

Infrastructure (In Brief)

Infrastructure plays a pivotal role in the development and a major contributor to growth of a country. A strong efficient and affordable infrastructure is critical element of good investment climate and therefore is precondition to sustain the growth momentum. High growth in recent years is increasing pressure on existing infrastructure in Pakistan.

The government is committed to develop infrastructure utilizing its own limited resources and by extensive privatization and through inflow of foreign direct Investment.

Sector Structure

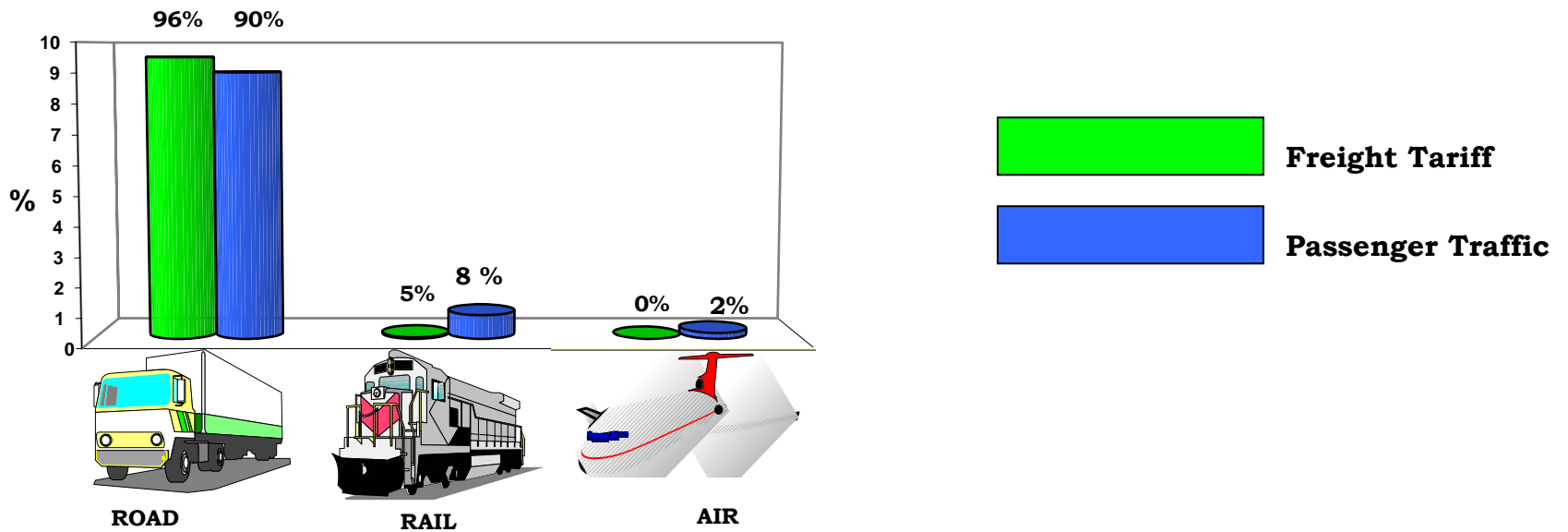
- Roads & Highways
- Bridges
- Railways
- Ports & Shipping
- Airports
- Land Development on Commercial Basis

INVESTMENT POLICY

1. Investment Policy provides equal investment opportunities for both domestic and foreign investors
2. Govt. Permission Not required except specific licenses from concerned agencies
3. 100% foreign equity allowed
4. Remittance of Royalty, Technical & Franchise Fee, Capital, Profits, and Dividends allowed
5. 5% Customs duty on import of PME not manufactured locally
6. 50% Tax relief (IDA, % of PME cost)
7. The amount of foreign equity investment in the company or project shall be at least US\$ 0.30million

PAKISTAN'S TRANSPORT SECTOR SOME FACTS

- Contributes 11% to GDP
- Accounts for 12-15% of PSDP
- Consumes 35% of Total Energy



Source: Economic Survey of Pakistan

EXISTING INFRASTRUCTURE

A. Roads Infrastructure

- Roads & Highways

◆ Total Roads	258,340 Kms.
◆ High Type	165,762 Kms.
◆ Low type	92,578 Kms.
◆ Total Roads growth (2005-06)	0.1 %
◆ High type road increase	1.8 %
◆ Low type road decrease	(-) 2.9 %
◆ National Highways	9,000 Kms
◆ Provincial Highways	102,000 Kms
◆ Local Government Roads	94,000 Kms
◆ Municipal Roads	55,000 Kms



Infrastructure

Length of Roads

(Kilometers)

Fiscal Year	High Type		Low Type		Total	
	Length	% Change	Length	% Change	Length	% Change
1990-91	86,839	-	83,984	-	170,823	-
1991-92	95,374	9.8	87,335	4.0	182,709	7.0
1992-93	99,083	3.9	90,238	3.3	189,321	3.6
1993-94	104,001	5.0	92,816	2.9	196,817	4.0
1994-95	111,307	7.0	96,338	3.8	207,645	5.5
1995-96	118,428	6.4	99,917	3.7	218,345	5.2
1996-97	126,117	6.5	103,478	3.6	229,595	5.2
1997-98	133,462	5.8	107,423	3.8	240,885	4.9
1998-99	137,352	2.9	110,132	2.5	247,484	2.7
1999-00	138,200	0.6	110,140	0	248,340	0.3
2000-01	144,652	4.7	105,320	-4.4	249,972	0.7
2001-02	148,877	2.9	102,784	-2.4	251,661	0.7
2002-03	153,225	2.9	98,943	-3.7	252,168	0.2
2003-04	158,543	3.5	97,527	-1.1	256,070	1.5
2004-05	162,841	2.7	95,373	-2.2	258,214	0.8
2005-06	165,762	1.8	92,578	-2.9	258,340	0.1

Source: Economic Survey of Pakistan 2005-0

Province wise road break up and its percentage share

Province	KM	% Share
Punjab	2275	23.90
Sindh	1415	14.87
NWFP	1517	15.94
Balochistan	3489	36.66
NA/AK	0822	08.63
Total	9518	100

