all other goods and shall be removed from the Board's premises within 48 hours after receipt of a notice to that effect from the Wharfage Officer.

Commissioner-in-Sind's Notification No. 4329-G dated 13th October, 1928, General Department.

* (Approved by the Board under its Resolution No. 95, dated 10-8-1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi, vide their Notification S.R.O. 37 (KE) 84, dated 12.9.1984 published in Pt. II of Extra Ordinary Gazette of Pakistan, dated the 24th September 1984).

6-B. Notwithstanding anything contained in the rules relating to the landing and shipment of dangerous goods within the port of Karachi, Arms and Ammunition (which are classed as dangerous goods) must not be discharged from, or shipped into any ship, lighter, or other craft, or landed on, or shipped from, the shore, or dealt with in any way, unless previous instructions of the Wharfage Officer are obtained in writing.

Added vide Commissioner-in-Sind's Notification No. G-832, dated 14th February, 1936, General Department.

7. No person unless granted a written permit by the Wharfage Officer, shall take on to the premises of the Board Carpenter's tools or other instruments and appliances used for opening cases, obliterating, altering or removing marks from goods and no one shall on any premises of the Board do any carpentering or cooperage work or obliterate, alter or remove any marks on or from any goods without the previous permission of the Wharfage Officer.

8. No person shall board a steamer approaching the wharf until the signal of two short blasts of the whistle is given.

9. No person shall take on to the premises of the Board any goods with the object of selling the same without a written permit from the Traffic Manager, Karachi Port Trust.

10. (1) No person shall light a fire or use any unprotected light on any part of the Wharves or premises or smoke on the wharves in any shed, warehouse or open plinth set apart for the storage of goods in the East and the West Wharves, Thole Produce Yard, Mansfield Import Yard and Juna Bunder.

(Approved under Board's Resolution No. 411 dated 1st March, 1967 and sanctioned by the Government of Pakistan, Ministry of Defence, (Directorate General of Ports and Shipping), Karachi vide their letter No. 2-19/67, O. III dated the 7th August 1967).

(2) Furthermore, no person entering the Thole Produce Yard or the Bulk Oil Piers or East Wharves, West Wharves, Juna Bunder, N.M.B. wharf and M.I. yard should carry any matches, cigarettes lighter and other smoking requisities in the Yard or on the Piers: all such articles should be deposited at the entrance gate to the Thole Produce Yard and the Bulk Oil Piers and the East Wharves, West Wharves, Juna Bunder, N.M.B. Wharf and M.I. yard with the guard on duty; any person entering should permit the guard on duty to search his person in order to ensure that no such article is concealed.

11. No person shall deposit on any of the wharves or premises of the Board, coal, coke, cinders, ashes, fuel or goods of any description without the permission of the Wharfage Officer. And any goods so deposited shall be removed within such time as the Wharfage Officer shall specify, failing which the Board will remove and store the goods at the risk and expense of the owner.

(Approved under B.R. No. 903 dated 11-5-1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi vide their Notification No. P-III-1-(3)\83, dated 9-10-1983 published in Part II of the Extra Ordinery Gazette of Pakistan dated 20-10-1983).

12. No person shall land or store, or cause to be landed or stored, goods on any part of the foreshore within port limits without the permission of the Board, nor shall any person build any vessel on any part of the foreshore within Port's limits except with the previously obtained permission of the Deputy Conservator.

13. No goods shall be removed from the premises of the Board, nor shall any goods be shipped or transhipped within the Port of Karachi, unless they are covered by the necessary Customs documents and Port Trust wharfage entry in triplicate (vide Appendices B-1, 2 & 3) which must be produced by the person removing, shipping or transhipping the goods. In all cases when goods are shut out by one vessel and shipped or transhipped in another, the Port Trust wharfage entry (Appendix B-2 or B-3) shall be amended by the shipper, prior to the final shipment.

Substituted vide Commissioner - In - Sind's Notification No S-220/5 (a)-G dated 4th September 1930 to General Dept

13-A. In the case of unmanifested goods (the same may be removed or shipped on payment of Port Trust charges for which a Petty Pass receipt (Appendix E) will be granted at the time. In such cases the documents referred to in Bye-law No. 13 need not be produced.

Added vide Commissioner-in-Sind's Notification No. S-220/5 (a)G, dated 4th September, 1930, General Dept.

14. The speed limit on Port Trust Premises shall be 15 miles per hour in respect of Trucks and Buses, 20 miles per hour in respect of Rickshaw and 30 miles per hour in respect of Motor Cars.

Board Resolution No. 403, dated 25th March, 1964, and sanctioned by the Government of Pakistan, Minisary of Communications, Communications Division, (Directorate General of Ports & Shipping), Karachi vide their letter No. KP-2(57)/64 dated 29th May 1965).

*No private lifting vehicle, such as trucks, mobile cranes, fork lifts, shall be allowed to enter the port area for the purpose of loading and unloading cargo, unless it is equipped with spark arrestor.

No Vessel, launch or other Craft of any description shall be driven at a speed higher than 3 knots per hour inside Boat Basin.

14-A. Passenger boats may wait to ply for hire at the place or places appointed from time to time by the Conservator of the Port as passenger pier or steps for such boats, and shall lie off such place or places while so awaiting at a distance of not less than 15 yards.

Commissioner-In-Sind's Notification No. M-70 of 22nd March, 1916.

15. Loaded vehicles will not be permitted to pass the Juna Bunder and Napier Mole Boat Wharf gates, unless a duplicate copy of the Customs cart ticket is produced and handed over to the Port Trust gatekeepers by the importer or exporter (or his representative) as the case may be.

