Port of Karachi



Information Manual

Record of Amendments

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Section 1 – Introduction

1.1 Profile

The Karachi Port is administered by a Board of Trustees, comprising Chairmanand 10 Trustees. The Chairman is appointed by the Federal Government and is also the Chief Executive of Karachi Port Trust. The remaining 10 Trustees are equally distributed between the public and the private sector. The five public sector trustees are nominated by the Federal Government. The seats for private sector trustees are filled by elected representatives of various private sector organizations. This way all port users find a representation in the Board of Trustees.

As per Karachi Port Trust Manual Part-III, 1970, the direction and the management of the port and pilotage under the control of the trustees of port are vested in the Deputy Conservator.

The Harbour master shall be assistant to the Deputy Conservator who may assign to him such duties under these rules as may be approved by the board.

KPT Head Office Address:

Karachi Port Trust

KPT Head Office Building Eduljee Dinshaw Road Karachi-74000,Pakistan

1.2 Objective/purpose of Karachi Port :

The objective of the Karachi Port Trust is to provide an important interface in multi model transport at competitive cost. The primary function of the Port Department, therefore, is to aid and assist in achieving the objective of the Port Trust.

1.3 Mission /Vision Statement of Karachi Port :

We at Karachi port trust, are committed to provide customer friendly, reliable and cost efficient services,

i. By Continually Improving The Processes And Systems;

ii. By Maintaining Transparency In Operations;

iii. By Observing Safety Norms;

iv. By Meeting Environmental Norms;

Through teamwork, total employee involvement, training and effective review system

1.4 Environment, Health and Safety Policy

Karachi Port Trust (KPT) is committed to achieve excellence in Environmental, Health and Safety management systems by implementing the following Policy according ISO 14001:2004 and OHSAS 18001:2007 standards.

Environmental, Health and Safety (EHS) management systems have primary importance in all its activities, whether on land, sea or where both interact, to achieve best practices in all its operations and create an injury-free and environmentally responsible workplace.

Policy reflects Top Management's commitments which are summarized as follows:

- Compliance with national and international relevant laws, regulations, statutory and other requirements which KPT subscribes, and monitoring of compliance through periodic assessment.
- Prevention of pollution, conservation of natural resources of the harbour and protection of marine life, including mangroves.
- Implementation of waste reduction, reusing and recycling strategies, and provision of facilities for collection of oily waste and solid waste from ships in accordance to MARPOL 73/78 convention.
- Prevention of injury, ill health, hazard reduction and protection of human health.
- Continual improvement in EHS management system and performance.
- Compliance with the Port Marine Safety Code and the International Safety Management Code in all Marine Operations.
- Effective capacity building system to ensure that all associated with KPT are competent and fully aware to fulfil their EHS responsibilities.
- Using internal / external communication channels between management, staff, port users and all stakeholders to ensure co-operation in maintaining, reviewing and improving Environment, Health and Safety.
- Integration of EHS considerations in all KPT projects /activities.

Section2-Port description

2.1. General layout

Karachi Harbour is divided into three main parts, namely Lower harbour, Upper Harbour and Pakistan Deep Water Container Port (PDWCP). Most moorings and all oil piers are located in Lower Harbour, which is situated within the harbour entrance and extends about 1.5 miles NNW; all other alongside berths are in Upper Harbour which extends generally NNE from Lower harbour for about 2 miles. PDWCP lies E of Lower harbour,

Naval Dockyard and berths are located on the southend of a peninsula lying between Upper Harbour and New Channel, about 3 cables W; Fish Harbour extends NNE from New Channel.

2.2. Tidal streams:

Outer anchorage. The in-going tidal stream in this anchorage sets E; and the out-going stream, which is barely perceptible, sets W.

Harbour:In general the tidal streams conform broadly to the direction of the buoyed channel, attaining reported rates of 1.5 to 3 knots at springs and 1 knot at neaps. During spring tides, rates of about 1.5 knots have been experienced 1 hour either side of High water. The out-going stream sets onto Merewether Wharf (24° 49'.08N 066° 58'.38E).

Near breakwater, vessels during spring tides may experience strong set towards E'ly direction.

2.3.Directions for entering harbor Principal land marks:

Manora Point Lighthouse (Red round tower, white bands, black base, white cupola, with characteristics (flash(1)W-7s/48m/26M)(24° 47'.63N 66° 58'.65E) standing 3.5 cables NNW of Manora Point.

Signal Station (white lattice Tower) (24°47'.63N 66° 58'.60E), a flagstaff stands close SSE.



Flagstaff (24° 48'.04N, 066° 58'.37E), standing on a large building.

2.4.Cautions:

Bright lights within Karachi Harbour, in the vicinity of East Wharf (24°49'.80N 066° 58'.70E), can be seen from well to seaward; care must be taken to avoid confusing them with navigational lights.

The dredged depths in the channel, and at the berths and moorings, are generally maintained, but are subject to siltation and are liable to change.

During heavy rains, strong Ebb tides may be experienced than predicted. Vessel should keep both anchors ready for immediate use.

2.5.Entry into Channel:

Useful Marks:

Manora Point:

Manora Point (24°47'.35N 66°58'.85E). a steep cliff at the S end of a narrow hill; the point is reported to be radar conspicuous at 17 miles

Manora Breakwater Light:

Placed at the tip of Manora break water (24° 46'.74N 066° 58'.95E) with light characteristics Fl W 7s

Leading lights:

Front light (grey beacon) (24° 47'.72N 067° 00.06E).Light characteristics Oc G 5s 13m Rear light(Light characteristics OcG 5s 38m)with similar structure and 3 cables from front light. From the vicinity of the Fairway K Light Buoy (24° 43'.14N, 066° 55'.86E), the alignment (040) of these lights leads 5 miles NE through a dredged channel marked by light buoys (lateral) to the harbour entrance.

Channel and wreck Buoys:

All Channel and Wreck Buoys details as under:

Karachi port is following IALA Buoyage system Region A

Fairway buoy distance from Manora Break water: 4.5NM
First pair of Buoys distance from Manora Break water:3.5NM
Distance between each pair upto break water : 0.70NM

Buoys name ,Position and light characteristics are given as under:

S.No	BUOYS	STATUS	POSITION	LIGHTS & FLASHING
01	FAIRWAY (White)	YES	Lat: 24° 43' . 1431 (N) Long: 066° 55 . 8577 (E)	MORSE "A" 7 ½ sec 1 FLASH WHITE
02	S-1 (Green)	YES	Lat: 24° 43' . 825 (N) Long: 066° 56' . 608 (E)	Q G 50 Sec
03	P-2 (Red)	YES	Lat: 24° 43' . 92(N)	QR 50 Sec

			Long: 066° 56’ . 45(E)	
04	S-3 (Green)	YES	Lat: 24° 44’ . 30 (N) Long: 066° 57’ . 14 (E)	Q G 50 Sec
05	P-4 (Red)	YES	Lat: 24° 44’ . 50 (N) Long: 066° 56’ . 95 (E)	QR 50 Sec
06	S-5 (Green)	YES	Lat: 24° 44’ . 937 (N) Long: 066° 57’ . 627 (E)	Q G 50 Sec
07	P-6 (Red)	YES	Lat: 24° 45’ . 056 (N) Long: 066° 57’ . 485 (E)	QR 50 Sec
08	S-7 (Green)	YES	Lat: 24° 45’ . 492 (N) Long: 066° 58’ . 130 (E)	Q G 50 Sec
09	P-8 (Red)	YES	Lat: 24° 45’ . 600 (N) Long: 066° 57’ . 984 (E)	QR 50 Sec
10	S-9 (Green)	YES	Lat: 24° 46’ . 0300 (N) Long: 066° 58’ . 6337 (E)	Q G 50 Sec
11	P-10 (Red)	YES	Lat: 24° 46’ . 1570 (N) Long: 066° 58’ . 525 (E)	QR 50 Sec
12	S-11 (Green)	YES	Lat: 24° 46’ . 58 (N) Long: 066° 59’ . 16 (E)	Q G 50 Sec
13	P-12 (Red)	YES	Lat: 24° 46’ . 68 (N) Long: 066° 58’ . 99 (E)	QR 50 Sec
14	S-13 (Green)	YES	Lat: 24° 46’ . 8435 (N) Long: 066° 59’ . 3806 (E)	Q G 50 Sec
15	P-14 (Red)	YES	Lat: 24° 46’ . 9303 (N) Long: 066° 59’ . 0308 (E)	QR 50 Sec
16	S-15 (Green)	YES	Lat: 24° 47’ . 0292 (N) Long: 066° 59’ . 5844 (E)	Q G 50 Sec
17	P-16 (Red)	YES	Lat: 24° 47’ . 1962 (N) Long: 066° 59’ . 0652 (E)	QR 50 Sec
S.No	BUOYS	STATUS	POSITION	LIGHTS & FLASHING
18	S-17 (Green)	YES	Lat: 24° 47’ . 4569 (N) Long: 066° 59’ . 2401 (E)	Q G 50 Sec
19	P-18 (Red)	YES	Lat: 24° 47’ . 3899 (N) Long: 066° 59’ . 0484 (E)	QR 50 Sec
20	S-19 (Green)	YES	Lat: 24° 47’ . 6880 (N) Long: 066° 59’ . 0590 (E)	Q G 50 Sec
21	P-20 (Red)	YES	Lat: 24° 47’ . 6192 (N) Long: 066° 58’ . 9397 (E)	QR 50 Sec
22	S-21 (Green)	YES	Lat: 24° 47’ . 9195 (N) Long: 066° 58’ . 8766 (E)	Q G 50 Sec
23	P-22 (Red)	YES	Lat: 24° 47’ . 8574 (N) Long: 066° 58’ . 7708 (E)	QR 50 Sec
24	S-23(Green)	YES	Lat: 24° 48’ . 1541 (N) Long: 066° 58’ . 7179 (E)	Q G 50 Sec
25	P-24 (Red)	YES	Lat: 24° 48’ . 0754 (N)	QR 50 Sec