Source: Economic Survey of Pakistan 2005-06

National Highway Authority

Ongoing Projects

Sr. No.	Name Location of the Scheme
1	Makran Coastal Road (Balochistan)
2	Islamabad-Peshawar Motorway (M-1)
3	Pindi Bhattian-Faisalabad (M-3)
4	Karachi Northern Bypass
5	Lyari Express way
6	Islamabad-Muzaffarabad Section (N-75)
7	IHP Ph-III, (319 Km) (N-55) - Sehwan - Dadu - Ratodero (199 Km) - Rajanpur-D.G. Khan (107 Km) - DI Khan - CRBC (14 Km)
8	Mansehra-Naran-Jalkhad Road (N-15)
9	Rahim Yar Khan-Bahawalpur Section N-5 (166 Km)
10	Okara-Lahore (N-5) including Okara bypass
11	Kharian-Rawalpindi Section (N-5)

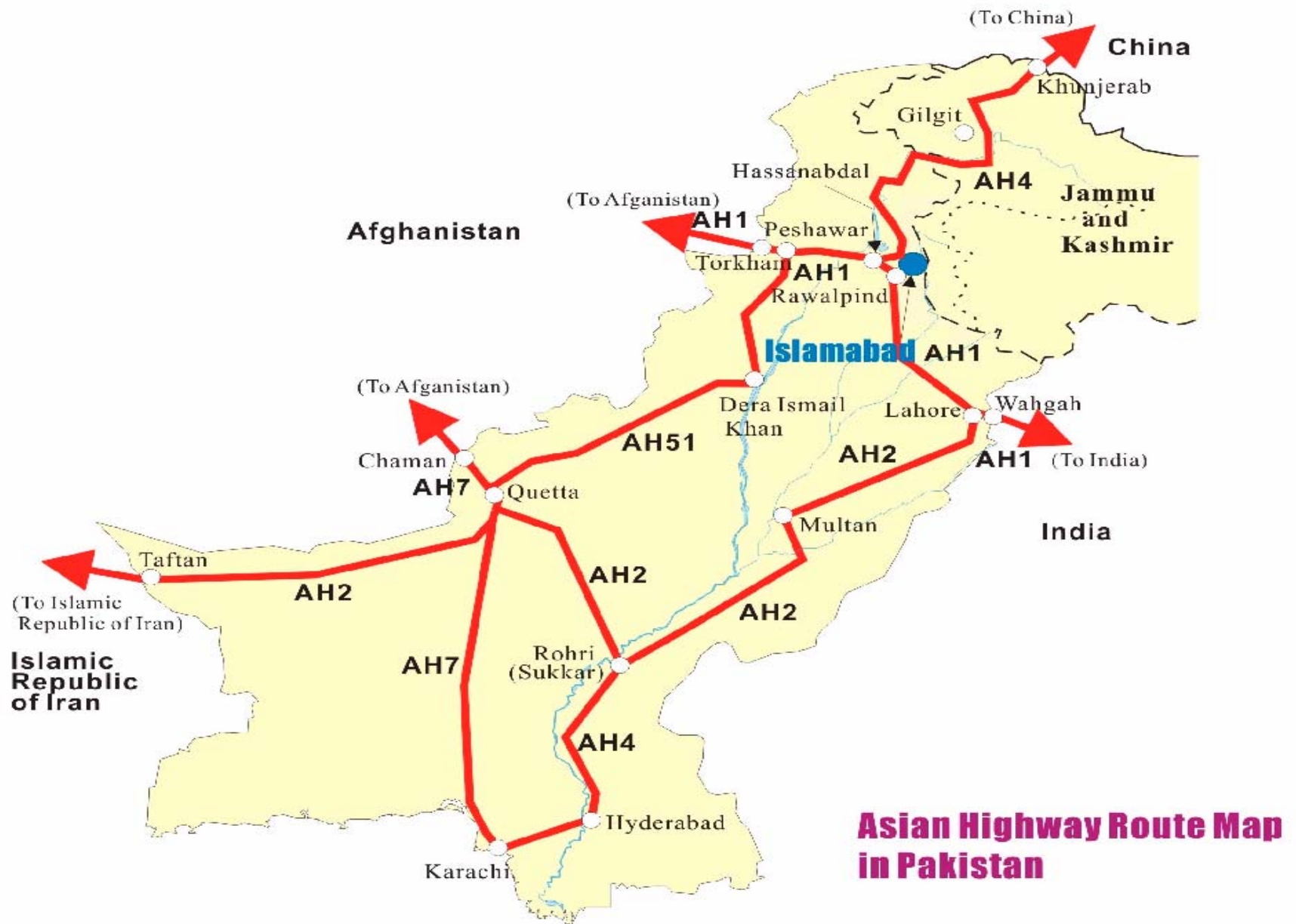
Infrastructure

12	Chablat-Nowshera (N-5) including flyover at Nowshera Cantt.
13	Lowari Tunnel & Access Roads
14	Bridge on River Jhelum at Azad Pattan AJK.
15	Improvement of N-65, Dera Allah Yar - Nutal Section
16	Improvement of N-65, Nutal - Sibi - Dhadar Section.
17	Improvement of KKH (N-35) NWFP
18	D.I.Khan Mughal Kot Section (N-50)
19	N-70, Improvement of Bewata- Khajuri -Waigum Rud section (132km)
20	M-8 (Gwaddar-Turbat-Hushab section 200km)
21	M-8, Khori - Quba Seed Khan Section
22	Realignment of N-65 near Jaccobabad & Dera Allah yar Town
23	Bridge over River Chenab at Shersshah
24	Interchange on M-2 (Khanqah)
25	Interchange on M-2 (Sial Mor)
26	Rehabilitation & Widning of Existing Road Lalamusa-Gulyana-Thotha-Rai Bahadur
27	Nowshera-Chakdara-Dir-Chitral Section N-45 (81 Km), the project has been taken over from FHA
28	Feasibility Studies
29	N-5 Highway Rehabilitation Project
30	Balochistan Road Sector Development Project includes Kalat - Quetta - Chaman Section of N-25 (247 Km), ADB funded

Infrastructure

31	NWFP Road Development sector & Subregional Connectivity project, NHA Component (ADB Funded) <ul style="list-style-type: none">• Peshawar- Torkham Dual Carriageway (46 Km)• Malana Junction-Sarai Gambila dualization (117 Km)• Badabher-Dara Adam Khel, Rehab of existing road (28 km)• Sarai Gambila-Bannu-Miran Shah-Ghulam Khan (118 Km)
32	Kohat Tunnel and Access Roads (OECF)

Source: National Highway Authority



Asian Highway Route Map in Pakistan

B. Pakistan Railways:

One of the largest organizations in the country, the Pakistan Railways is a federal Government Department under Ministry of Railways. Pakistan Railways comprises of Two Functional Units, The operations unit and the Manufacturing and Services Unit. Each headed by a General Manager who is responsible to the Secretary/ Chairman of Pakistan Railways for the performance of his unit.