*(Approved under B.R. No. 901, dated 11-5-1983 and sanctioned by the Government of Pakistan, Ministry of Communications, (Ports & Shipping Wing), Karachi vide their Notification No: P- III-1 (3)\83, dated 9-10-1983, Published in Part II of the Extra ordinary Gazette of Pakistan, dated 20-10-1983).

15-A. The wharves, quays, sheds, jetties, piers, landing places, tramways, stages, warehouses and other works, in and adjoining the same shall be in the charge of the Traffic Manager who shall direct and manage all operations therein connected with the landing and shipment of goods and the storage of the same whether in sheds or in the open and shall exclude improper characters, idlers and persons having no business within the said area and take whatever steps he may consider necessary for the proper maintenance of order within the said places or portions thereof.

And for the safe and convenient use of such wharves, quays, sheds, jetties, piers, landing places, tramways, stages, warehouses and other works in and adjoining the same entry thereto shall only be permitted by a pass or token to be obtained from the Permit Office of the Karachi Port Trust on payment of a fee, as follows :—

(1)	Permanent Photo Pass	Rs. 50 per pass per head per annum.
(2)	Driver's Pass (Commercial)	Rs. 150 per pass per annum or Rs. 10 per pass per head per day per entry. *
(3)	Driver's Pass (Non-Commercial)	Rs. 100 per pass per annum or Rs. 5 per pass per head per day per entry.
(4)	Labour Tokens	Rs. 12 per token per head per annum.
(5)	Lost Permanent Photo pass to be replaced.	Rs. 25 per pass per head per annum.
(6)	Lost Driver's Pass to be replaced (Commercial).	Rs. 75 per pass per annum.
(7)	Lost Driver's pass to be replaced (Non-commercial)	Rs. 25 per pass per annum.
(8)	Lost Labour Token to be replaced.	Rs. 50 per token.
(9)	Day pass	Rs. 2,50 per person per entry.

Note :— 1. Recovery of the fee in lump-sum for 3 years from holders of Permanent Photo Pass may be made at the option of applicant for the pass which may be issued for the period for which fee is paid.

2. Issue of Permanent Photo Pass will be made for a minimum Period of one year.

Board Resolution No. 68 dated the 30th April, 1958, and Government of Pakistan, Ministry of Railways & Communications (Communications & Transport Division) Published in Part VII of the Gazette of Pakistan dated the 26-12-58.

Provided, however, the Board may from time to time exclude any of the said places or portions thereof from the application of this Bye-Law and the Traffic Manager may at his discretion in emergent cases and on special occasions exempt any person or persons from the payment of the above fee.

* (Approved under B.R. No. 821, dated 14.3.1984 and Notified by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi, in the Extra-Ordinary Gazette of Pakistan, dated 19.9.1985 vide S.R.O. No. 36 (KE)/85, dated 9.9.1985. letter No. P. III—1(4)/82. dated 9.9.1985.

NOTE :-

The following shall be exempted from the above charges :-

Board Resolution No. 259, dated the 3rd August, 1955 and Government of Pakistan, Ministry of Communication's letter No. P—2 (117)/55, dated the 19th January, 1959.

1. Trustees of the Port.
2. Port Trust Staff.
3. Government servants having regular busi Port Area excluding contract labour.
4. Ship's Crew.
5. Bonafide Passengers of ships in Port.
6. Heads of Diplomatic Missions ac Pakistan. B.R.No.539 dated 7.11.1956

*16. The working hours on the wharves, for clearance of in and for the staff of various departments connected with the wharv within the premises of the Board, where not otherwise provided for, c except Fridays and holidays will be as under:

I. Day work:

(a) On all days except Thursdays:

First half	7.30 a.m.	to
Second half	12.30 p.m.	to
Recess period	11.30 a.m.	to

(b) On Thursdays:

First half	7.30 a.m.	to
Second half	12.30 p.m.	to
Recess period	11.30 a.m.	to

II. Night Work.

First half	7.00 p.m.	to
Second half	11.30 p.m.	to
Recess period	11.00 p.m.	to

Note 1:

(Board Resolution No. 469 dated the 26th August, 1959 and Government of Pakistan, Ministry of Railway & Communications, (Communications and Transport Division's) letter No. P-2 (87)/59, dated the 28th December, 1959.

(i) Goods for shipment will be allowed through the Export Gates at Juna Bunde Wharf and other Bunders upto 4-30 p.

(ii) Goods for shipment will be allowed to at East and West Wharves on all days during hours except Fridays and Holidays.

Board's Resolution No. 185, dated the 14th October 1964 and sanctioned by the Government of Pakistan, Ministry of Communications, (Directorate General of Ports & Shipping), vide their letter No. KP. II-1 (8) /63-Ft., dated the 18th June 1966).

Provided that permission to pass goods through those gates on Holidays, Fridays working hours and through the bunders afte on all working days except Thursdays an P.M. on Thursdays may be granted on an made in this behalf to the Traffic Manager a ment of fee prescribed therefor in the Scale

*(Approved under B.R. No. 148, dated 23rd August 1978 and by the Federal Government of Pakistan. Ministry of Communication Shipping Wing), Karachi vide their letter No. LR-1 (2) 77, dated 26 ber 1981).

), dated the
r, 1954 and
59)/54, dated
ruary, 1955,
istant Secre-
overnment of
istry of Com-
(Communica-
ort Division).