			Long: 066° 58' . 6277 (E)	
26	P-26 (Red)	YES	Lat: 24° 48' . 4587 (N) Long: 066° 58' . 4175 (E)	QR 50 Sec
27	Channel Separation Buoy	YES	Lat: 24° 47' . 1830 (N) Long: 066° 59' . 3671 (E)	QW 50Sec
28	TS - 1 (Green)	YES	Lat: 24° 47' . 2813 (N) Long: 066° 59' . 6957 (E)	Q G 50 Sec
29	~~TS - 2 (Red)~~ **Removed**	YES	~~Lat: 24° 47' . 3256 (N)~~ ~~Long: 066° 59' . 3943 (E)~~	~~QR 50 Sec~~
30	TS - 3 (Green)	YES	Lat: 24° 47' . 6382 (N) Long: 066° 59' . 7642 (E)	Q G 50 Sec
31	TS - 4 (Red)	YES	Lat: 24° 47' . 7265 (N) Long: 066° 59' . 4649 (E)	QR 50 Sec
32	TS - 5 (Green)	YES	Lat: 24° 47' . 9385 (N) Long: 066° 59' . 6209 (E)	Q G 50 Sec
33	TS - 7 (Green)	YES	Lat: 24° 48' . 1859 (N) Long: 066° 59' . 4780 (E)	Q G 50 Sec
34	TS - 9 (Green)	YES	Lat: 24° 48' . 3753 (N) Long: 066° 59' . 5843 (E)	Q G 50 Sec

S.No	BUOYS	STATUS	POSITION	LIGHTS & FLASHING
35	TS - 11 (Green)	YES	Lat: 24° 48' . 5424 (N) Long: 066° 59' . 4884 (E)	Q G 50 Sec
36	TS - 13 (Green)	YES	Lat: 24° 48' . 5778 (N) Long: 066° 59' . 2539 (E)	Q G 50 Sec
01	Regulsun Wreck-1 (Black Red Black)	YES	Lat: 24° 46' . 861 (N) Long: 066° 56' . 048 (E)	1 FLASH 7 ½ Sec WHITE
02	Aquamarine Wreck-2 (Black Red Black)	YES	Lat: 24° 46' . 449 (N) Long: 066° 57' . 087 (E)	1 FLASH 7 ½ Sec WHITE
03	Eastbell Wreck-3 (Black Red Black)	YES	Lat: 24° 46' . 482 (N) Long: 066° 58' . 319 (E)	1 FLASH 5 Sec WHITE

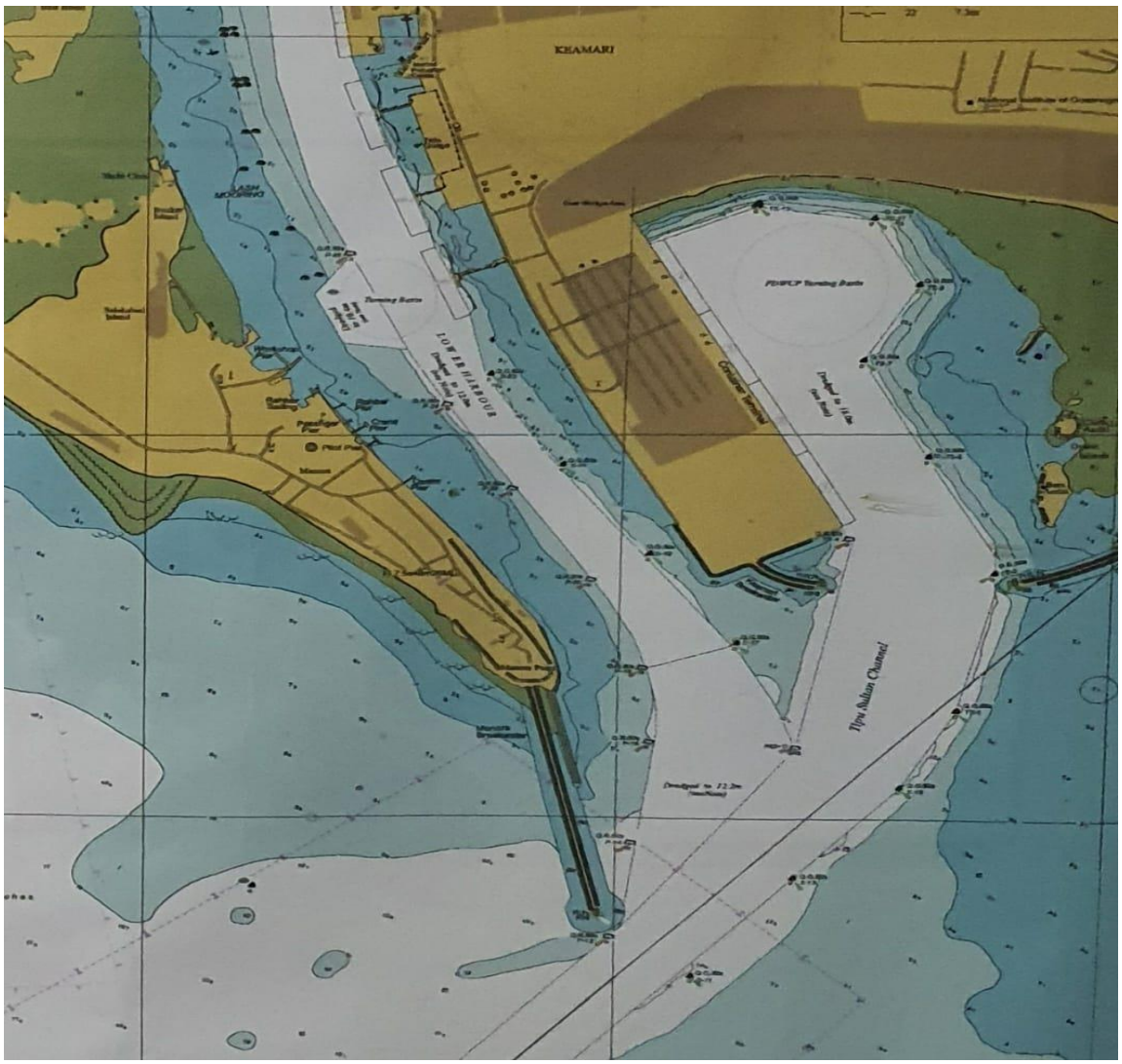
2.6. Directions for leaving Harbour:

Generally vessels leave the port during flood tides. When leaving harbour, the pilot disembarks at the harbour entrance from this position vessels should steer in the dredged channel on True course of 220°, until seaward of Fairway K Light Buoy .Thence, on no account should vessels bring Manora lighthouse to bear less than 030° because of heavy rollers and swell on the edge of the flats to the E.

2.7. Depth Information:

Actual depths available at the various berths are subject to change and are promulgated bi-annually, pre- and post-SW monsoon, by the Dock Master to vessels' agents.

2.8.Lower Harbour:



Lower Harbour extends from the harbour entrance, 1.5 miles NNW, to the S end of East Wharf.

Bhit (24°49'.07N 66°57'.82E) and Baba (24° 49'.43N 66°57.67E) Islands lie on mud banks on the W side of Lower Harbour. Both islands are low and covered almost entirely by buildings and

many fishing boats and local trading craft anchor off and operate from several Jetties. Yari Creek, which is buoyed, leads W between these islands.

On the E side of Lower Harbour, North of Keamari Groyne which forms the SE part of the W bank, there is a large tank farm and a refinery adjacent to the tanker berth; some of the tanks are painted black to resemble houses.

Manora Jetties is the collective name for several piers located on the NE side of Manora Peninsula which extends NW from Manora Point; these include Qasim Pier, Pilot Pier, Crane Pier, Passenger Pier, Rahbar Pier and Workshop Pier.

Oil Berths and Basin, Three tanker berths, each capable of accommodating inward-bound vessels up to 75 000 dwt (please refer to appendix -1), are situated off the E side of Lower Harbour,and are connected to the shore by piers; Boat Basin adjoins the oil berths N. All vessels with expected departure draught exceeding 10.0m shall be berthed with head out.



Oil Pier 1 (0P.1), the S-most berth, is 321 m long and capable of accommodating inward/outward bound vessels up to 75 000 dwt and maximum draught of 13.0 m, orientated NNW SSE alongside the central platform, the breasting and mooring dolphins flanking each side of the central platform stand in much shallower water. There is a turning basin abreast the berth with a dredged depth of 10.4.



Oil Pier 2 (OP.2), situated N of O.P.1, adjoins the dredged channel; it is flanked on N and S sides by breasting and mooring dolphins. It is capable of accommodating inward-bound vessels up to 75 000 dwt and maximum draught of 13.0 m and outward bound vessels 12.50 m.
Oil Pier 3 (OP.3}, the N-most berth, adjoins the dredged channel; It is flanked on N and S sides by breasting and mooring dolphins. It is capable of accommodating inward-bound vessels up to 75 000 dwt and maximum draught of 12.5 m and outward bound vessels 12.25 m.

Moorings. Head and stern moorings, No 1 and Nos 3 to 5, are situated on the W side of Lower Harbour fairway between Bunker Island and Bhit Island.
LASH Mooring, No 2, is situated abreast Bunker Island.
Berthing arrangements. Mooringboatsare provided by the Port Authority to pass vessel lines to mooring buoys. Vessels should let go an anchor in mid-stream to enable them to haul off when leaving; care is required for the holding ground is bad and the anchor may come home.