Mission Statement

To provide a competitive, safe, reliable, market oriented, efficient and environment friendly mode of transport

Principal Statistics

Plant & Equipment	Units	2003-2004	2004-2005
Route	Kms.	7,791	7,791
Track	Kms.	11,515	11,515
Locomotive	No.	592	557
Coaching Vehicles	No.	579	1,604
Other Coaching Vehicles	No.	286	214
Freight Wagons	No.	21,812	21,556
Railway Stations	No.	625	626
Volume of Traffic			
Passengers carried	Thousand	75,700	78,179
Passenger Kilometers	Thousand	23,045,105	24,237,796
Tones of Freight Carried	Thousand	6,140	6,410
Tone-Kilometers	Thousand	4,796,269	5,531,697
Employment & Wages			
Persons Employed	No.	90,891	86,807
Cost of Employees	Thousand	5,500,786	6,346,243

Source: Pakistan Railways

Route and Track Kilometers of Pakistan Railways

Gauge by Type	2002-03	2003-04	2004-05
Route Kilometers			
Broad gauge	7,346	7,346	7,346
Meter Gauge	445	445	445
Narrow Gauge	-	-	-
Total	7,791	7,791	7,791
Track Kilometers			
Broad gauge	10,960	10,960	10,960
Meter Gauge	555	555	555
Narrow Gauge	-	-	-
Total	11,515	11,515	11,515

Source: Pakistan Railways

Performance of Pakistan Railways

Fiscal Year	Route Kilometers	Number of passengers carried (Million)	% Change	Freight carried (Million tones)	Freight Tones Km (Million)	Locomotives (No.)	Freight wagons (No)
1990-91	8,775	84.9	-	7.7	5,709	753	34,851
1991-92	8,775	73.3	-13.66	7.6	5,962	752	30,369
1992-93	8,775	59.0	-19.5	7.8	6,180	703	29,451
1993-94	8,775	61.7	4.6	8.0	5,938	676	29,228
1994-95	8,775	67.7	9.7	8.1	6,711	678	30,117
1995-96	8,775	73.6	8.7	6.8	5,077	622	26,755
1996-97	8,775	68.8	-6.5	6.4	4,607	633	25,213
1997-98	8,775	64.9	-5.7	6.0	4,447	611	24,275
1998-99	7,791	64.9	0	5.4	4,330	596	24,456
1999-00	7,791	68.0	4.8	4.8	3,612	597	23,906
2000-01	7,791	68.8	1.2	5.9	4,520	610	23,893
2001-02	7,971	69.0	0.29	5.9	4,573	577	23,460
2002-03	7,791	72.4	4.9	5.9	4,820	577	23,722
2003-04	7,791	75.7	4.5	6.14	4,796	592	21,812
2004-05	7,791	78.2	3.3	6.41	5013	557	21,556

Source: Pakistan Railways

Computerized Reservation System

The computerized reservation network connecting stations was extended up to 18 stations as given below:

1	Multan	7	Lahore Cantt	13	Karachi Cantt
2	Sialkot	8	Sukkur	14	Lahore
3	Faisalabad	9	Rawalpindi	15	Quetta
4	Sahiwal	10	Karachi City	16	Hyderabad
5	Peshawar	11	Gujranwala	17	Khanewal
6	Rohri	12	Bahawalpur	18	National Assembly

This will further be increased as the following stations are brought into its fold:

1. Rahim Yar Khan
2. Sadiqabad
5. drigh Road Karachi
2. Khanpur
4. Nawabshah

This extension will also result in the computerization of ticketing of all 64 trains on which reserved accommodations is available.

Double Line Track

Stations		Kilometer No.		Length (Kilometers)
From	To	From	To	
Kamari	Lodhran	00.0	843	843
Sher Shah	Multan Cantt	72	87	15
Raiwind	Shahdara Bagh	1,180	1,226	46
Lahore	Wagah	00.0	23	23
Chak Lala	Golra Sharif	1,503	1,522	19
Ab-i-Gum	Kolpur	306	346	37
Gulistan	Chaman	466	526	60
Total				1,043

Electrified Track

	Route Kilometers	Track Kilometers
Lahore Khanewal section	285.46	521.22
Lahore-Moghalpura-Lahore Cantt	7.60	22.78
Total	293.06	544.00

Source: Pakistan Railways

C. Ports & Shipping

Two major seaports serving both Afghan & Pakistan.

Existing

- Karachi Port
- Port Mohammed Bin Qasim

Under Construction

- Gawadar Port

Two Fish Harbour - cum - Mini Ports

- Gawadar
- Keti Bunder

1. Karachi Port Trust (KPT)

KPT established in 1887, today it is the premier national port handling 70% of the country's trade.