To meet emergent conditions, the above timings may be altered by the Board or the Chairman acting for the Board for stated period, provided due and sufficient prior notice shall have been given to interests concerned.

lays recognised by the Board are as under :—

Fridays.
Id-e-Milad.
Id-ul-Fitr.
Id-ul-Zuha.
Quaid-e-Azam's Birthday,
Pakistan Day.
10th Muharram,
Independence Day.

tion No. 389,
March 1963 and
of Pakistan, Mi-
Communications
General of Ports
letter No. KP-II-
the 12th June,
20-(33)/59.

r of them falls on a Friday the next following Saturday and any asion sanctioned by the Board.

work shall be done on the wharves or within the premises of the Board unker Island and Baba Island and West Wharf Lightering piers, at the holiday recognised by the Board without permission granted under o. 17 and on payment of extra charges.

rk during the recess hours will be permitted on an application to and retion of the Traffic Manager on payment of fees prescribed in the f charges. On no account will work be permitted during the night o.m. and 11-30 p.m. except in the case of vessels loading or discharging or liquid fuel in bulk, provided in all cases where permission has ed to continue working during the interval between day and night work ersa, night work will be considered to have commenced at the expira-'s work and to have terminated on the commencement of the next

..

pproved by the Board under its Resolution No. 95, dated 10-8-1983 oned by the Government of Pakistan, Ministry of Communications hipping Wing), Karachi vide their Notification SRO 37 (KE)/84 -84 published in Pt. II of Extra Ordinary Gazette of Pakistan dated eptember, 1984).

This Bye:law to be read with Bye-laws Nos. 25 to 28 and 39.

Note 5 :

(Approved under Board's Resolution No. 267, dated the 30th November 1966 and sanctioned by the Government of Pakistan, Ministry of Defence (Directorate General of Ports & Shipping) Karachi vide their letter No. P. II-3(18)/65, dated the 10th May, 1967. (File No. S-19(11)/66.)

To meet emergent conditions or during period of congestion at the Port, the Traffic Manager may, by prior notice, direct all vessels in the Port to work on *Fridays and Holidays. On the issue of such notice and during the period as prescribed in the notice, all vessels at the Port shall make arrangements to work on Fridays and Holidays on payment of such charges as are prescribed under Section 43 of the Karachi Port Trust Act, 1886.

17. If an application to work at night on *Fridays or holidays be made to the Wharfage Officer, he will, on production of the necessary permission from the Customs Department, order all the necessary arrangements for the proper conduct of business, subject to such rate as may from time to time be prescribed, under Section 43 of the Karachi Port Trust Act, provided that :

(a) applications to work on Fridays or closed holidays are received by 1 p.m.* of the day previous to the Friday or closed holiday on which working is required.

Commissioner-in-Sind's Notification No. M-251 dated 20th October, 1917.

(b) the supply of cranes and labour on the wharves at night will be subject to the discretion of the Chairman, exercised under the direction of the Board, who reserve the right to prohibit wholly or partially the supply thereof when they consider this course desirable for the expeditious and convenient shipment and landing of goods at the Port under Section 32 of the Karachi Port Trust Act.

18. All tolls, dues, rates and charges levied under the Karachi Port Trust Act shall be paid in cash, currency notes or by cheques at such of the Board's Offices and to such of the Board's Officers as the Board shall from time to time appoint and notify, provided that the Board may accept deposits against tolls, dues and rates of such amount and in such manner as they may from time to time determine.

Substituted vide Commissioner-in-Sind's Notification No. S-220-/5(a)-G, dated 4th September, 1930, General Dept.

18-A. Claims for refund of any toll, due, rent, rate or charge levied under Sections 56 and 57 of the Karachi Port Trust Act or any other similar Section of the Act for the time being in force must be preferred in writing within six months either from the date when such toll, due, rent, rate or charge shall have been paid or from the date when credit therefor shall have been given as the case may be, otherwise no such claim shall be entertained or paid.

*(Approved by the Board under its Resolution No. 95, dated 10-8-1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi. vide their Notification S.R.O. 37 (KE)/84, dated 12-9-1984 published in Pt. II of Extra Ordinary Gazette of Pakistan, dated the 24th September, 1984).

18-B. No claim for refund of a sum less than Rs. 5/- whether made separately or in conjunction with other claims, shall under any circumstances be entertained or paid unless in cases where charges have been made in excess of proper rates, through an error of a receiving clerk.

Board's Resolution No. 144, dated the 17th June, 1953, and letter No. P-3 (150)/53 dated the 22nd December, 1953, from Assistant Secretary to the Government of Pakistan, Ministry of Communications, (Communications & Transport Division), Karachi.

19. All vessels in the port requiring water may be supplied by the Port Trust water-barges and vessels lying at a wharf may be supplied by the Deputy Conservator, or other officer appointed by the Board, at such rates as may from time to time be fixed by the Board.

20. The Deputy Conservator or other officer appointed by the Board shall raise, remove or destroy any vessel wrecked or stranded within the limits of the port.

21. Owners or tindals of vessel shall not, without the permission of the Deputy Conservator or other officers appointed by the Trustees of the Port beach their vessels within the limits of the Port for any purpose whatever.

Fishing vessels also not ply without permission of the said officer or without having paid all the authorised tolls.

22. Timber rafts shall not be brought alongside the wharves without the permission of the Wharfage Officer.

23. Except with the permission of the Wharfage Officer no goods shall be landed or shipped from or in, any sea-going vessel within the Port of Karachi, save at the Bulk Oil Pier, Coasting Steamer Wharf, Eastern and Western Wharves, and except with the permission aforesaid, all such goods shall be landed into, or shipped from, wagons or trucks.