2.8.1.Yari Creek:

Himalya Jetty (24°49’.16N 66°57’.28E). A berth, with an adjoining slipway, lies on the S bank of Yari Creek about 4.5 cables W of Bhit Island.

2.8.2.Pakistan Deep Water Container Port:

PDWCP (24°'48'.37N 66°59’.37E)- comprises four container berths on the W side of the basin, orientated SSE/NNW. Access to PDWCP is through Tipu Sultan Channel. The channel and basin are dredged to 16 m.

Total Cargo Gantry cranes for loading discharging available at SAPT(PDWCP) port:11 in No.s

Maximum outreach from the rail :66m

Maximum Spreader height from the rails:50.5m



2.9. Upper Harbour:

Upper Harbour (24°49’.80N 66°58’.50E) Is formed on the E side by East Wharf (orientated NNE/SSW about position (24° 49 66°58.70E), and on its W side by West Wharf. Upper Harbour extends SSW to the coastal bank off Bhit and Baba Islands ,and NNE to

Chinna Creek. Bunder and Jinnah Bridges, which carry the railway and road to the mainland. Keamari, a small town built on a sand ridge, lies E of the S part of East Wharf.

East Wharf is the collective name for all the wharves. on the E side of Upper Harbour; the wharves are from S, their usage is as shown below:

Berth No Usage

1 to 3 Coal, General, Bulk - all "dirty" cargoes , DB-1/2 Chem/Ethanol/Mollasses

4 to 5 General, Bulk, Cruise and Naval vessels

6 to 9 Pakistan International Container Terminal (PICT)

Total Cargo Gantry cranes for loading discharging available at
PICT Terminal port:06 in No's
02 Gantry Cranes Maximum outreach from the rail :46m
04 Gantry Cranes Maximum Out reach from the rail: 54m
All Gantries Maximum Spreader height from the rails:38m

10 to 17 Deep Draught, Bulk, General cargo, Naval vessels.

Miscellaneous berths:

Two ship repair berths(Non-operational due to pending dredging) are situated N of No 17 berth.
Napier Mole Boat Wharf, curves NE from the above ship repair berths to Chinna Creek Bridges. it Is used by local craft.

West Wharf has nine berths along its berthing face;

Berth No.	**Usage**
22 and 23	Multi-purpose
24 and 25	Multi-purpose, Bulk Cement and Bulk Chemicals
26 to 30	Karachi International Container Terminal KICT

Total Cargo Gantry cranes for loading discharging available at
KICT Terminal port:11 in No's
03 Gantry Cranes Maximum outreach from the rail used on berth 28-30 =38.5

03Gantry Cranes Maximum Spreader height from the rails used on berth 28-30=27.4m
02 Gantry Cranes Maximum outreach from the rail used on berth 27-29 =41.3
02Gantry Cranes Maximum Spreader height from the rails used on berth 27-29=40m
01 Gantry Cranes Maximum outreach from the rail used on berth 27-29 =55m
01Gantry Cranes Maximum Spreader height from the rails used on berth 27-29=36m
05 Gantry Cranes Maximum outreach from the rail used on berth 26-28 =55-56m
05Gantry Cranes Maximum Spreader height from the rails used on berth 26-28=40m

Juna Bundar,
situated at the head of Upper Harbour on its N side provides four berths, Nos 18 to 21, numbered from E, their usage is as shown below:

Berth No	**Usage**
18 to 21	Multi-purpose

Note:- Reference should be made to Appendix 1, port parameters for above berths.

Upper Harbour



West Wharf



New Channel:

Description. New Channel named as PIDC Channel (24°49'.55N 66°58'.06E) for the use of Navy vessels is entered from N end of the Lower Harbour and extends generally N for about 1 mile with Naval Dockyard on the E side and mudflats and a shallow bank to the W. A training wall, extending 9.25 cables SSW from Fish Harbour, is marked at its head by a light beacon (white. 5 m in height).

Naval Dockyard, located at the SSW end of the peninsula that divides Upper Harbour and New Channel, has four berths, Nos 1 to 4, situated SSW of West Wharf and nine berths, Nos 5 to 13, at the SSW end of New Channel.

Shipyard berths. There are lay-by berths at the shipyard situated NNE of Naval Dockyard.

Fish Harbour,

There are numerous berths for fishing vessels at the well-equipped modern fish harbour adjoining the NNE end of New Channel.

2.10.Harbour regulations:

The port of Karachi. is a restricted area within which no photography is permitted; all cameras are collected and sealed.
Main engines may not be immobilized unless permission from the Port Authority has been obtained.

Port Authority:

Karachi Port Trust, Eduljee Dinshaw Road, Karachi,74000 . Pakistan

2.11. Controlling Depths:

Channels and harbour areas. Dredging *or* the channels is continuous to maintain depths, however,silting is liable to occur during the SW monsoon.

The following depths are maintained as far as possible;

Approach channel	16.0m	
Entrance		
Lower Harbour (S part)	12.0 m	
Lower Harbour (NW part)	9.2 m	
Upper Harbour	12.0 m	
Upper Harbour VAv part)	8.8 m	
New Channel (W of Naval Dockyard)	7.3 m	(PIDC Channel)
Fish Harbour	3.0 m	
Tipu Sultan Channel	16.0 m	
PDWCP Basin	16.0 m	

2.12. Tidal levels:

Mean maximum range about 2.0m, mean minimum range about 1.2 m.

2.12.1. Local weather and sea state:

During the SW monsoon, heavy swell will be encountered in the outer anchorage and the approach to the port; at this time visibility is much reduced due to suspended dust in the atmosphere.
Fog or mist may be experienced at dawn and dusk during the winter months.

Section 3-Port operations:

The port is open for day and night navigation but local weather conditions and port regulations restrict the movement of some vessels.
A port operations and information service is maintained through Manora Pilot Control. Vessels should contact Manora Pilot Controlon VHF Channels 12 and 16.

3.1.Outer anchorage:

General anchorage. From September to May, vessels may anchor off Karachi Harbour as convenient, outside the prohibited anchorage areas. Vessels are advised not to anchor in depths less than 9m and, during April and May, it is recommended to anchor farther offshore in depths not less than 12 m.
Manora control should be contacted on CH 12/16 for anchoring position.

Caution. During the SW monsoon, vessels should not anchor off Karachi; several ships have lost anchors and cables in the outer anchorage whilst attempting to do so.

Prohibited anchorages:
Anchoring is prohibited within the area which extends 5 miles SW from Manora Breakwater (24°47'.10N 66° 58'.91E).
Anchoring and fishing are prohibited in an area extending 2 miles seaward between S and SSW from the rifle range situated on the coast about 2 miles NW of Manora Breakwater Head.Vessels are advised to consult Manora Port Control station for anchoring poition.

3.2.Pilotage:

Pilotage is compulsory for merchant vessels of 200 gt or more; it is provided day and night subject to tides, length and draught. Pilots board in the vicinity of 24° 43'.41N, 66° 55'.78E Fairway K-Light Buoy.

If, because of adverse weather conditions, a pilot cannot be sent out, the Manora port control will inform vessels to that effect.

Waiting areas are allocated by Manora Port Control.

Vessel awaiting a pilot in SW monsoon should have to, with head to wind and sea; thence, on approach of the pilot cutter, vessels must bring the wind and sea on the port quarter and embark the pilot on the starboard side.

Embarkation Policy

The government regulations SRO No. 113(KE)\2016; require more than one pilot as under.

a) For arrival of ships >335meters , pilots (one being part of management)

b) For swinging round of ships >240m in length 2 pilots (one being part of management)

c) For swinging round of ships >269.5m(950ft) in length ,3 pilots out of which one being part of management.

d) In addition to above paragraph a,b and c, Deputy conservator and or Harbour Master if consider it un-avoidable to exercise their discretion and may direct more than one pilot to be in order for single act in certain special cases where prevailing circumstances and conditions may so required.

Disembarkation Policy

Pilots are to disembark from outbound vessels at breakwater after putting her on final course of 220°(T).However during SW monsoon or in bad weather where in pilot professional judgment it is not safe to do so ,they may disembark abeam light house and after disembarkation guide the ship till she clears breakwater and is on her final course of 220°(T).

3.2.1 Pilot Boarding Arrangements

Compliance With SOLAS

To permit the Harbor Pilot to safely embark and disembark from a vessel, boarding arrangements shall be strictly in accordance with current SOLAS requirements.

Vessels arriving at Karachi Port, possessing two accommodation/Pilot ladders shall carry such equipment on each side. If the vessel has only one pilot ladder then that equipment should be capable of being transferred for use on either side. (SOLAS 1974).

Supervision of Boarding Arrangements

The rigging of pilot ladders and the embarkation and disembarkation of pilots thereby will be supervised by a responsible deck officer of the vessel.

Small Vessels

In any small vessel in which the bulwark rails are below the level of the deck of the pilot boat (approximately 6ft or 2m) a safe boarding position on each side of the forward end of the poop shall be provided and equipped with manropes.

Improper Arrangements; Failure to provide a safe and proper method of boarding for the Pilot will result in the Pilot refusing to board and the vessel being ordered to anchor until the fault is rectified.

3.3. Local knowledge

It is dangerous for vessels to proceed within 2 miles of the harbour entrance without local knowledge under no circumstances should a merchant vessel or foreign warship attempt to enter harbour without a pilot.