▪ Length	12 Kms
▪ Depth	12.5 M
▪ Dry Berths	30
▪ Container Terminals	2
▪ Liquid Cargo Handling Berths	3 (19 Million Tons per annum)
▪ Total Area	100 Hectares
▪ Port Activities	60 Hectares
▪ No. of Oil Jetties	3, handling 150,000 (DWT) Ships

Port also owns some equipment including:

a. Floating Cranes

- 100 tons capacity cranes Hathi
- 60 tons capacity crane Peeltan

b. Shore Cranes

- Dry cargo handled by an average of 4 cranes of 3 ton capacity on most location.
- 2 heavy lift shore cranes (40 & 50 tons lift capacity) are available at Juna Bunder berths

Facilities to Port Users

- Establishment of Import and Export Terminals
- Transshipment of cargo is facilitated
- Round the clock custom facilities are provided
- e-Wharf age

Port Statistics

	2001-02	2002-03	2003-04	2004-05	2005-2006
Dry Cargo (MT)	11.73	12.50	13.86	16.32	21.61
Liquid Cargo (MT)	14.96	13.35	13.95	12.29	10.67
Total	26.69	25.85	27.81	28.61	32.27
Containers	716,000	738,610	824,753	911,936	1,144,150

Source: KPT

2. Port Mohammed Bin Qasim

PQA is located at a distance of 50km from Karachi City Center and 15 km from National Highway.

- Initial Capital cost Rs. 4.7 Billion
- Total Area 12,000 Acres
- Port Activities 1,000 Acres
- Industrial Zone 11,000 Acres
- Navigational Channel 45 Km Long (Accommodate vessels up to 75,000 DWT (Dead Weight Ton))
- Railway link to National Railway Network 14 Km

Cargo Handling at Port Qasim		(000 Tonnes)	
		2004-05	2005-06
Berth no. 1		(JUL-JUN)	(JUL-JUN)
Edible Oil		1289	1467
Chemicals		169	151
Carbon Oil		21	17
Molasses		25	-
	Sub-total	1504	1635
Berths (2-4)			
Wheat		1425	836
Coal		229	346
Sugar		14	351
Seeds/Pulses		545	971
Rice		68	474
Others		133	119
	Sub-total	2414	3097
Total Marginal Wharf		3918	44732
FOTCO OIL TERMINAL			
Furnace Oil		1440	1760
Diesel Oil		2525	3714
Crude Oil		525	631
	Total	4490	6105
ENGRO VOPAK TERMINAL			
Chemicals		814	874
LPG		40	25
	Total	854	898
IRON ORE & COAL BERTH			
Paksteel imports of iron Ore +Coal		3197	1944
GRAND TOTAL		12460	13698
QICT			
Imports + Exports (Million TEUs)		0.519	0.585
Grand Total (Imports)		16500	18165
Grand Total (Exports)		4779	5455
GRAND TOTAL (IMP+EXP)		21279	23620
No. of Ships		974	1051

Facilities offered by Port Qasim

- Handling of sea-borne trade (Imports & Exports)
- Warehouse facilities
- A specialized oil terminal offering state-of-art facilities to tankers up to 750,000 DWT class vessels.
- Four multi purpose berths in a linear length of 800 meter extending port facilities upto 45,000 DWT class vessels, subject to permissible dimension and equipped with two covered transit sheds each having an area of 10,000 sq. meters.
- Night Navigational facilities have been introduced initially to smaller ships to be further extendable to larger size vessels.
- A dedicated two berths container terminal catering for berthing facilities to 50,000 DWT class container terminal catering for berthing facilities to 50,000 DWT class container vessels subject to permissible dimensions.
- Full range of floating craft and cargo handling equipment.
- Two term storage Area with storage capacity of 11,800 sq. meters each.
- Access road to National highway and connection to railways network and other Infrastructure facilities and utilities.
- 11,000 acres of land above high water mark in the Western and Eastern zone for industrial development.

3. Gwadar Port

Gwadar as a deep-sea port will shortly be an additional and alternate port to the existing port infrastructure of Pakistan. It will provide an economical access to the sea for cargo generated in the Northern and southern parts of Pakistan and Neighboring states. Pakistan offers the shortest route to Central Asia from its ports in the south through a modern road and rail network.

- Islamic State of Afghanistan.
- Republic of Azerbaijan.
- Republic of Azerbaijan.
- Kyrgyz Republic
- Republic of Tajikistan.
- Turkmenistan.
- Republic of Uzbekistan.

Our transport system has a capacity to effectively handle large volumes of additional cargo and to serve as a gateway to Central Asia.

Gawadar Port project which started on 22nd March 2002- is on fast track. Phase – I is completed and Phase –II is in process.

Scope of work of both the phase is given ah under:

Scope of Work Phase-I

- I. Three Multipurpose berths, each 200m long.
- II. 4.5 Km Long approach channel dredged lo 11.6m-12.5m (width 130-165m)
- III. Related port infrastructure and port handling equipment and pilot boats, tugs, survey vessel etc.
- IV. Port will handle 30,000 DWT hulk carriers and 25,000 DWT containers vessels.

Scope of Work Phase-11

- I. Ten berths (2 hulk cargos, 2 oil, and 6 containers).
- II. 5.0 Km approach channel.
- III. 600m turning basin.
- IV. Depth of channel 14.5m.
- V. 50,000 DWT (200,000 tons oil tankers).
- VI. Roads/Infrastructure / Port facilities.

PAKISTAN NATIONAL SHIPPING CORPORATION (PNSC)

Pakistan National Shipping Corporation "PNSC" is an autonomous corporation, which functions under the overall control of the Ministry of Ports and Shipping, Government of Pakistan. It manages a fleet of 15 ships.

- Its main objective is to maintain a commercially viable sea link between Pakistan and its major trading partners.
- Arranges shipments to Far East, Europe and USA / Canada on slot chartered vessels.
- Transportation of the total crude oil requirement of the country.
- Dependable interline affiliations to serve around the globe.
- Cross trading on all sectors.

PNSC Fleet

Corporation manages the following fleet.