Nothing in this bye-law shall be held to apply to explosive, timber, coal, coke, cinders, ashes, patent fuel, stores for the bonafide use of Government Departments at Manora or the cargoes of local mail steamers coasting vessels and sailing vessels.

23-A. (1) Except with the permission of the Wharfage Officer, no goods shall be loaded or discharged at the Railway Wharf. Such permission will as a rule be given according to priority of application, but preference may at any time be given to such vessels and such goods as may, in the opinion of the Wharfage Officer, be entitled to preferential treatment.

Commissioner-in-Sind's Notification No. M/280 of 3rd, January, 1919.

(2) Non-working vessels are permitted to berth in the Boat Basin subject to the condition that they are immediately removed to make way for a working vessel when instructed to do so by the Wharfage Officer.

(Approved by the Board under its Resolution No. 95, dated 10-8-1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi, vide their Notification S.R.O. 37 (KE)/84, dated 12-9-1984 published in Pt. II of Extra Ordinary Gazette of Pakistan, dated the 24th September, 1984).

(3) Applications for the placing of wagons on the Railway Wha... loading or discharging goods must be made at the Offic... of the Wharfage Officer. No application will be e... tertained for wagons to be placed on the R... Wharf between 12 midnight and 8 a. m. for night w...

Substituted vide (Commissioner In Sind's Notification No. S-220/14-G) (29). dated 31st, March, 1931. Genl. Dept.

(4) Wagons placed on the Railway wharf during the day and Fir... Half Night must be loaded or unloaded by the ... of 4-30 a. m. next following. No allowance w... given for any time occupied in shunting on the wharve...

Board's Resolution No. 450 dated the 10th, October, 1947, and letter No. 3-P (60) / 47, dated the 30th, March, 1948, from the Government of Pakistan. Ministry of Communications, (Communications and Transport Division), Karachi.

(5) Failure to comply with the provisions of clause 4 of this Bye-la... will render the person or persons requisitioning the wagons liable to ... charges prescribed in Table XII-A of the Schedule of Tolls and Charges.

23-B.

Deleted vide Commissioner-in-Sind's Notification No. S-220/12-G dated 8th, August, 1925, Genl. Department.

24. Every officer and servant of the Board, on the outbreak ... fire in, or near enough to endanger, the property of the Board coming ... his knowledge, shall immediately report the same to the officer in char... of the property concerned, who shall at once take all possible st... calling up fire-engines, turning out all hands available, etc. and ... an immediate report to his official superior.

25. No application for the use of a crane for a ship shall be ... unless and until payment at the rate chargeable therefor according ... Scale fixed in Table XI of the K.P.T. Scale of Rates, Dues and Charges, is mad... to, or is covered by a deposit with the Port Trust.

Para 2. * * *

Deleted vide Commissioner-in-Sind's Notification No. S-220/14-G. (29). dated 31st, March, 1931, General Dept.

26. No application for the use of the Board's cranes will be a... to unless made in writing on the usual form with counterfoil, and ...

*(Approved by the Board under its Resolution No. 95, dated 10.8.83 an... sanctioned by the Govt. of Pakistan, Ministry of Communications (Po... Shipping Wing), Karachi, vide their Notification S.R.O 37 (KE)/84, dated 12.9.84 published in Pt. II of Extra Ordinary Gazette of Pakistan dated 24th September 1984).

signed by the master, ship's Officer or other responsible person showing the number and description of cranes required, from what time and for how long. Similarly no application for the cancelling of cranes will be accepted unless made in writing on the prescribed printed form and signed as above.

7. The Board's 3 tons Electric Shore Cranes at East Wharves and 2 tons Electric Shore Cranes at West Wharves will be supplied on application to the Wharfage Officer at the rates, prescribed under Table XI of the KPT Scale of Rates, Dues and Charges on the following conditions:-

All applications for cranes must reach the Wharfage Officer not later than 3.30 p.m. on the day previous to the night or day for which the cranes are required, except that:-

(a) Cranes will, on application received within 24 hours of its arrival, be supplied to a vessel as soon as possible, subject to the charges laid down in the first exception to Table XI of the KPT Scale of Rates, Dues and Charges, except cranes requisitioned after 3.30 p.m. for use before the commencement of the following day's work which shall be charged under item 2 of the said Scale of Rates.

(b) If cranes requisitioned for one-half of a day or night are required for both halves thereof, a fresh requisition must reach the Wharfage Officer at least two hours previous to the expiration of the first half of the day or night, and the charges therefor shall be as prescribed under Table XI of the KPT Scale of Rates, Dues and Charges.

Provided always that if cranes are applied for otherwise than as above, the Wharfage Officer will supply the same, if available, but in all such cases double charges will be levied in respect of all cranes so supplied as prescribed in the KPT Scale of Rates, Dues and Charges.

*(Approved by the Board under its Resolution No. 95, dated 10.8.1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi vide their Notification S.R.O. 37 (KE) 84, dated 12-9.1984 published in Pt. II of Extra Ordinary Gazette of Pakistan dated the 24th September, 1984).

28. Save as herein provided no applications for the cancellation of applications for cranes will be accepted unless they reach the Wharfage Officer not later than 3-30 p.m. on the day previous to the night or day for which the cranes have been applied for, provided always that cranes for which application has been made for both halves of the day may be cancelled by the Wharfage Officer for the second half of the day, if the necessary application for the cancellation reaches the Wharfage Officer not later than 11-30 a.m. on the day in question.

Substituted vide Board's Resolution No. 403, dated the 24th September, 1952, and letter No. P-3 (128)/51, dated the 27th December, 1952 from Govt. of Pakistan, Ministry of Communications, (Communications and Transport Division), Karachi.

