

NATIONAL TRANSPORT RESEARCH CENTRE

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LAHORE DRY PORT IMPROVEMENT

NO.NTRC- 134

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

In the National Logistic Board meeting held on 15th February, 1989, the NLC proposal for setting up container Freight Station at Thokar Niaz Beg Lahore was also discussed. The representative from the Ministry of Railways while endorsing the NLC proposal in principle pointed out that Dry Port at Mughalpura under the charge of Railways was not being fully utilized and suggested that the commissioning of the NLC container Freight Station be deferred till LDP is fully utilized. The Chairman of the Board desired that traffic load at both these installations be assessed to determine as to when it would be appropriate for NLC container station to be commissioned. The task was assigned to NTRC.

In order to implement the decisions of the 15th National Logistic Board's meeting, it was decided to carry out different surveys in and around Lahore Dry Port, in order to collect the information to help to identify the reasons of congestions in traffic on different roads around Dry Port and to quantify the reasons of congestions and time delays within the premise of LDP.

Accordingly it was decided to prepare a work plan to carry out traffic surveys on all major roads leading to Dry Port. The surveys carried out were as under:-

1. Container Processing Procedures and Time Delays.
2. Composition of Vehicles on Major Roads.
3. Volume of Traffic on Major Roads.
4. O-D Survey of Commodities.

The data in respect of (1) was collected from the offices of Pakistan Railways located within the premise of LDP. This data pertained to a period of 3 months of 1988. Other surveys were conducted on all major roads leading to Dry Port for one day only. The data was collected in both directions on all major roads near entrance and exit gates and at both gates of LDP.

Based on the analysis of available data, the following findings emerged:-

- (a) The Dry Port is indeed located in a very congested environment. The access roads which are only two lanes undivided roads carry 15,000 - 18,500 motor vehicles per day (0700 - 2300 hours). In addition there are approx. 11,000 bicycles which result in inordinate delays and difficulties for large vehicles such as container carrying trucks to and fro the Dry Port.

- (b) Although 57% of total number of containers are carried by NLC and 43% by Pakistan Railways, weight-wise more tonnage is transported by Pakistan Railways than NLC. NLC however handles greater number of large size containers (mostly imported machinery) imported than Pakistan Railways.
- (c) Pakistan Railways take one day in transporting container from Karachi to Dry Port. The corresponding figure for NLC is 3-4 days. However, the clearance at the port is done more promptly by NLC than Pakistan Railways, which off-set the transit time advantage.
- (d) 65% of the containers are used for imports and 35% for exports. Major exports include cotton manufacture, rice, steel and handicrafts, originating from Faisalabad, Sheikhupura, Sialkot, Gujrat, Sahiwal, Kasur and Rawalpindi. The main imports were of: machinery, iron scrap, spare parts and tractor components destined to Lahore, Gujranwala, Sialkot, Sheikhupura, Faisalabad, Rawalpindi, Peshawar and Sargodha.
- (e) All exports are cleared within 10 days clearance period and as such no time was lost in handling exports of commodities at the LDP.



- (f) As regard imports, 40.95% of the containers were detained beyond the permissible limit of 10 days.
- (g) For the delayed container, the clearance period ranged between 11 to 110 days. The average time loss on this account comes out to 8.15 days per container.
- (h) The delay in clearing import containers was for the following reasons:-
- i) the consignee not submitting the papers within stipulated period - 1%.
  - ii) The custom authorities finding the documents not fully in order 86.4%.
  - iii) The consignee not taking the goods out of the Dry Port even after clearance by the custom - 12.6%.
- (i) The custom authorities allowed transfer of with-held container to bonded ware-houses outside the Dry Port only in 2% cases.
- (j) The storage of goods taken out of the containers and awaiting clearance was found to be very haphazard which resulted in great difficulty in tracking the container.
- (k) Although the Dry Port at Lahore was set up in April, 1974 but the first container did not arrive at the Port till June, 1982.

(l) As against the total storage capacity of 1500 containers, the actual number held during the period was 500 container per day.

(m) The annual average compound growth rate for container traffic at LDP during 1982-89 was 45.9%. It ranges from a minimum of 8.86% during 1985-86 to a maximum of 91.11% during 1987-88. The rate was 80.58% during 1988-89.