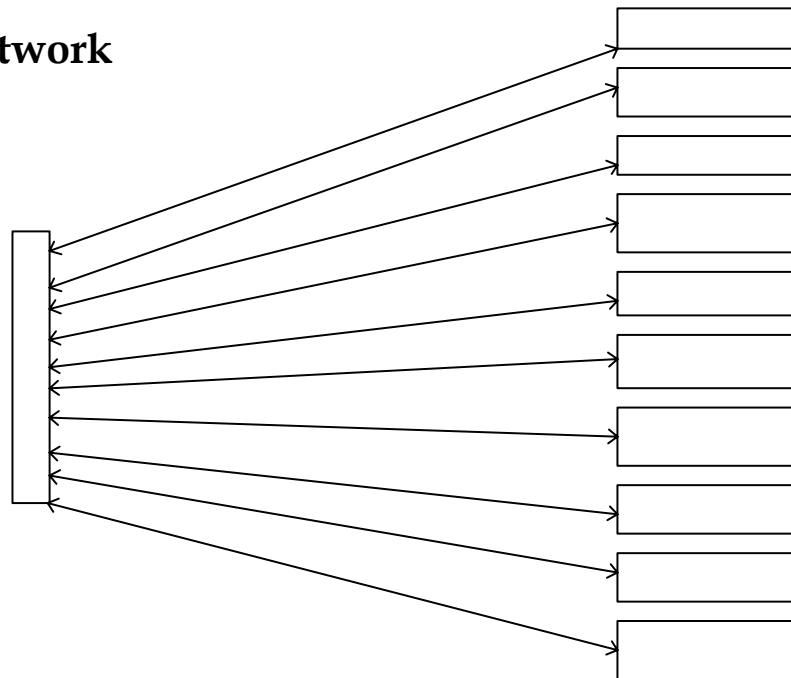
a.	Multi Purpose Cargo Ships	10
b.	Aframax Tankers	04
c.	Bulk Carrier	01
	Total	15
	Dead Weight Tonnage	636182 DWT

Source: PNSC website

D. DRYPORTS

- Beside the seaports and airports, **9 dry ports** have been established all over Pakistan.
- The basic idea behind dry ports proceeds from the premise that trade and industry located far away from sea ports/border posts, should be provided import and export facilities at the doorsteps of the business community in order to enable it to participate in the country's international trade more actively and conveniently.

Dry Ports Network



E. Airports

- There are 42 airports in the country being managed by Civil Aviation Authority.
- Pakistan is linked to almost all the countries of the world through five international airports: Karachi, Islamabad, Lahore, Peshawar & Quetta.
- Karachi, the gateway to Asia, has the most modern airport of the country.

Pakistan International Airlines (PIA)

- Pakistan is the national flag carrier. Its covers 31 international destination and 22 domestic stations spread over the country.
- PIA handles cargo through passenger planes and special cargo lifters.
- PIA cargo directly serving 31 international destinations round the global.
- PIA is lifting around 76,000 tons cargo per year including 15,000 perishables.

Infrastructure

- Pakistan International Airlines is the official carrier in addition to three private carriers on local & international routes;
 - i. Aero Asia
 - ii. Shaheen Air Lines
 - iii. Air Blue

Companies	Shaheen Air International	Aero Asia			Air Blue
Type of planes	Boeing 737	MD 82	MD 83	DC 9	Air Bus 320
Numbers	3	1	1	1	5
Passenger Capacity (each)	120	140	145	120	146

Investment Opportunities in Pakistan Railways

- ➔ Procurement / Manufacture of 100 numbers new locomotives.
- ➔ Procurement / Manufacture of 1000 High Capacity Freight Wagons
- ➔ Procurement / Manufacture of 150 Passenger Carriages
- ➔ Doubling of Track from Khanewal-Raiwind
- ➔ Doubling of Track from Lahore-Shahdara Bagh Lalamusa
- ➔ Doubling of Track from Lahore-Faisalabad
- ➔ Modern Signaling System on Pakistan Railways
- ➔ Replacement of old & obsolete signal gear on Kotri-Rohri Section
- ➔ Rehabilitation of existing Lahore-Khanewal Electrified Section
- ➔ Extension of Electric Traction from Khanewal to Samasatta double line Section
- ➔ Feasibility Study for Rail-link from Kundian to Dera Ismail Khan – Bannu – Peshawar via Kohat.
- ➔ Feasibility Study for Rail link from Bostan –Zhob –D.I Khan – Bannu to Peshawar

Investment Opportunities of Pakistan Railways

1. Private Train operation
2. Real Estate Development through Joint Venture Projects
3. Leasing of Locomotives / wagons etc. to Pakistan Railways
4. Connecting Gwadar Port with Pakistan Railways Network

**NATIONAL HIGHWAY AUTHORITY
UP COMING PROJECTS**

Sr. No.	Name Location of the Scheme
1	Improvement of Quetta Western Bypass
2	5 Bridges on Gilgit -Skardu Road, S-1
3	Noshki - Dalbadin Section (165 Km) (N-40) Balochistan
4	Jhalkhad-Chillas Section (63 Km), N-15
5	KKH Skardu Road S-1(167 Km)
6	Ghaggar Phatak Bridge to Kotri (N-5)
7	Jand-Kohat National Highway N-80 (46 Km)
8	Bridge over River Indus at Larkana
9	Dhakpattan Bridge (P.M Directive)
10	Dadu Ratodero (150Kms) Fence+Ser. Rd N-55
11	Other Projects (Interchanges on M-2, Chund Bridge, Urban Areas Development,M1-Hazara link, etc)
12	Widening & Improvement of Hosahb-Nag-Bsima-Surab (459 Km), offered to Iran
13	Karachi-Hub-Dureji-Dadu Motorway (M-7), 270 Km
14	Rehabilitation of 518 Km of N-5
15	Bridges over Indus (04 feasible bridges would be picked up by WB)

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	<ul style="list-style-type: none"> i. Between Kotri bridge and Sajawal bridge (jerruk), Sindh ii. Between Kotri bridge and Dadu Moro bridge (San-Sakarand), Sindh iii- Bridge over Indus linking Kandhkot and Ghotki, Sindh iv- Rail cum Road bridge over Indus linking Chachran with Mithankot, Punjab v- Linking Taunsa and Leiah, Punjab vi- at Kalur Kot, Punjab vii- linking Mianwali with Isa Khel, Punjab. viii- linking Piplan with Balot Sharifl, Punjab.
16	Intelligent Transportation System (ITS) & Corridor Management allong the Corridor
17	Khanewal-Lodhran-Sukkur-Shikarpur Expressway (524 Km)
18	Gujranwala-Dina Expressway (100 Km)
19	Wazirabad-Hafizabad-Pindi Bhattian Expressway (100 Km)
20	National Highway Development Sector Project (836.2 Km)
	<ul style="list-style-type: none"> i. Hub-Uthal Section N-25 (85 Km) ii. Multan-Muzaffargarh including Muzaffargh Bypass (36.2 Km) N-70
	<ul style="list-style-type: none"> iii. Khanozai-Mughalkot Section N-50 (333 Km) iv. Hassanabdal-Abbottabad-Manshera Section N-35 (90 Km)