Full cranage fees and in the case of cranes for which application is made for night work, full night fees also will be levied in respect of all cranes applied for, whether used or not, unless an application for cancellation of such cranes shall have reached the Wharfage Officer not later than the times prescribed in this Bye-law.

29. * * * * *

Deleted vide Commissioner-in-Sind's Notification No. S-220/14-G (29) dated 31st March, 1931, General Department.

Note :– Bye-Laws 26 to 28 apply to Electric Cranes at Berth Nos. 1 to 24 and 24 SE.

30. * * * * *

Deleted vide Commissioner-in-Sind's Notification No. S-220-G, dated 10th October, 1922.

31. No person shall use a crane belonging to the Board or cause the same to be used for stowing or pocking rails, girders or bars on a truck and no person shall attach the chain of any such crane, or cause the same to be attached on board a vessel for the purpose of breaking out the cargo, or of removing the cargo from under the combings.

32. No cargo shall be loaded or landed from, or on to, a wharf except, under the personal superintendence of a stevedore, muccadum or contractor, duly licensed by the Board to the superintendent the working of cargo from, or on to, a wharf or an experienced foreman employed by such stevedore, muccadum or contractor, or of a servant of the Trustees authorised to work cargo on shore.

32-A. No goods shall be landed into, shipped from or conveyed by lighters, except by Lighterage Companies or Contractors duly licensed by the Board to operate lighters for the purpose of landing, shipping and conveying goods within the Port of Karachi.

(Board's Resolution No. 326, dated 12th, September, 1951 and letter No. P-3 (103)50, dated 3rd, January. 1952, from the Governmt of Pakistan, Ministry of Communications, (Communications & Transport Division), Karachi.

*(Approved by the Board under its Resolution No, 93, dated 10.8.1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi vide their Notification S.R.O. 37 (KE) 84, dated 12-9.1984 published in Pt. II of Extra Ordinary Gazette of Pakistan dated the 24th September, 1984).

33. (1) In all cases the vessel shall supply suitable gear of good quality and sufficient capacity to allow a reasonable margin of safety when dealing with the cargo for which it is used.

(2) The Wharfage Officer will only supply such gear as may be available. Any gear supplied by him shall be of the same description as prescribed in clause (1) of this Bye-Law.

33-A. All goods packed or unpacked and weighing one metric ton (2204.62 lbs.) and over intended for shipment must have the gross weight clearly and distinctly marked thereon by the shipper. Such goods not so marked shall not be accepted for shipment.

Added vide Commissioner-in-Sind's Notification No 14711-G/II dated 31st, January, 1931, Genl. Dept.

34. Masters of vessels and stevedores, muccadums and contractors licensed as aforesaid to superintend the working of cargo from or on to a wharf and contractors of the Board authorised to work cargo on shore shall jointly and severally secure the due compliance with this Bye-law and Bye laws 32, 33 and 33-A and Bye law 1 of the Chain Testing Bye-laws and enforce or ensure the safe slinging of all articles whatsoever before being lifted by any crane and shall not allow any articles whatsoever, to be slung and attached to any crane belonging to the Board without seeing that the following precautions for safety (Interalia) are adopted:—

Substituted vide Commissioner-in-Sind's Notification No. S-220-/19-G, dated 7th, Nov. 1928, & No, 14711-G/II Dated 31st January, 1931, Genl. Department.

(1) That the sling is laid down flat without turns or kinks preparatory to receiving the goods.

(2) That after the sling has been made up and with the first strain on heaving up the running loop is well beaten down with a wooden bar so as to make the grip secure.

(3) That the movements of the cranes are directed by experienced adults.

*(4) That all rope or wire slings used with the 3 tons and 2 tons Electric Cranes are sufficiently strong, in sound condition and suitably designed.

(5) No goods weighing over 3 tons and 2 tons shall be attached for hoisting to the Electric Cranes at East and West Wharves respectively nor shall any other lifting gear be used in conjunction with them for any lift.

*(Approved by the Board under its Resolution No, 95, dated 10.8.83 and sanctioned by the Govt. of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi, vide their Notification S.R.O 37 (KE)/84, dated 12.9.84 published in Pt. II of Extra Ordinary Gazette of Pakistan dated 24th September 1984).

34-A. The Wharfage Officer may prohibit the use of any gear which in his opinion is in any way defective or unsuitable for the cargo for which it is to be used.

Commissioner-in-Sind's Notification No.2797-G dated 26th, March, 1924 General Department,

35. Tindals of vessels and managers of lighterage companies must make their own arrangements for the proper slinging of cargo in lighters or boats and for directing the crane drivers when discharging or loading and the Board will not undertake any responsibility for the same.

NOTE:—Bye laws Nos. 25 and 31 to 35 apply to all Electric Cranes.

Commissioner-in-Sind's Notification No. S-220/K-G, dated 22nd, August, 1928, General Department.

36. In the case of vessels bringing import cargo, the Master shall deposit a true copy of the general manifest with the Wharfage Officer before breaking bulk and the Master or Agent shall immediately notify the Wharfage Officer of any and all subsequent amendments.

37. Additional charges incurred by the Board in sorting iron, steel or other goods landed without proper distinguishing marks will be recovered from the vessel landing such goods at the rates prescribed for such work from time to time in the K.P.T. Scale of Rates, Dues and Charges.

38. The Board will not undertake without previous notice to receive from the ship packages containing bullion specie, precious stones, gold dust, jewellery or gold and silver thread without cargo or private property.