3.4.Regulations concerning entry

- All vessel movements at Berths 18 to 23 are restricted to daylight hours.
- Vessel drawing draft of more than the sanctioned depth mentioned in chart PAK 30 will not be allowed to enter the Port.
- The above draught/ dimensions are subject to availability of sufficient tide/weather condition
- Deep draft vessels are to commence discharging immediately after berthing.
- Ship on arrival at outer anchorage is to communicate correct draught and other vessels particulars.
- Existing Harbour Vessel 290 (M) LOA and above will be swing around during day light only.
- Vessels above 305(M) LOA will be allowed subject to intimation of ETA 07 days before arrival and prior approval of Port Authorities.
- SAPT: Draft Subject to Weather, **14M in all weather condition, 16M on top of High Water only**.
- At SAPT, being newly constructed port, vessel 330(M) LOA and above on arrival will be handled with an additional pilot for safety.
- Vessel LOA 240m and above two pilots will attend the sailing.

- Vessel LOA 290m and above two pilots and HOD will attend the sailing.
- SAPT-2 and SAPT2/3, two pilots will attend the arrival irrespective of vessels length.
- Tankers arriving with 10m draft for loading at oil pier and DB1-5, expected with sailing draft more than 10m should require swing around with fresh pilot.
- Vessels in quarantine must anchor as advised by the Port Authority and must not enter the harbour during the hours of darkness.

3.5. Tugs and Harbor Crafts

3.5.1. Tugs are for Port Use Only

Under normal operating conditions, no tug or other marine vessels shall be permitted alongside any vessel before the Harbor Pilot boards the vessel. Should the Harbor Pilot deem the assistance of a tug to be necessary, he will then give the proper signal.

3.5.2. Harbor Tugs

Karachi Port Trust operates harbour tugs of various types, some with fire fighting and oil pollution combating capability.

Method of Use Tugs lines are used however vessels should have good quality ropes available to supplement these in periods of bad weather and when necessary.

3.5.3. Pilot Boats

Pilot boats carry regulation signals, are equipped with Radar, AIS and VHF radio.

3.5.4. Line Handling Boats

For Oil Piers, workboats are available and are equipped with VHF. They assist in mooring operations.

Section4-Arrival and departure procedures

1. Pilotage is compulsory for vessels of 200 gt and over.
2. Notice of ETA: Vessels should send ETA and draught 48h before arrival through the agent.
3. Inward-bound vessels should contact the port control when within VHF range.
4. On arrival at the anchorage vessels should report the following:

    a) Time of arrival
    b) Vessel's name and flag
    c) Cargo
    d) Position

5. Vessels should establish a listening watch on VHF Ch 12 when in port limits.
6. Outward-bound vessels should maintain a listening watch on VHF Ch 12 through out her stay and until outside the port limits.
7. Pilot boards in position 24°42′·30N 66°56′·20Eor as require by the pilot.

NOTE:

Manora Pilot Control maintains a Port Operations and Information Service.

CONTACT DETAILS:

Call: Manora Pilot Control
VHF Channel: Ch 16; 08 09 11 12

Port Authority:

VHF Channel: Ch 16; 12 14 20
Telephone: +92(0)21 99214530-99214541
+92(0)21 99214321
Fax: +92(0)21 99214329
+92(0)21 99214330

E-mail: gmo@kpt.gov.pk
Website: www.kpt.gov.pk

SOUTH ASIA INERNATIOAL CONTAINER TERMINAL

Telephone: +92(0)2132862771-76
Fax: +92(0)21 32862771-76
E-mail: info@sapt.com.pk
Website: www.sapt.com.pk

KARACHI INTERNATIONAL CONTAINER TERMINAL

Telephone: +91(0)21 32316401
Fax: +91(0)21 32313816
E-mail: info@kictl.com
Website: www.kictl.com

PAKISTAN INERNATIOAL CONTAINER TERMINAL

Telephone: +92(0)21 32855701-32855709
Fax: +92(0)21 32855715
E-mail: helpdesk@pict.com.pk
Website: www.pict.com.pk

Section5-Port navigation and movement restrictions

5.1 Tidal Consideration

Karachi port is a semidiurnal tidal port and hence tidal consideration for deep draft vessel is high priority.

While planning the passage due consideration to be given to the height, speed and direction of the tide in addition to the prevailing weather conditions affecting the ship maneuverability.

Master should note that ship may have to wait for her entry turn if more than 2 arrivals are planned; priority is given to deep drafts ships with relation to available depth trough out the passage including berth, tidal effects and ships characteristics favorable in berthing duration. Delays in sailings prior arrivals at high waters also contribute in such waiting.

5.2 Under Keel Clearance:

a) UKC varies according to the type of ship and its draught and speed.
b) The master shall calculate his ship's deepest draught and the controlling depth and discuss this with the pilot prior in entering channel. Consideration of following is required:

c)

1) Maximum draught of the ship and trims/list characteristics
2) Transit speed and the corresponding "squat" characteristics.
3) The tide and current conditions.
4) Current sea state and swell.
5) Weather conditions with special regard to the prevalent wind and its effect on maneuvering the ship.
6) The state of the navigational channel and shallow patches if any.

5.3 Speed Limits:

a) Every vessel in the navigational channel of Karachi shall at all times:
   1. Move at safe speed so that she can take proper and effective action to avoid collision and be stopped within the distance appropriate to the prevailing circumstances and conditions.
   2. Vessel's while transiting the channel shall have due regard to the following:

i. Small craft, cross channel traffic, towing, naval and diving operations.
ii. Ship moored at berth, double banked and on the moorings.
iii. Dredgers employed in the channel and floating cranes operating.
iv. Rudder effectiveness is to be catered for while rounding the bends in the channel. Speed/engine revolution are to be accordingly determined.
v. While approaching the berth speed is to be adjusted so as to avoid rapid and high engine orders.

Section6-Environmental Protection

The Marine Pollution Control department has been set up by KPT in 1996 to address the environmental issues related to the marine pollution at the Karachi harbor.
The Marine Pollution Control Department MPCD rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement MPCD Plans. The MPCD rule is part of the Oil Pollution Prevention regulation, which also includes the Facility Response Plan rule.
The harbour which spreads over an area of around 62 sq km received diversified pollutant from the land based as well as marine based sources.
These include around 400 mgd of untreated industrial -cum municipal waste from the city, operational wastes from the hundreds of fishing craft at Karachi fisheries, refuse from the various industrial and commercial premises situated on the perimeter of the harbour and operational emissions from ships calling Karachi port.

Functions:

- Oil spill Response
- Ship's Inspection
- Harbour Surveillance
- Harbour Cleaning
- Environmental audit in oil installations
- Water Quality monitoring
- Firmness of oil/water barges

- Fencing of oil tankers by oil boom
- Monitoring shore disposal of wastes
- Rehabilitation of mangroves
- IMO workshops

6.1. Shore Reception Facility:

6.1.1Disposal Procedure via Register Service Providers

- Service Provider registered as per KPT.
- Service provider submit written request on his Firm Letterhead along with Shipping Agent nomination letter and Advance Notification Form.
- Service Provider will pay KPT dues through Challan in the Account of Chief Account Officer, KPT.
- Service Provider submit Safety Talk with Firm Stamp & Signature of Owner.
- Permission will granted for day light work, if any change or required night operational work the Service Provider will submit vessel written request endorsed by concerned Shipping Agent.
- Service Provider fully follow EHS Rules during operation i.e KPT fire Tender should present from starting of operation till completion.
- Service Provider paid all Legal payments as per Port Rules & Regulations.
- Service Provider should submit WDR after the completion of operation work that Sludge/Garbage according to ANF Form.

Section7-Work Permits

7.1.General

Certain ship board activities are regulated through a system of permits. Applications should be submitted via the shipping agent and by fax or email to the deputy conservator. Ship Master must comply with all requirements specified in the permit.

Works required permits include:

- Immobilizing main engine
- Main Engine trials after maintenance(non routine)
- Tank crude oil washing
- Controlled activity permits(Painting , entry into enclosed spaces, hot work and Over side Work)
- Bunkering

- Ship to ship/shore transfer operations
- Diving or underwater work
- Life boat drills

7.2.Work Permits Descriptions

7.2.1.Immobilization Main Engines;

Ship wishing to gain permission to immobilizationof main engine whether at anchor or alongside must lodge an application via shipping agent at least 24 hour prior to the requested immobilization.

7.2.2.Life Boat Drills

Ships wishing to carry out life boat drills, or put boats in the water for painting or maintenance purposes must first obtain permission from the port authority.

7.2.3.Engine Trials

Ships wishing to carry out engines trials must submit an application with port authorities 24 hours prior to trials

7.2.4.Controlled Activity Permits(Painting, Entry Into Enclosed Spaces, Hot Work And Overside Work)

Karachi port has strict guidelines on the performance of “Controlled activities” on ships within the port limits. Ships intent to undertake such work must:

a) Submit an application to port authorities via shipping agents
b) When permission granted, master of the vessels must comply with the conditions of approval.

Masters are advised to notify control tower on VHF CH: 12, when work will commence and again on completion of work.

7.2.5: Tank/Crude Oil Washing / De-Ballasting:

Ships intend to carry out tank washing, including crude oil wash and de-ballast operations must obtain approval from the port authorities prior commencement of such operations.

7.2.6: Tankers At Non-Tanker Berths

Karachi port has strict guidelines on berthing of tankers at non-tanker berths. Agents and Masters wishing to berth tankers at such non-tanker berths must comply with guidelines laid down by the Karachi Port Traffic Department.

Section8-Dangerous Cargo

8.1.General

Karachi Port traffic department is responsible for the management of dangerous goods in port, including the loading and unloading of ships alongside and movement across the wharf. KPOC is responsible for monitoring and managing the safe movement of ships in harbour. KPOC will assist the port authorities in controlling traffic movement in the port,responding to emergency situations. Agents may contact Manager MPCD for details.
The following codes and guidelines apply:

- IMO – IMDG Code
- International chamber of shipping oil companies, international marine forum
- Society of international gas tankers and terminals (ISGOTT)

The port of Karachi Act XV of 1908 rule 91 (a) as amended.