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	v. Sukkur-Jacobabad Section incl. Shikarpur Bypass N-65 (65 Km) vi. Tarnol-Fatehjangh-Jand Section N-80 (103 Km) vii. Qila Saifullah-Loralai-Wiagum Rud Section N-70 (124 Km)
21	Malakand Tunnel/Bypass
22	Lakpass-Noshki Section (120 Km), N-40
23	Improvement of N-65 Quetta-Dhadhar Section (127 KM)
24	National Highway N-45 (Chakdara-Dir, Kalkatak-Chitral), 120 Km
25	Improvement /Upgradation of Muree-Kohala-Muzaffarabad -Chakothe (S-2) Road N-75, 120 Km
26	Hyderabad-Khokhrapar (222 Km)
27	Chakdara- Kalam Road (130 Km)
28	Khwaza khela - Besham Road (66 Km)
29	Ratodero-Sehwan (200Km) N-55, ACW
30	Widening & Improvement of Karao-Wad Section N-25 (96 Km) N-25, JICA Grant amounts to Rs. 2000 Billion)
31	Muzaffargarh- D.G Khan-Sakhi Sarwar-Bewata Section N-70 (165 Km) including Ghazi Ghat Bridge.
32	Bridge over River Indus at Khushalgarh (N-80)
33	Rehab/Improv/Widening of KKH (Mansehra-Khunjerab Section), 712 Km

Source: National Highway Authority

Karachi Port Trust Development Projects

Deepening of Channel

A detailed Feasibility Study for Deepening of Channel was conducted by M/s HR Wallingford of UK, which recommended 13.5 m depth to cater for 12 m draught vessels at all tides. KPT is acquiring 2 more dredgers to deepen the channel through its own resources during 2008

Karachi International Container Terminal (KICT)

KICT, is already operational at the West Wharf. KICT over the years has expended in phases. Previously with only Phase - I functional it had an annual capacity of 350,000 TEU, with 3 modern Gantry Cranes, 6 RTGs and many other associated equipment. In the second phase KICT has added a ship to shore gantry crane, 4 rubber tyre gantries etc. increasing the terminal capacity to 525,000 TEU. This US \$ 65 million investment.

Phase III was launched on March 7, 2005. It will have an additional area of 104,000 sq.m with an investment of US\$ 55 million. Terminal capacity shall be increased to 700,000 TEUs. The 973 m long berths of the terminal will be deepened to cater for 14 meter draught container ship. Completion of Phase-III is in March 2008.

Pakistan International Container Terminal (PICT)

KPT has awarded a second Container Terminal on BOT in June 2002. This Terminal at Berths 6-9 East Wharf has 600 m quay wall with - 13.5 m depth, and 450,000 TEUs planned capacity. Two modern gantry cranes and associated equipment have been deployed. This is a US \$ 75 million project. Work

in Phase-II has also completed and one more ship to shore gantry crane has been deployed in this Phase. Phase-III has commenced

Bulk Cargo Terminal

Annual handling of bulk cargo at the Port exceeded 4 MT. Private sector have been invited to set up a dedicated bulk cargo terminal equipped with cargo handling equipment, specialized spiral cranes, conveyors, etc. at East Wharves. KPT will provide 630 m quay wall from berths 10-13, along with 215,000 sq m of terminal area. Expected investment is US \$ 30 million. Presently award of project is on hold due to litigation.

Pakistan Deep Water Container Port

Karachi Port takes the initiative of bracing itself to handle and cater for fifth and sixth generation ships. This involves the development of deep draught berths and due to its strategic location Keamari Groyne is the natural choice.

The terminal shall be built in 2 stages. The first terminal shall comprise of 4 berths 1.5 km long and 18 meters depth. Expected investment is US\$ 297 million. The berths shall be offered on BOT basis and for a concession period of 25 years.

Marine protection works shall also be done which shall include construction of 2 breakwaters, a sand dyke. Estimated cost id US\$ 51 million.

Cargo Village

Setting up of a satellite facility in the vicinity of the Port, enveloping all the port requirements is a recent concept all over the world. 1303 acres of land is proposed for the project with individual areas catering for containers, general and bulk cargo, processing plants, customs and other related facilities. It will also have connectivity to M-10 and Lyari Express Way. Phase-I will comprise an area of around 330 acres. Infrastructure development cost of project is US \$55 million. EOI from International Consultant have been received. Expected investment is US\$ 400 million.

Procurement of Crafts

To keep pace with the upgrade of various facilities our old crafts are also being replaced, these are:

- 1 dredger with 6000 m³ capacity hopper
- 2 hopper barges
- 2 Shipping Tugs > 50 Tons Bollard pull
- 1 Backhoe Dredger

Berth Reconstruction Plan

The project is part of KPT's vision which provides capability of port to synchronize with development & handling of modern vessels around the world. As per the consultant's recommendation of the study, 10 of 30 berths should be reconstructed at 16 meters depth in three phases. In Phase-I Reconstruction of Berth 14-17 shall be carried out. Design consultancy has been awarded to M/s Scot Wilson Kirkpatricks of UK.

LPG Terminal

In an up gradation process, KPT is in a process to set up a LPG Terminal on its land which will allow and facilitate another product handling at the port with utilization of its barren land. The project has

been approved by Govt. in principle on BOT basis. Discussions with prospective investor are underway. Proposed Storage location is in Western Backwaters. Expected investment is USD 30 M. Completion time is 30 months from date of start.

Liquefied Natural Gas (LNG)

LNG is coming up as the fuel of the future. Presently it is being introduced in many countries and progressively being marketed all over the world. KPT is also in a process of setting up LNG import facilities in Western Backwaters. For which 50 Acres have been earmarked. Many entrepreneurs have approached KPT and proposals received which are under consideration. Cost of project is US\$ 500 million.