38-A. The Board will not receive leaking casks or drums of liquor unless they are thoroughly repaired on board before landing to the satisfaction of the Wharfage Officer.

Commissioner-in-Sind's Notification No 6332-G of 28th, November, 1925, General Department.

39. Discharge of import cargo at night will only be permitted on the distinct understanding that such work is performed at ship's risk and receipts for goods landed at night will be granted by the Wharfage Officer subject to this condition.

Substituted vide Commissioner-in-Sind's Notification No. S-220/14-G (29), dated 31st, March, 1931 General Department.

This Bye-law to be read with Bye-law No. 16.

40. To obtain delivery of goods, persons taking delivery must (1) present to such officer and at such office as the Board shall have appointed and notified under Bye-law No. 18 for the recovery of and receipt for Wharfage and any other charges due on such goods the undermentioned documents correctly filled in and signed for assessment and payment of Wharfage or other charges, or for the granting of "Let Pass" order—

Substituted vide Commissioner-in-Sind's Notification No. S-220/5 (a)-G, dated 4th, September, 1930, General Department.

*(Approved by the Board under its Resolution No. 95, dated 10-8-1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi. vide their Notification S.R.O. 37 (KE)/84, dated 12-9-1984 published in Pt. II of Extra Ordinary Gazette of Pakistan, dated the 24th September, 1984).

Board's Resolution No. 407, dated 26-10-1949, and letter No P-3 (152) /49, dated the 25th, January, 1950, from the Government of Pakistan, Ministry of Communications (Communications & Transport Division), Karachi.

(a) Port Trust Wharfage Entry form (Appendix B-1) in Quadruplicate.

(b) Completed Customs Bill of Entry;

(c) Invoice (if demanded);

(d) The completed Sales Tax Bill of Entry.

Board's Resolution No. 230, dated the 25th, July, 1951, and letter No. P-3 (124)/51, dated the 25th, September, 1951 from the Government of Pakistan, Ministry of Communications (Communications & Transport Division), Karachi.

Save as herein provided no application for Let Pass will be considered unless full particulars of the weight and or measurement of the goods are shown in the entry; but the Assessing Officer may, at his discretion grant Let Pass on goods which have not incurred more than two weeks storage where an importer, in the temporary absence of the requisite documents, is unable to give particulars of weight and or measurement.

(2) hand over to the Wharfage Officer concerned the under mentioned documents:—

(a) Port Trust Wharfage Entry (original) duly receipted or stamped and initialled "Let Pass" order;

(b) Bill of Lading or Delivery Order endorsed in favour of the party taking delivery by the Master or Agent of the vessel.

On being satisfied that these documents are in order and on being furnished with an acknowledgement for the goods, the wharfage Officer will grant delivery and authorise the Port Trust Gatekeepers to pass the goods.

Let Pass entries are current for two weeks after the demurrage date. Thereafter they shall be renewed weekly.

40-A. To pass delivered goods through the gates, persons taking delivery must :—

Substituted vide Commissioner-in-Sind's Notification No. S-220/5 (a)-G, dated 4th September, 1930, General Department.

Present to the Gatekeeper a cart ticket form (Appendix C) correctly filled in and stamped or punched by the Port Trust cart ticket clerk appointed to the section of the warehouse or area from which the goods have been removed.

Similar cart ticket forms must also be presented when goods intended for shipment pass the gates.

*40-B. Every package imported or exported weighing over 3 tons gross at East Wharves and over 2 tons gross at West Wharves and every case or package imported or exported exceeding 40 cubic feet and liable to assessment in accordance with the K.P.T. Scale of Rates, Dues and Charges must be shown separately alongwith its correct weight and measurement in the Port Trust Wharfage Entries at the time of production for assessment of charges. Failure to comply with this bye-law will render the parties signing the documents liable to be dealt with under bye-law No 62 of the KPT Bye-laws.

41. If there be any informality in the Bill of lading or delivery order or the bill of lading or delivery order be wanting, delivery may be made on application, made in writing, showing the circumstances, and enclosing any documents which will show the title to the goods, but in no case will removal be permitted unless and until the applicant engages to indemnify the Board by bond or otherwise, as may be directed (vide Form of Bond Appendix A).

42. If the bill of lading or delivery order be at variance with the manifest as to the original consignee, the removal of the goods shall not be permitted until the discrepancy is satisfactorily explained to the satisfaction of the Wharfage Officer.

43. The Board will not undertake responsibility for any goods unless and until a receipt has been passed for the same by the Wharfage Officer, and the Board will not admit any claim on account of any deficiencies of merchandise produced by natural or unavoidable causes or for any loss or deficiencies of merchandise whatever unless ascertained and pointed on to the Wharfage Officer previous to the goods being delivered.

44. The Board will not undertake any responsibility for any goods or packages which have been opened for appraisement by the orders of the Collector of Customs, or for any goods left on their premises after delivery has been taken.

45. If packages which have been landed by the Board are opened by the consignees on the premises of the Board without previous notice to the Board of any allegation that they have been damaged, the consignees shall forthwith remove the same; and if such packages are left on the premises of the Board, the Board will undertake no responsibility for their safe custody or condition thereafter.

46. The Board will not undertake responsibility in any way for goods alleged to be lost or damaged, e. g., Chafages, breakages and short deliveries, of which notice has not been given them within one month from the date of landing or shipping, as the case may be.

*(Approved by the Board under its Resolution No. 95 dated 10-8-1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing) Karachi, vide their Notification S.R.O. 37 (KE)/83, dated 12-9-1984 published in Pt. II of Extra Ordinary Gazette of Pakistan dated the 24th September 1984).