8.1.1.Notification

Port rule 91(a) framed under port Act XV of 1908 as amended, outlines the duties of owners and masters of vessels in relation to the carriage of dangerous goods. The regulation requires that ships carrying dangerous goods and bulk liquids must comply with the appropriate directions of the IMDG code and are to notify KPOC. Ships have to report the information required in port rule 91 of the Act namely the arrival and/or departure of the ship, the removal of the ship to another berth or anchorage, the transfer of the cargo to another ship the loading of the cargo, and the details of the cargo in an approved form. In the port of Karachi agents/masters are to submit dangerous goods information to the port operation department.
Note: Detailed information is available in “Traffic Department Information Manual” and can be obtained from KPT-Head Office through local agent.

8.2.Explosives

The master of every vessel arriving at Karachi port with explosives on board, or the agents of such vessels shall give notice to the Dy. Conservator of the intended arrival of the vessel not less than 48 hours before its arrival at the port.

NOTE: For detail information traffic department manual can be obtained from KPT head office traffic manager through agent

بسم اللہ الرحمٰن الرحیم

کراچی پورٹ ٹرسٹ

ھدایات

اقوامِ متحدہ کے بین الحکومتی جہاز رانی کے مشاورتی ادارے (IMCO) نے بین الاقوامی شہرت یافتہ سائنسدانوں کے مشورے سے بین الاقوامی ڈینجرس گڈس کوڈ (IMDG CODE) مرتب کیا ہے جس کے مطابق ڈینجرس گڈس کو ۹ درجوں میں حفاظتی تدابیر کی خاطر تقسیم کر کے ہر درجہ کے لئے ایک خاص رنگ اور شمار کا نشان مقرر کیا ہے اور دنیا کی بیشتر حکومتوں نے اس سے اتفاق کیا ہے کہ وہ ہر رنگ پر اس کوڈ (کتاب) کے مطابق نشان لگائیں گے۔ آٹھ قسم کے کیمیکل پر نشانات تو لگے ہوں گے مگر ایک قسم ایسی بھی ہے جس کے نشان کے بارے میں اتفاق نہیں ہو پایا ہے۔ ان اشیاء میں خاص طور سے کلورو فارم۔ ماچس۔ فارمل ڈی ہائیڈ۔ فاسفورس وغیرہ قابلِ ذکر ہیں۔ ان کے علاوہ دو کیمیکل ایسے بھی ہیں جن کے ڈرم پر نشان تو ہوتے ہیں مگر کراچی بندرگاہ میں وہ وہارف پر اُتارے جاتے ہیں، جو مندرجہ ذیل ہیں:

۱۔ سوڈا کاسٹک نشان نمبر ۸ : وہارف پر اُتارا جائے گا اور کھلی جگہ پر رکھا جائے گا۔

۲۔ کیلشیم کاربائیڈ نشان نمبر ۳-۴ : وہارف پر اُتارا جائے گا اور مخصوص جگہ پر رکھا جائے گا۔

اس کی پشت پر آٹھوں نشان کے نمونے آپ کی مدد اور بندرگاہ کے حفاظتی اقدام کے طور پر جناب چیئرمین کراچی پورٹ ٹرسٹ کے ایما سے جناب جنرل منیجر پورٹ آپریشن کے۔ پی۔ ٹی کی وساطت سے شائع کئے گئے ہیں۔

مزید تفصیلات کے لئے کراچی پورٹ کی انتظامیہ نے یہ ڈینجرس گڈس کوڈ (کتاب) ڈینجرس کارگو ہینڈلنگ سیکشن ویسٹ وہارف یونٹ کنٹرولر این۔ ایم۔ بی وہارف، ٹریفک منیجر آفس اور ڈپٹی کنزرویٹر آفس کو مہیا کر دی ہیں۔

ڈینجرس کارگو ہینڈلنگ وبارجز سیکشن ویسٹ وہارف
کے۔ پی۔ ٹی

فون نمبر: ۲۰۱۸۱۷

خبردار۔ مذکورہ نشانات لگا ہوا خطرناک سامان جہاز۔ بارج یا کنٹینر سے اتارتے چڑھاتے اور شیڈ میں رکھتے ہوئے ایک رنگ کا نشان لگا ہوا سامان دوسرے رنگ کے نشان لگے ہوئے سامان سے الگ رکھا جائے۔

*IMCO was renamed as IMO(International Maritime Organization)in 1982.

*KPT is IMO compliant and following it since it's beginning.

KARACHI PORT TRUST

Packing containing explosives should also be marked with the division and compatible group in which contents are classified. These markings should appear on the label.



Dangerous Cargo segregation at the Port of Karachi
Guide lines as per International Maritime dangerous Goods Code
Issued by:IMO(International Maritime Organization

Class		1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives	1.1,1.2,1.5	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives	1.3, 1.6	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives	1.4	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable gases	2.1	4	4	2	X	X	X	2	1	2	X	2	2	X	4	2	1	X
Non-toxic, non-flammable gases	2.2	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases	2.3	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	3	4	4	2	2	1	2	X	X	2	1	2	2	X	3	2	X	X
Flammable solids**)	4.1	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances liable to spontaneous combustion	4.2	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances which, in contact with water, emit flammable gases	4.3	4	4	2	X	X	X	1	X	1	X	2	2	X	2	2	1	X
Oxidizing substances (agents)	5.1	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	5.2	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	6.1	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	6.2	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive materials	7	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosives	8	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous substances and articles	9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Section9-Emegency Management

The aim of this section is to provide guidance to the port community about initial response procedures to dangerous incidents, emergencies, terrorist acts and other disasters.

9.1.Priority

In the event of an emergency / incident all available resources are to be used to achieve the following in order of priority:

a. Safety of human life.

b. Protection of property, equipment and cargo.
c. Restoration of facilities.
d. Protection of the environment.
e. Resumption of normal operations.

9.2.Fire Or Explosion Aboard A Vessel Including Tanker

9.2.1.Harbour Master's Authority

The Harbour Master of Karachi Port Trust is authorized to:

a. Remove any vessel from a berth.
b. Order any vessel working on an adjacent berth to move off the jetty.
c. Order the evacuation of the vessel's crew.
d. Order use of shore based equipment to be used onboard the vessel.
e. Order any vessel adjacent to cease loading or discharge operations.
f. Whilst such orders or directions will generally be issued in cooperation with a vessel's master; the Harbour Master may override any decision of the master of the vessel

9.2.2.Action By Ship Staff

On the outbreak of fire aboard a vessel or an explosion resulting in a fire, the Master or Officer in-Charge of Vessel at the time should:

a. Raise the ALARM, using the recognized alarm signal of at least seven short blasts on the ship's siren.
b. Report the incident to the Harbour Master by telephone or VHF.
c. Report the incident to the concerned stevedore.
d. Direct the crew in combating the fire with use of the vessel's firefighting equipment (if still accessible/operative) until such time as Fire Brigade personnel take control.

9.2.2.1.Cease Operations Immediately

All operations of whatever nature must be stopped immediately and all persons, apart from those crew members who are required to remain onboard to fight the fire and undertake other emergency duties, should be evacuated ashore to a "safe zone", where, a roll call is to be conducted against crew/labour lists to ensure all are accounted for.

9.2.2.2.Disconnect.

Where applicable, and if possible, metal loading arms or hoses are to be disconnected and valves and tank openings to be closed.

9.2.2.3.Engines Status.

Main engines and steering gear should be brought to a "stand by" condition, if possible.

9.2.2.4.Stability Of Vessel.

Should water enter, or is likely to enter, cargo spaces, tanks or other spaces in the vessel in such quantity as may adversely affect the vessel's stability/trim/angle of heel, it is vitally essential that the potential influence of such ingress of water be carefully assessed.

9.2.2.5.Ship's Plans.

A copy of the vessel's General Arrangement Plan, Fire Fighting Equipment Plan and stability data information should be landed ashore if access to, or existence of such plans and data become threatened.

9.2.2.6.Vessels Alongside.

Any barge, lighter or craft moored alongside a vessel on fire should be removed.

9.2.2.7.Agent Of Vessels.

The agent of a vessel on fire should be informed as well as those of other vessels in the vicinity.

9.2.2.8.Fire Fighting Measures

a. Depending on the location and severity of the fire, consideration should be given to cooling down adjacent tanks, compartments, etc.
b. After the fire has been extinguished, due consideration should be given to maintaining the vessel in a safe condition, given that the heat from a fire may continue to generate hazardous vapours which could cause an explosion and a further outbreak of fire.
c. A continuous fire watch should be maintained on a vessel after a fire has been extinguished until such time as all threat of danger has finally passed.

9.3.Storm Warnings:

9.3.1.Guidance For Merchant Vessels.

a. When a tropical cyclone threatens, the absence of sheltered berths or anchorages makes evasion at sea the safest course of action for all seagoing Merchant vessels over 200 GT. When sustained winds of 48 knots or greater are imminent, evasion at sea should be considered. Some factors that may affect this decision are:
    (1) The forward speed of the storm.
    (2) The radius of hazardous winds and seas that can impact a vessel's capability to reach open water and then to maneuver to evade.
    (3) The time necessary to make preparations to get underway.

(4) The time necessary to reach open water.

b. Any sea going vessel greater then 200 GT permitted to remain in port should have the outboard anchor at short stay, maximum mooring lines out, engines standby / running, have a navigation watch set, and maintain a listening watch on Channel 16 VHF.

c. Vessels moored to wharves and piers that cannot get underway should take all necessary precautions to secure the vessel for heavy winds and water surges. Particular attention should be paid to cargo arrangements. Hazardous materials (containerized or bulk) should be removed from the vessel and properly secured ashore.

d. All ships in refit at local ship repair facilities should maintain steaming readiness condition if possible. Due consideration should be given for any ship unable to get underway for evasion and the safety of her present berth and, if necessary, be shifted to an alternate berth prior onset of storm.