Port Shopping District

The concept envisages a complete state of the art shopping district. This shall fill the gap of world class shopping facility in the city and shall be self contained with multinational chains International standards. This project has high potential for investment and located on a prime land of 20 acres adjacent Sailing Club, Clifton and connected to city main stream. KPT Board has accorded its concept clearance.

Port Tower

There is a dearth of world-class recreational facilities in the city. So KPT is offering a Joint Venture project to establish a 1947 ft high Port Tower with commercial cum recreational center. Integrating into Karachi's skyline, the main feature of the venture shall be commercial complex, residential estate, recreational facilities and resorts along with a viewing gallery offering a panoramic view of the

coastline and the city. The Tower is planned to be located at the Clifton shoreline. Presently proposals invited through press from the interested firms are under study.

Beach Development

KPT has constructed a 620 ft tall Water Jet near Oyster Rocks. With a view to afford the general public an opportunity of a close look at the water jet and enjoy its proximity, KPT intends to develop the beach over a stretch of 2 Km between Khyaban-e-Bedil and Khayaban-e-Sadi. This development south of sea wall which is to include lighting, pavements with benches, kiosks, restaurants and public rest rooms etc. The public entry would be free but the rent from restaurants & kiosks etc would help KPT in defraying the operational cost of the water jet.

Twin Towers

The towers shall be located adjacent to KPT Head Office Building. The towers are planned on 25,000 sq. meters area in the city main stream.

Office Towers

KPT is also constructing office tower in the near vicinity of the KPT Office. The tower shall be 50 storey high on 6,600 sq.m. Area. Estimated cost of the tower is Rs. 6 billion and presently consultants for its design are being appointed.

Coal Terminal

To cope with environmentally hazardous coal, a separate terminal is also planned by KPT in western backwaters. The terminal shall be exclusive for handling coal and shall have 2 berths with capacity 50,000 tons.

PORT CITY

Apart from traditional development of barren and unused land, KPT is in a process of developing a port city in Western backwaters. 1000 acres have been earmarked for the purpose. The port city shall be linked with Clifton side through a suspension bridge.

PORT HOTEL

This development shall feature facilities of a Deluxe Hotel. It will be situated in the center of the city on 5 acres of land. Presently it is in planning stage.

Source: KPT

Port Qasim Authority Development Plan 2006-2008

S.No.	Name of Project	Target date of Completion
	Road Network in NWIZ (Extension Area-A & B)	July, 2006
2	Road in NWIZ (Package-I)	June, 2007
3	Road in NWIZ (Package-II)	June, 2007
4	Road in NWIZ (Package-III)	June, 2007
5	Water Supply system in SWIZ	December, 2007
6	Sewerage system in NIWIZ (Package-I)	October, 2007
7	Sewerage system in NIWIZ (Package-II)	October,2007
8	Access road from KESC link road to Petrosin Plot	December,2007
9	Sewerage, Water Supply and Storm drain system NWIZ (Extension Area A & B)	July,2008
10	Sewerage System in Commercial Area	April, 2008
12	Roads around the periphery/planned block in EIZ	May, 2007
13	Water Tower in EIZ	December,2007

Infrastructure

S.No.	Name of Project	Target date of Completion
14	Sewerage and water supply system and diversion drain in EIZ near FJFC/PQA water reservoir	April, 2008
15	Construction of Custom Gate No.2 Office Building, associated roads and allied facilities.	May,2008
16	Pump House & underground water tank in NWIZ	December,2007
17	Water Supply system in NWIZ	September, 2007
18	Pump House and underground water tank in EIZ	December,2007
19	Electric Power supply to pump house in NWIZ	June,2008
20	Electric Power supply to pump house in EIZ	June,2008
21	Custom boundary wall & custom gate No.3	April, 2008
22	Road bridge complex from term storage area "B" to Custom Gate No.3 (including bridge over outfall channel and Pakistan steel conveyor belt)	April, 2008
23	Shore protection for road bridge complex of term storage area-B	April, 2008
24	Road network storm water drainage, sewerage & water supply system in Al-Watan Industrial Zone, EIZ	May,2008
25	Sewerage treatment plants in NWIZ	February, 2008

Infrastructure

S.No.	Name of Project	Target date of Completion
26	Road Network ,Storm Water Drainage Water supply & sewerage system inside planned block of EIZ	December,2008
27	Establishment of Sewerage Treatment Plant in NWIZ	December,2008
28	Establishment of Sewerage Treatment Plant in EIZ	December,2008
29	Road network storm water drainage, Around Planned Block in , EIZ	May,2008
30	Dualization of PQA Main Access Road & Allied Facilities/Structures & Flyover at National Highway Intersection	December,2009
31	Establishment of Grain and Fertilizer Terminal on BOT Basis	24th months after date of effectiveness of I.A
32	Establishment of Coal/Cement Linker Terminal on BOT Basis	24th months after date of effectiveness of I.A
33	Establishment of 2X25 MGD Sea Water Desalination Plant on BOO Basis	18th months after date of effectiveness of I.A
34	Establishment of LNG Terminal on BOT Basis	24th months after date of effectiveness of I.A
35	Development of new Coal Storage area in SWIZ	April, 2008

Source: PQA

Potential Projects at Gwadar Port.

Port related

- Oil Storage and Distribution Facilities
- Warehousing
- Service Industries related to Port Activities
- Virtual Office Spaces / Residential Complex
- Transport / Trucking
- Shipping Companies

Travel / Tourism

- Hotels
- Motels and Restaurants
- Water Sports and Beach Development
- Other Sporting facilities - e.g. Golfing
- Travel Agents
- Trade and Commerce

Industrial

- Sea Food Processing and Export
- Dates Processing and Export
- I.T. Development
- Construction – Office spaces
- Export Based Industries

Infrastructure Projects

- Power Generation
- Desalination Plants
- Living Condition Improvement
- Projects
- Environmental Protection

Social Sector and others

- Education Facilities
- Health Facilities
- Techno Vocational Training Institutions
- Housing Facilities
- Super Markets and Departmental Stores

Civil Aviation Authority

AIRPORT DEVELOPMENT PROJECTS

1. New Islamabad International Airport

Civil Aviation Authority of Pakistan has launched the mega project of New Islamabad International Airport (NIIA) through Self Financing. CAA has already acquired over 3200 acres of land for the project. This airport shall be developed as state of the art facility at par with international standards serving as a major hub for all aviation activities in the region. CAA has engaged International Project Management Consultant for NIIA Project in January 2006. Selection of International Design Consultants will be finalized soon. Physical works are expected to be commenced by the end of year 2006. The construction would take approx. 36 months and the new facility would be operational in 2010.