46-A. (1) Delivery of goods shall not be taken, nor shall any business connected with such delivery be transacted by any person other than the owner thereof, unless duly licensed by the Port Trust in this behalf, (Appendix F).

Added vide Commissioner-in-Sind's Notification No. S-220/5 (a)-G, dated 4th September, 1930, General Dept.

*(2) The licence will be issued after verification by the Police authorities of the character of the person acquiring such licence and furnishing an undertaking on a stamp paper of Rs. 5.00, binding himself for the good conduct and behaviour of his employee for whom the licence is to be issued.

*(Approved by the Board under its Resolution No, 812, dated 13-4-1983 and Notified by the Government of Pakistan, Ministry of Communications, (Ports & Shipping Wing) Karachi, vide their Notification No. P. III-1 (2)/83, dated 3-10.1983, published in Part II of the Extra Ordinary Gazette of Pakistan, dated 3-11-1983).

47. Only clean or good order receipts will be accepted by the Wharfage Officer for cargo shipped on the board from the wharves. Cargo for which a clean mate's receipt will not be given should be refused and not taken on board unless the ship's officers, proposed remarks as to condition are agreed to by the shipper.

*47A. (1) When delivery of goods is not claimed by the owner on the expiry of 15 days from the date on which they are placed in the custody of the Board, the Board shall cause a notice to be served upon the owner requiring him to remove the goods.

(2) A notice under clause (1) shall be published and served in the manner prescribed in section 50 of the Karachi Port Trust Act 1886, but where the owner is not known or the notice cannot be served upon him or he does not comply with the notice, the Board may sell the goods by public auction after the expiration of 8 weeks from the date on which such goods were placed in the custody of the Board.

* (Approved under Board's Resolution No. 263, dated the 9th October 1974 n modification of Board's Resolution No. 910, dated the 19th June 1974, and anctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing), Karachi vide Notification No. S.R.O. (KE)/75, dated the 9th November 1975, which appeared in Part II of the Gazette of Pakistan (Extra Ordinary), dated the 24th November 1975 at Page 423).

BYE-LAWS RELATING TO GOODS LANDED BY OTHERS THAN THE SERVANTS OF THE BOARD

48. No goods shall be landed or shipped except with the aid of proper and efficient appliances approved of by the Board. When cranes are not available goods shall be discharged, whenever possible, over gangways connecting the lighter and the shore, and all packages which cannot be carried by hands shall be received on lorries or trollies for removal to the warehouses or the open. The ropes, slings, spares, cushions and dumping pads necessary for the safety and proper handling of goods shall be provided by the landing agents.

49. All goods with the exception of metals and machinery and any other class of goods as may be directed by the Wharfage Officer, shall be deposited and stacked in such shed or place as may be directed by the Wharfage Officer. Packages etc., of the same marks, counter marks and numbers shall be stacked together in even piles, marks outwards and with spaces between and around the piles, so as to facilitate the finding of marks and numbers. Bags of the same marks shall be stacked not less than seven feet high. The strictest economy of space consistent with the above shall be exercised in stacking, and on delivery from a stack the remaining goods shall be restacked as directed by the Wharfage Officer.

*50. Passenger's accompanied baggage will only be allowed to be landed at or shipped from the wharves at East Wharves and West Wharves by the passengers personally or by parties duly licenced by the Karachi Port Trust (Appendix 'D');

51. The porters will wear a badge on their right arms bearing number of their licenses and the licensed porters.

52. They shall not charge more than Rs.5/- per package to and from vessels berthed at any of the berths at the East and West Wharves.

53. No other porters will be allowed to go on board a mail or coasting steamer on arrival without a written pass either from the Deputy Conservator or the agents of the vessel.

53-A. A porter must always carry his licence on his person and must produce the same for inspection whenever called upon to do so either by a Customs Officer, Police Officer or by any Official of the Karachi Port Trust, and no porter shall be allowed to act as a porter unless he shall at that time have his licence with him.

Added vide Commissioner-In-Sind's Notification No. S-220/6-G, dated 15th, May, 1929, General Department.

Licences shall be granted to porters by the Traffic Manager and may be withdrawn at any time by the Traffic Manager. In the event of any such withdrawal no compensation of any kind and no refund of any fee paid shall under any circumstances be payable to the porter.

*(Approved by the Board under its Resolution No. 95 dated 10-8-1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing) Karachi, vide their Notification S.R.O. 37 (KE)/83, dated 12-9-1984 published in Pt. II of Extra Ordinary Gazette of Pakistan dated the 24th September 1984).

54. Any porter charging any passenger more than the above rates will be liable to have his license withdrawn or be dealt with according to law.

KEROSENE OIL GODOWNS.

*Bye Laws Nos. 55 to 61 omitted.

Added vide Commissioner-in-Sind's Notification Nos. S-220/11-GS-220-12-G and 11774-G, dated 3rd, July, and 8th, August, 1925, and 3rd, Nov. 1926, Gen. Dept. respectively.

BYE-LAWS REGULATING THE BUNKERING WITH OR DISCHARGING OF LIQUID FUEL AT THE SHIP WHARVES.

61-A. In these Bye-laws "Liquid Fuel" shall mean petroleum liquid fuel.

61-B. All persons, including the Secretary of State for India in Council supplying liquid fuel for bunkering and/or receiving liquid fuel from tankers shall:

(I) before any pumping operations commence.

(a) have competent signalling staffs in attendance both at their installations and on board the ship and shall establish satisfactory telephonic communication between all pumping houses and the jetty and shall provide an additional telephone instrument at the point of junction with Port Trust pipes.