9.3.2. Vessel Evacuation Procedures.

a. All seagoing vessels and barges greater than 200 GRT are required to leave the port, in the event they are not capable of proceeding to sea, the person in charge of the vessel must submit a written request to the KPT to allow the vessel to remain in port.

b. If a vessel's request to remain in port is denied by the Port Authority, all parties (Vessel, agent, Ports Authority, Pilot) will coordinate the vessel's movements out of the port.

c. Vessels allowed to remain in port must follow their approved mooring plan at all times, and must secure the vessel to the satisfaction of the Port Authority.

d. All self-propelled Seagoing Merchant vessels greater than 200 GRT should proceed to sea and evacuate the port. If they are unable to proceed due to some machinery or other reason, they should request permission, in writing, from the KPT to remain in port at least 48 hours prior to possible landfall of 60knot winds. Only vessels that are granted permission will be allowed to remain in port, this includes laid up vessels also.

e. Tugs with tows should provide notice of intention to remain in port no later than 72 hours prior to possible landfall of 50 knots winds.

Section10-Port Safety

The Port Safety department was established in Nov 2004. Necessary staff, equipment and organization have been made available. The Safety Policy and Doctrine of the Port and its implementation procedures have been promulgated for the port users. An elaborated safety management system has been implemented.

Regular safety meetings with port users take place. The mobile safety monitoring teams maintain vigilance round the clock in the port to enforce safety rules and impose penalties on those violating. The fully Automated Karachi Port Operations Centre (KPOC) being hub of all monitoring efforts is manned round the clock and is working with modern facilities. A Ship Vetting Cell started operations in close coordination with the KPOC to keep an eye on the operational state of ships entering Karachi harbour, thus ensuring safety of the port. KPOC also serves as Disaster and Crises management centre. Various Emergency Response Plans have been made and are exercised regularly.

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Section11-Security

11.1. Establishment of Port Security Force

Karachi Port with regard to security has taken a giant leap forward in the area of technology and sophistication. The security sector has been totally revamped with the induction of Port Security Force. Karachi Port Trust is fully alive to the global security environments and is proactively poised to meet future formidable security challenges. The goal of Karachi Port Trust is to provide secure environment in which trade can be conducted with high assurance and equilibrium of security & safety versus efficiency. KPT, after having evaluated the global security environments, has embarked upon revolutionizing security on the port introducing state of art security infrastructure as per requirements of IMO and implementation of ISPS Code in real spirit.

11.2. Video Management System (VMS)

As part of mitigation strategies, KPT has installed state of the art harbour and area scanning cameras on the port with following specification:

- Espirit TM Image Pak System, PTZ outdoor colour Digital Camera System.

- Spectra III TM Series High Resolution Speed Dome, 16 x for surveillance of gates, plinths and quay wall.
- Digital, distributed, networked integrated for Video Management and surveillance over Inter Protocol (IP) networks.
- Digital recording and surveillance serve as high capacity database.

VMS greatly enhances security, safety and emergency response on the port and renders advantages as under:

- It tracks ships right from anchorage to the berth.
- Assists in identification and monitoring of ships without transponders.
- Provides surveillance and monitoring of all the ships/ crafts inside the harbour.
- Assists in identification of suspicious ships/ crafts in the harbour.
- Allows surveillance and monitoring of the ships at the berths.
- Surveillance and monitoring of cargo operations.
- Surveillance and monitoring of vehicular traffic on the port.
- Enable to activate prompt response to meet emergencies.
- Helps in maintaining historical record of movement of ships/ cargo.

11.3. Anti Pollution Patrol

The Port Security Force in tandem with Marine Pollution Department KPT, patrols / survey the Karachi Harbour against pollution proliferators and bring the culprits to justice.



11.4. Implementation Of ISPS Codes

The Karachi Port has complied with ISPS Code as per requirements of IMO on 1st July, 2004. The Karachi Port has been divided into three port facilities. All the port facilities are being monitored by:

1. Harbour patrol by boats with armed port security personnel.
2. Mobile patrols through mobile vans and motor cyclist on wharves, roads and jetties.
3. Excess Control System at entry/ exits gates is equipped with Biometrics, Smart Card Recorders and CCTV.
4. Computerized Gate Pass System for rntry with in bonded area.

The three port facilities as under:

- **Port Facility - I:**

Oil Pier I, II, III, Mooring Area and Anchorage Area

The Port Facility Security Officer –I can be contacted on PFSO-I, Contact No. 0333-2378561.

- **Port Facility – II:**

  Berth No.5 and 10 -17

  The Port Facility Security Officer –II can be contacted on PFSO –II Contact No. 0333-2378561.

- **Port Facility – III:**

  Berth No.18-25

  The Port Facility Security Officer –III can be contacted on PFSO – III Contact No. 0333-2378562.

The two private terminals in Karachi Port have been declared as two separate identities and facilities namely:

- **PICT (Pakistan International Container Terminal) Facility:**

  Berth No. 6-9

  PFSO Col (R) Nadeem Contact No.0321-8750868

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

  Berth No.26-30

  PFSO Lt Col. (R) M. Ramzan Contact No.0321-3970559



11.5. Karachi Port Operation Centre (KPOC)

The state of the art KPOC has been established at a strategic location having panoramic view of the port to supervise, monitor and control activities. The centre is fully computerized and all the reports and returns are being electronically generated. Intranet, internet and direct communication facilities help in making prompt and real time decision making. KPOC serves as a nerve centre and houses representatives of departments of the port.

Functions of KPOC are:

- To collect, collate process and disseminate information.
- Monitor and control port operations.
- Act as communication centre.
- Act as focal point to render technical assistance.
- Monitor and control marine pollution in the harbour.
- Co-ordinate and maintain security activities on the port.
- To activate emergency response to handle crises situation.

S.No.	Designation	Telephone Numbers
1.	General Manager (Ops)	99214375, 99214379, 9921530 - Ext. 2240
2.	Traffic Manager	99214361, 99214530 - Ext. 2466
3.	Deputy Conservator	99214321, 99214530 - Ext. 2242
4.	Harbour Master	99210431, 99210426.
5.	Commandant Port Security Force	99214350, 99214530 - Ext. 2645
6.	Operation Room Officer	99263046, 99214555, 99214530 - Ext. 2557, 2539, 2693
7.	Manager Port Safety	99214598 - Ext. 2487
8.	Crisis Management Cell	99210404 – Ext. 2800
9.	Port Fire Service	99263344 – 55, (100)
10.	KPT Hospital / Ambulance	99263031 – 33 (201)

Section12-Port Services

Port has facility of hospital; floating cranes, largest carne having capacity of 125 tonnes and vessels fitted with fire and salvage pumps.

Supplies:

Port has facility for availability of Diesel oil by lorry: fresh provisions; potable and boiler water at wharves or by barge; supply may be limited by seasonal shortage. between May and August, to 200 tonnes or less.

Disposals:

The facility for disposal of garbage and sludge removing is available at berths and anchorage. The ship's agent may request manager MPCD(Marine Pollution Control Department) through general Manager (Ops) to assign the task of removal of oily waste to the KPT's sludge/garbage removal operator. Removal of sludge is allowed only through the road tankers.

Sludge and Garbage can be discharged at anchor through barges after fulfilling required documents procedure.

Repairs

Naval Dockyard. There is a dry dock on the E side of Naval Dockyard.
Commercial Dockyard. There are two dry docks opening into New Channel that are owned by Karachi Shipbuilding and Engineering Works, a company which undertakes extensive hull and engine repairs and also provides a small repair shop for minor work. There is also a small dry dock at Manora.

Largest dry dock:

Commercial Dry Dock No 1: length 185.75 m; width 27 m; vessels up to 26 000 dwt and draught 4.72 m; depth on sill at MHWS 8.53 m.
Outer Anchorage. limited repairs at the anchorage except during the SW monsoon.

Section13-Appendix

Appendix1:Port Parameters

Appendix2:Advance Notification Form For Waste Delivery To Port Reception Facilities