The external peripheral services are to be provided to NIIA site by Irrigation Department, Government of Punjab, NHA, SNGPL, WAPDA and PTCL.

2. New Gwadar International Airport

The site (6500 acres of land) for the Project has already been selected in 2005 about 26 kilometers east of Gwadar City located at Guarandani. CAA is undertaking the development of New Gwadar

International Airport (NGIA) through Government Public Sector Development Programme (PSDP) at a total estimated project cost of approx. Rs.4000 million. The Government has released Rs.1050 million from PSDP for payment of land on June 28, 2006 and full payment of land acquisition of 6500 acres @ Rs.1,57,000 per acre has been made to MEO Quetta. The airport is planned for latest generation wide-bodied aircraft operations catering for all the future requirements of Gwadar. NGIA is envisaged to be developed as the cargo Hub airport. The development of NGIA has been decided by the CAA Board on fast track turnkey basis. Preliminary work of NGIA is being initiated shortly.

3. Up gradation of Multan Airport

The Multan International Airport is planned to be upgraded in accordance to the President's directive. Pre-qualification of Consultancy Services is being finalized. PC-I amounting to Rs.2.616 billion has been approved by CAA Board.

4. Up gradation of Facilities at Peshawar Airport.

The Airside facilities at Peshawar International airport have been expanded for larger aircraft such as the Airbus A300 / A330 during the year 2004.

CAA has now prepared an expansion plan to renovate / expand the existing Terminal Building to improve facilities at Peshawar Airport. The plans developed by CAA are absolutely functional, enhancing the terminal capacities and bring them at par with that of the existing Islamabad International Airport and imparting a modern façade and the airport would conveniently serve the people for a decades.

5. Construction of Sialkot International Airport

The Construction of new airport at Sialkot is under construction through the private sector by M/s Sialkot International Airport Limited (SIAL). The work is in progress and the cargo services from the airport are expected to commence by December 2007.

Source: CAA

Commercial properties for development

1. PAKISTAN RAILWAYS

KARACHI PAKISTAN RAILWAYS PRIME REAL ESTATE

- | | |
|--|---------------|
| 1. Mehmoodabad, Korangi Road, Karachi | 44,000 sq.yds |
| 2. Railway Stadium, I.I Chundrigar Road, Karachi | 28,000 sq.yds |
| 3. I.I Chundrigar Road, Karachi | 16,000 sq.yds |

2. ARMY WELFARE TRUST REAL ESTATE INITIATIVES

KARACHI

AWT has got four pieces of prime commercial land available

- | | |
|---|---------------|
| 1. Main Shahra-e-Faisal | 45,012 sq.yds |
| 2. Korangi Road, Adjacent to FTC building | 41,057 sq.yds |
| 3. Mubarak Shaheed Road, Karachi Cantonment | 23,960 sq.yds |
| 4. Rafique Shaheed Road, Karachi Cantonment | 6,384 sq.yds |

3. STATE LIFE INSURANCE CORPORATION OF PAKISTAN

Karachi

PLOT #3/4 & #5 (near FTC Building), KARACHI

Location	Plot # 3/4 & 5 Abbasi Shaheed Road, Karachi.
Size of Plot	Plot # 3/4 : 9468 sq.yds. Plot # 5 : 4011 sq.yds.
Present Status	<ul style="list-style-type: none">• Open plots and ready for construction
Intended Use	<p><u>Option # 1:</u></p> <ul style="list-style-type: none">• Five Star Hotel on plot # 3/4 (50-storey)• Convention Center on plot # 5 <p><u>Option # 2:</u></p> <ul style="list-style-type: none">• Commercial Complex (Twin Towers) on plot # 3/4 (50-storey) structure with 3 basements for parking.• Convention Center on plot # 5.

STATE LIFE PLOT #7, KARACHI

Location	M. A. Jinnah Road, Karachi (State Life Building #7)
Size of Plot	13400 sq.yds
Present Status	Open Plot.
Intended Use	A multistorey (Ground + 40 storeys with 3 basements) mixed development commercial cum multilevel public parking.

STATE LIFE PLOT (Lackey Road), KARACHI

Location	2, Lackey Road, Off I.I Chundrigar Road, Karachi
Size of Plot	9180 sq. yds.
Present Status	Open Plot
Intended Use	A multistory (Ground + 40 storeys with 3 basements) mixed-development, commercial cum multilevel public parking.

STATE LIFE BUILDING (Bath Island), KARACHI

Location	1-A, Framrose Road, Bath Island, Clifton, Karachi.
Size of Plot	6750 sq yds
Present Status	Residential units: Ground + 2 floors. (approx. 3750 sq.yds). A vacant open plot. (approx. 3000 sq.yds.)
Intended Use	A high profile residential complex on the entire site.

LAHORE

STATE LIFE PLOT Davis Road, LAHORE

Location	Davis Road, LAHORE.
Size of Plot	6000 sq. yds.
Present Status	<ul style="list-style-type: none">• Open Plot
Intended Use	A multistorey (Ground + 40 storeys with 3 basements) mixed-development, commercial cum multilevel public parking.

ISLAMABAD

STATE LIFE BUILDING / PLOT #7, Blue Area, ISLAMABAD

Location	Plot # 7, Blue Area, Islamabad.
Size of Plot	4202 sq yds
Present Status	<ul style="list-style-type: none">• Ground + 2 – storey structure : 2763 sq yds• Open plot: 1538 sq.yds.
Intended Use	Hotel Complex