(b) have a responsible person, in attendance and incharge of each pumping station and a responsible person in attendance at and incharge of each section of the line. These persons shall be responsible for the correct opening and closing of the valves.

(c) execute an indemnity bond in the prescribed form or in such other form as may be approved by the Board.

(II) throughout all pumping operations.

(a) maintain the personnel referred to in clause (I) hereof as there detailed.

(b) not allow any excessive pressure.

(c) prevent any leakage of oil.

(d) keep the pipe line efficiently patrolled.

(e) have the tank gauges between stations checked at frequent intervals.

*(Approved by the Board under its Resolution No. 95, dated 10-8-1983 and sanctioned by the Government of Pakistan, Ministry of Communications (Ports & Shipping Wing) Karachi, vide their Notification S.R.O. 37 (KE)/84, dated 12-9-1984 published in Pt. II of Extra Ordinary Gazette of Pakistan dated the 24th September, 1984).

(f) be responsible for the removal and replacement of any blank flanges and for the taking of all other necessary steps to prevent obstructions getting into the pipes.

(III) at the conclusion of pumping operations and before the flexible pipe attached to the main wharf pipe line is lowered on the wharf.

(a) at a blank flange at the junction of the flexible pipe and the main wharf pipe line and,

(b) discharge all oil remaining in the flexible pipe into a suitable receptacle by means of a hand pump supplied by them.

(IV) when a tanker has completed discharging liquid fuel, have fresh water pumped by the tanker through the pipes for 15 minutes or arrange to clear pipe lines in the manner indicated in clause (III).

61-C. The Chief Engineer, Karachi Port Trust, or his Deputy shall at all times be permitted to enter the Oil Installations and given every facility for the purpose of inspecting the pipe lines, pumps etc.

61-D. Masters of vessels discharging and/or receiving liquid fuel shall:—

(I) see that all Bye-laws regulating the discharge and bunkering of liquid are complied with and that all reasonable precautions for safety are observed.

(II) throughout all pumping operations :—

(a) be present on board unless the Chief Officer shall be on board.

(b) keep a ship's officer on watch.

(c) keep a suitable gutter or other contrivance under the connecting service pipe to prevent any liquid fuel from dripping on the wharf or into the sea.

(d) prevent any leakage of oil from his vessel on to the wharf or into the sea.

(e) prevent all cooking, naked lights or forges on the vessel's decks.

(III) until the conclusion of all pumping operations and the procedure prescribed in Bye-Law 61-B (III) prevent any cargo from being loaded or discharged at any hatch or hatches within 50 feet of the connecting service pipe leading from the flexible pipe of the Port Trust to the vessel.

(IV) So long as any discharging is in progress keep the pipe from the relief valve at the discharge end led back to the ship's tank.

BYE-LAWS RELATING TO DANGEROUS GOODS AND EXPLOSIVES

61-AA. * * * *

Deleted vide Commissioner-in-Sind's Notification No. 4329. G, dated 13th, October 1928, Genl. Department.

61-BB. Except as hereinafter provided, no explosives will be admitted on or alongside the ship wharves, no vessel with explosives on board will be allowed to come to a wharf berth and any vessel having explosives on board, as defined in the Explosives Act shall discharge the same at the appointed anchorage before coming to a wharf berth.

(I) The following are exempted from the operation of this Bye-law as coming under the special rules for transport of explosives at the Port of Karachi published under Bombay Government Notification 639, dated 7th February, 1910, as subsequently amended:

Vessels having on board:—

(a) explosives not exceeding 100 lbs.

(b) safety cartridges, safety fuses for blasting railway fog signals and percussion caps.

(c) explosives in course of transit to another port stowed on board in a properly constructed magazine approved by the Deputy Conservator or any other officer appointed by the Deputy Conservator on his behalf provided always that the conditions and restrictions prescribed in the special rules for the transport of explosives at the Port of Karachi are complied with.

(II) Service ammunition whether for small arms or artillery and other explosives when forming part of the equipment of troops embarking and disembarking, fuses for shells and friction tubes for Government service, provided that they are packed in proper service packages.

(III) * * * *

Deleted vide Commissioner-in-Sind's Notification No. 4329-G, dated 13th October 1928, Genl. Department.

(IV) Petroleum in bulk and petroleum in drums are not affected by this Bye-law such being dealt with under Karachi Port Rules 87 to 90 passed under Section 6, sub-section (1) of the Ports Act (XV of 1908)

Failure to comply with the provisions of Bye-law No. 61-BB will render the Master of the vessel or other person contravening the Bye-law liable to the penalty provided in Bye-law 62.

62. Any person infringing any of the Bye-laws Nos. 3, 4, 4-A, 4-B, 5, 5-A, 6, 6-A, 7, 8, 9, 10, 11, 12, 13, 14, 14-A, 15, 15-A, 21, 22, 23, 23-A (2), 31, 32, 32-A, 33, 33-A, 34, 36, 40-B, 48, 49, 61-A, 61-B, 61-C, and or 61-D and 61-BB shall be punished with a fine which may extend to rupees *one thousand, or in the case of continuing infringement, with a fine which may extend to rupees. *five hundred for every day after notice shall have been given by a duly authorized officer of the Board to the person guilty of such infringement.

Substituted vide Commissioner-in-Sind's Notification No. 14711-G-/11, dated 31st January 1931, Genl. Dept.

*(B,R, 456, dated the 25th January 1961 and Government of Pakistan, Ministry of Railways & Communications (Communication & Transport Division's Notification No. KPII-2 (5)/61, dated the 28th June 1961.)