Appendix3:Standard Format For The Waste Delivery Receipt

Appendix 4:Standard Format For Advance Arrival Notification

Appendix5:ISPS Forms

Appendix6:Karachi Harbour Chart Pak30

Appendix1:Port Parameters

PORT PARAMETER

OP-1 (POL PRODUCTS)	MAX LOA 259 M MAX BEAM 44 M MAX DRAFT IMPORT 13 M MAX DRAFT EXPORT 13 M	MAX DWT 75.000 TONS MAX DISPL 95.000 TONS	Crude Oil & HSD. CHEM (PRIVATE)
OP-2 (POL PRODUCTS)	MAX LOA 259 M MAX BEAM 44 M MAX DRAFT IMPORT 13 M MAX DRAFT EXPORT 12.5 M	MAX DWT 75.000 TONS MAX DISPL 95.000 TONS	Chemical, Ethanol, Molasses Crude Oil, Palm Oil, HSD & AV GAS.MOGAS.NAPTHA .HSFO.LSFO.
OP-3 (POL PRODUCTS)	MAX LOA 259 M MAX BEAM 44 M MAX DRAFT IMPORT 12.5 M MAX DRAFT EXPORT 12.25 M	MAX DWT 75.000 TONS MAX DISPL 95.000 TONS	Chemical, Ethanol, Molasses Crude Oil, Vegetable Oil, Naphtha, Base LSFO, HSFO AV GAS, MOGAS
BERTH NO. 1,2,3	MAX LOA NR MAX BEAM NR MAX DRAFT 10.67 M	Dedicated coal Berth and General Cargo/ Bulk/ Deep Draft all dirty Cargoes DB-1 and DB-2 CHEM.ETHANOL.MOLLASSES.	
BERTH NO. 4-5	MAX LOA 186 M MAX BEAM NR MAX DRAFT 10.75 M	Deep Draft/Bulk/General Cargo/Cruise Ships/ Naval Ships/Car Carriers	
PICT BERTH NO. 6-9	MAX LOA 305 M MAX BEAM NR MAX DRAFT 13 M	Dedicated Container Terminal in Private Sector PICT w.e.f 01-08-2005.	
BERTH NO. 10,11,12	MAX LOA 250 M MAX BEAM NR MAX DRAFT 13 M	Deep Draft/Bulk/General Cargo/ Naval Ships	
BERTH NO. 13-14	MAX LOA 250 M MAX BEAM NR MAX DRAFT 13 M	Deep Draft/Bulk/General Cargo/ Naval Ships/ Car Carriers	
BERTH NO. 15-17	MAX LOA 250 M MAX BEAM NR MAX DRAFT10.5 M	Deep Draft/Bulk/General Cargo/ Naval Ships/ Car carriers	
BERTH NO. 18-19	MAX LOA 170 M MAX BEAM NR MAX DRAFT 9.5 M	General + Project cargo, Jute/Break bulk +Geared Containers	
BERTH NO. 20-21	MAX LOA 200 M MAX BEAM NR MAX DRAFT 9.5 M	General + Project cargo, Jute/Break bulk +Geared Containers	
BERTH NO. 22-23	MAX LOA 150 M MAX BEAM NR MAX DRAFT 7.5 M	General , Jute/Break bulk +Geared Containers	
BERTH NO. 24-25	MAX LOA 200 M MAX BEAM NR MAX DRAFT 10.0 M	General + Project cargo, Jute/Break bulk +Geared Containers, Bulk Cement. Car Carriers/ Liquid Products.	
KICT BERTH NO 26-30	MAX LOA 305 M MAX BEAM NR MAX DRAFT 13 M	Dedicated Container Terminal in Private Sector KICT	
SAPT SAPT-1,2,3,4	MAX LOA 400 M MAX BEAM NR MAX DRAFT 16 M	Dedicated Container Terminal in Private Sector SAPT	

OTHER INFORMATION

1) There are no restriction on the beam for the general Cargo vessels when the ships are working with their own gear

2) There are no Rail served Berths on East Wharves.

3) Movement at Berth No.18 to 23 restricted to Day light only.

4) Vessel drawing draft of more than the sanctioned depth will not be allowed to enter the Port.

5) The above draught/ dimensions are subject to availability of sufficient tide/weather condition

6) Deep draft vessels are to commence discharging immediately after berthing.

7) Ship on arrival at outer anchorage are to communicate correct draught and other vessels particulars.

8) Existing Harbour Vessel 290 (M) LOA and above will be swing around during day light only.

9) Vessels above 305(M) LOA will be allowed subject to intimation of ETA 07 days before arrival and prior approval of Port Authorities.

10) SAPT: Draft Subject to Weather, 14M in all weather condition, 16M on top of High Water only.

11) At SAPT, being newly constructed port, vessel 330(M) LOA and above on arrival will be handled with an additional pilot for safety.

12) Sailing of vessel LOA 240m and above will be attended by 2 pilots.

13) Sailing of vessel LOA 290m and above will be attended by 3 pilots.

14) Arrival of vessel at SAPT-1 and SAPT-2/3 will be attended by 2 pilots irrespective of ship's length.

15) Tanker arriving with 10m draft for loading at oil piers and berth 1 to 5 expected with sailing draft more than 10m should require swing around with fresh pilot.

Appendix2: Advance Notification Form For Waste Delivery To Port Reception Facilities

STANDARD FORMAT OF THE ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

Notification of the Delivery of Wastes/Residues to: …… *(enter name of port or terminal)*

The master of a ship should forward the information below to the designated authority at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours.

This form should be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book or Garbage Record Book.

DELIVERY FROM SHIPS (ANF)

1. SHIP PARTICULARS

1.1Name of ship:		1.5Owner or operator:		
1.2IMO number:		1.6Distinctive number or letters:		
1.3Gross tonnage:		1.7Flag State:		
1.4Type of ship:	☐ Oil tanker	☐ Chemical tanker	☐ Bulk carrier	☐ Container
	☐ Other cargo ship	☐ Passenger ship	☐ Ro-ro	☐ Other (specify)

2. PORT AND VOYAGE PARTICULARS

2.1Location/Terminal name and POC:	2.6Last Port where wastes/residues were delivered:
2.2Arrival Date and Time:	2.7Date of Last Delivery:
2.3Departure Date and Time:	2.8Next Port of Delivery (if known):
2.4Last Port and Country:	2.9Person submitting this form is (if other than the master):
2.5Next Port and Country (if known):	

3. TYPE AND AMOUNT OF WASTES/RESIDUES FOR DISCHARGE TO FACILITY

MARPOL Annex I – Oil	Quantity (m^3)
Oily bilge water	
Oily residues (sludge)	
Oily tank washings	
Dirty ballast water	
Scale and sludge from tank cleaning	
Other (please specify)	
MARPOL Annex II – NLS	**Quantity (m^3) /Name**[1]
Category X substance	
Category Y substance	
Category Z substance	
OS – other substances	
MARPOL Annex IV – Sewage	**Quantity (m^3)**

MARPOL Annex V – Garbage	Quantity (m^3)
A. Plastics	
B. Food wastes	
C.Domestic wastes	
D. Cooking oil	
E. Incinerator ashes	
F. Operational wastes	
G. Animal carcasses	
H. Fishing gear	
I.E-waste	
J. Cargo residues (non-HME)[2]	
K. Cargo residues (HME)[2]	
MARPOL Annex VI – Air pollution	**Quantity (m^3)**
Ozone-depleting substances and equipment containing such substances	
Exhaust gas-cleaning residues	

Name of ship:	IMO Number:

Please state below the approximate amount of wastes/residues remaining on board and the percentage of maximum storage capacity.If delivering all wastes/residues on board at this port please strike through this table and tick the box below.If delivering some or no waste/residue, please complete all columns.

I confirm that I am delivering all the wastes/residues held on board this vessel (as shown on page 1) at this port

Type	Maximum dedicated storage capacity(m^3)	Amount of wastes/residues retained on board(m^3)	Port at which remaining wastes/residues will be delivered(if known)	Estimate amount of wastes/residues to be generated between notification and next port of call (m^3)
MARPOL Annex I – Oil				
Oily bilge water				
Oily residues (sludge)				
Oily tank washings				
Dirty ballast water				
Scale and sludge from tank cleaning				
Other (please specify)				

[1] Indicate the proper shipping name of the NLS involved.

[2] Indicate the proper shipping name of the dry cargo.

MARPOL Annex II – NLS[3]				
Category X substance				
Category Y substance				
Category Z substance				
OS – other substances				
MARPOL Annex IV – Sewage				
Sewage				
MARPOL Annex V – Garbage				
A. Plastics				
B. Food wastes				
C. Domestic wastes				
D. Cooking oil				
E. Incinerator ashes				
F. Operational wastes				
G. Animal carcasses				
H. Fishing gear				
I. E-waste				
J. Cargo residues (non-HME)[4]				
K. Cargo residues (HME)[4]				
MARPOL Annex VI – Air pollution				
Ozone-depleting substances and equipment containing such substances				
Exhaust gas-cleaning residues				

Date: ..... Name and Position: .....

Time: ..... Signature: .....

[3] Indicate the proper shipping name of the NLS involved.

[4] Indicate the proper shipping name of the dry cargo.

Appendix3: Standard Format For The Waste Delivery Receipt

STANDARD FORMAT FOR THE WASTE DELIVERY RECEIPT

Ref:- MEPC.1/Circ.834/Rev.1, Dt 1st March, 2018

The designated representative of the reception facility provider should provide the following form to the master of a ship that has just delivered wastes/residues. This form shall be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book or Garbage Record Book.

1. **RECEPTION FACILITY AND PORT PARTICULARS**

1.1 Location/Terminal name:
1.2 Reception facility provider(s)
1.3 Treatment facility provider(s) – if different from above:
1.4 Waste/residue Discharge Date and Time from: to

2. **SHIP PARTICULARS**

2.1 Name of ship:	2.5 Owner or operator:
2.2 IMO number:	2.6 Distinctive number or letters:
2.3 Gross tonnage:	2.7 Flag State:
2.4 Type of ship: ☐ Oil tanker ☐ Chemical tanker ☐ Bulk carrier ☐ Container ☐ Other cargo ship ☐ Passenger ship ☐ Ro-ro ☐ Other (specify)	

3. **TYPE AND AMOUNT OF WASTES/RESIDUES RECEIVED**

MARPOL Annex I – Oil	Quantity (m^3)
Oily bilge water	
Oily residues (sludge)	
Oily tank washings	
Dirty ballast water	
Scale and sludge from tank cleaning	
Other (please specify)	
MARPOL Annex II – NLS	Quantity (m^3)/Name[5]
Category X substance	
Category Y substance	
Category Z substance	
OS – other substance	
MARPOL Annex IV – Sewage	Quantity (m^3)

MARPOL Annex V – Garbage	Quantity (m^3)
A. Plastics	
B. Food wastes	
C. Domestic wastes	
D. Cooking oil	
E. Incinerator ashes	
F. Operational wastes	
G. Animal carcasses	
H. Fishing gear	
I. E-waste	
J. Cargo residues (non-HME)[6]	
K. Cargo residues (HME)[2]	
MARPOL Annex VI – related	Quantity (m^3)
Ozone-depleting substances and equipment containing such substances	
Exhaust gas-cleaning residues	

On behalf of the port facility I confirm that the above wastes/residues were delivered.

Signature: …… Full Name and Company Stamp: ……

Master/Chief Engineer Signature with Stamp

[5] Indicate the proper shipping name of the NLS involved.

[6] Indicate the proper shipping name of the dry cargo.

Appendix 4:Standard Format For Advance Arrival Notification

STANDARD FORMAT FOR ADVANCE ARRIVAL NOTIFICATION

Following information is required by Dock Master office .Master should sent the information through his shipping agent.

1 SHIP'S NAME	:
2 LENGTHS OVER ALL AND BEAM IN METERS	:
3 FLAG/NATIONALITY	:
4 TYPE OF VESSEL	:
5 MAXIMUM DRAFTS	:
6 IMO NO	:
7 NAME OF THE SHIPPING AGENT	:
8 LAST PORT AND NEXT PORT	:
9 CARGO DESCRIPTIONS	:
10 NAME OF THE MASTER	:
11 PURPOSE OF VISIT	:
12 TOTAL TONNAGES	:
13 YEAR BUILT	:
14 GEARED / GEARLESS	:
15 CALL SIGN	:
16 GRT & NRT (GT. WHERE APPLICALBE)	:
17 DWT WEIGHT	:
18 CONTACT NUMBER & NAME OF THE PERSON	:
Handling the vessel	:
19 ETA	:
20 BERTH REQUIREMENTS	:
21 ANY DEFECTS	:
22 ANY DISEASES	:

Master/Agent Signature with Stamp

Appendix5: ISPS Forms

KARACHI PORT TRUST

PORT SECURITY FORCE

Part-I Declaration of Security Information

(To be filled by the Ship Security Officer)

1. Name of Ship_____
2. Port of Registration & Flag_____
3. Last Port of Call_____
4. Ship IMO No_____
5. Name and Address of Company_____
6. Ship Security Certificate No_____
7. Certificate Issuing Authority_____
8. Type/ Detail of Cargo/ Crew_____
9. Security Level (Ship)_____
10. Security/ Designation Contact No of SSO_____
11. Ship Captain Name/ Contact No_____
12. Ship Agent Name/ Contact No_____
13. Any Armed Security Guardian board as crew member_____
14. Any Weapon onboard_____

Part-II

(Port facility No. _____)

(To be filled by the PFSOs)

15. ISPS Compliance reference Govt of Pakistan, Ministry of Communication (Port& shipping wing), Certificate No. 001, 002, 003,/04 dated 29-09-2004.
16. Security Level_____
17. Berth Allocated_____
18. Security VHF Channel_____
19. Name Designation Contact No. of PFSO_____
20. Contact No of PFSO_____

SHIPS SECURITY OFFICE
(SIGNATURE)
DATE AND TIME

PFSO Duty Security
(SIGNATURE)
DATE AND TIME

- Berth Time _____
- Gangway _____
- ISPS Team In Time _____
- ISPS Team Out Time _____
- Detail of Cargo _____
- Discharge Time _____
- Finish _____
- Total No of Cranes _____
- Operational _____
- Non Operational _____

KARACHI PORT TRUST
PORT SECURITY FORCE

No. Dy. Comdt (E)/
Dated:

The Captain
Merchant Ship

SUB: SALE PURCHASE AND OFFERING GIFT OF PROHIBITED ITEMS GOVERNMENT MANAGEMENT AGENCIES STAFF BOARDING DISEMBARKING MERCHANT V3ESSELS AT EAST WHARF

REF:

A. FIA letter No. FIA/I&AHS/AD/KPS/05/641-1-44 Dated 01-06-2005.
B. ISPS Code-2011
C. PORT FACILITY SECURITY PLAN.

1. IIn continuation to letter at reference A, Captain of M/S _____ is not allowed to give gifts of prohibited items which include whisky, wines and beer etc, to a Pakistani officials which include PSF personnel , Pakistan Customs boarding staff and FIA staff hence, You are requested to provide a certificate as per format attached with letter to PSF staff at the time of casting off from Karachi port.
2. Forwarded for compliance, please

PFSO:_____
Port Security Force

Karachi Port Trust

KARACHI PORT TRUST

PORT SECURITY FORCE

Date: _____

CERTIFICATE

It is certified that during stay at Karachi Port Trust, Captain of Ship M/S _____has not provided under mentioned items as gift to any Pakistani Officials including PSF personnel, Pakistan Customs and FIA staff

a) Whisky

b) Wine

c) Beer

d) Weapons & Ammunation

e) Illegal gratification in ship each

Signature : _____

Captain M/S _____

LAST 10 PORTS OF CALL

Name of Ship: Call sign:

Nationality: Port:

IMO No: Date:

No	COUNTRY	DATE OF ARRIVAL	DATE OF DEPARTURE	BERTH NAME	REMARK	UN/ LOCODE	SHIP S/LEVEL	SHORE S/LEVEL

_____

MASTER SIGNATURE

CREW LIST

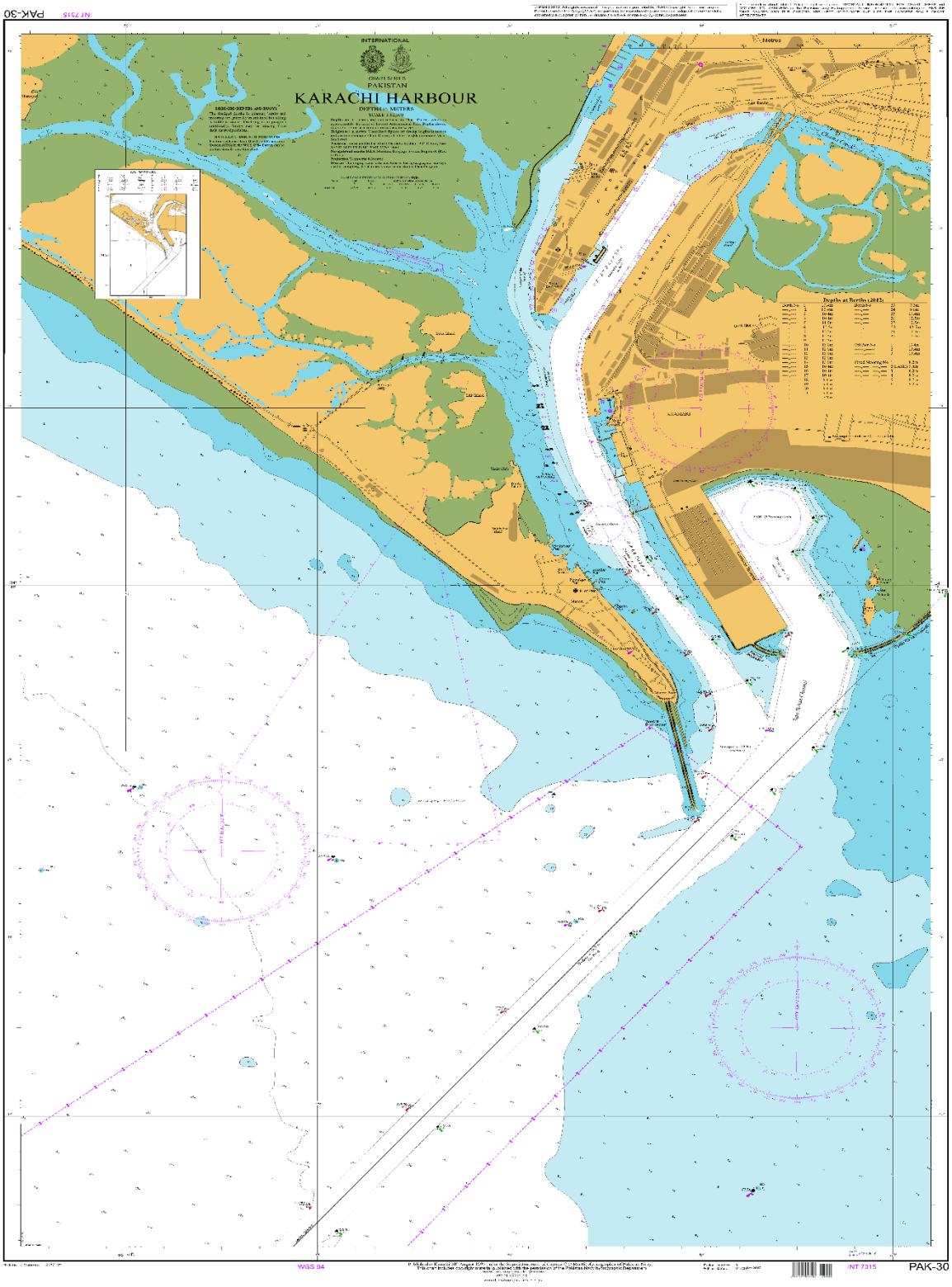
	☐ ARRIVAL ☐ DEPARTURED	PAGE NO.	

1.NAME OF SHIP:	2. PORT OF ARRIVAL	3. DATE OF ARRIVAL

4. NATIONALITY:	5. IMO NO: 6. CALL SIGN:	7. DESTINATION/ NEXT PORT:

6.NO	7.FAMILY NAME, GIVEN NAME	8.RANK	9.GENDER	10. BODY TEMP	11.NATIONALITY	12.PLACE & DATE OF BIRTH	13. JOINING PLACE & DATE	14. PASSPORT'S NO. & EXPIRE DATE	15. SEAMAN'S BOOK NO. & EXPIRE DATE

Appendix6:Karachi Harbour Chart Pak30


INTERNATIONAL
PAKISTAN
KARACHI HARBOUR
PAK-30