CONCLUSION:

1. The Port is well equipped in terms of cranes and other handling facilities.
2. Currently, there is no capacity problem at the Dry Port.
3. There is, however, considerable congestion on the routes leading to and fro the dry port.
4. The problem is made worse by haphazard storage of the cargo inside the Dry Port.
5. The custom authorities also take unduly long time to clear the goods and do not allow taking away of containers subject to dispute.

6. The container traffic at LDP is increasing very sharply. In the not too distant a future, the present facilities would be unable to cope with the traffic demand.
7. As a carrier, except of large size imported cargo (small quantity), NLC has no distinct advantage over Pakistan Railways.
8. There is considerable dis-satisfaction among the users particularly Lahore Chamber of Commerce and Industry concerning present arrangement and strong support for allowing NLC to operate their own freight station.

#### RECOMMENDATION

1. The operation of the Port can be improved considerably by proper stacking of the Cargo.
2. The custom authorities may be directed to expedite the clearing procedures from the Dry Port and not allowing its use as a warehouse.
3. In case of any discrepancy or dispute in the documentations, the containers should be removed from the Dry Port to another Bonded Warehouse under the custody of the Custom Staff.
4. Pakistan Railways may be directed to expedite planning and commissioning of another Dry Port outside Lahore municipal limits. To further accelerate the pace, NLC should be actively involved in the development of the new facility.

5. As an interim measure NLC may be allowed to set up a Container Freight Station at Thokar Niaz Beg with the clear understanding that:

- (a) Pakistan Railways would have the first option to lift the traffic at Karachi.
- (b) Once a permanent Dry Port has been built, this container station would cease to function.

CHAPTER - I

INTRODUCTION

CHAPTER - I

INTRODUCTION

Dry Port (Inland Customs Checking Stations) play a vital role in the Economic Development of a country. At the time of independence, Pakistan had to depend completely on Karachi Port for all its Imports and Exports which involved inconvenience, extra expenditure, delays and hardships for trading community.

WHAT IS A DRY PORT :

Dry Port is a one-window Customs Operation the Scope of which extends to :

- I. (a) Customs clearance facility for Sea Freight.  
(b) Air Freight.  
(c) Postal Freight.
- II. Import Refund and Export Rebate Sections;
- III. Bonded Warehouses;
- IV. Anti-Smuggling/Anti-Narcotics Units;
- V. Valuation Units;
- VI. Inland Container Depots (ICDs);
- VII. Haj Flights.

VIII. Duty Free Shops; and

IX. Tax Free Industrial Estates.

For the convenience of people for the areas away from Karachi the idea of establishing Dry Ports and offering Inland Customs Service was taken up in 1970s. The first Dry Port was commissioned in April, 1974, at Lahore to cater to the requirements of the business community in the up-country areas by providing direct foreign trade facilities nearer the major trading centres.

Dry Ports chronology in Pakistan is as under :

1. Lahore	Established	1974
2. Karachi	-do-	1983
3. Hyderabad	-do-	1983
4. Sambrial (Sialkot)	-do-	1984
5. Peshawar	-do-	1986
6. Multan	-do-	1986
7. Quetta	-do-	1987
8. Rawalpindi	-do-	1990

In the next few years, the Dry Ports would revolutionize the existing pattern and scope of trading and industrial activities in the country which would not only contribute to economic development but also help in building up the national economy.

MAIN FUNCTIONS OF A DRY PORT :

- (i) To provide customs and port facilities at the doorsteps of businessmen with a view to making import and export of goods easy and economical and thus broadening the base of the country's international trade.
- (ii) To disperse industrial and commercial activities in the country for achieving a balanced regional growth in order to avoid the undesirable over-concentration in certain areas and to create additional trade and employment opportunities in the country;
- (iii) To liquidate congestion at sea ports by speeding-up customs and port clearance of cargo;
- (iv) To improve efficiency and effectiveness of the Customs House Karachi and Karachi Port Trust by reducing work-load on these organisations;
- (v) To bring about container revolution in the country
- (vi) To operate Haj Flights from the Dry Port cities.

BENEFITS OF A DRY PORT :

It will :

1. Create new employment opportunities
2. Income to Railway;



3. Lessen the goods transportation burden on the roads and thus help to reduce the number of road accidents and also save the additional expenses incurred on the road transport.
4. Make it easy for local traders and industrialists to export and import their goods.

The availability of better import and export facilities will open new vistas of development to a region and its adjoining areas thus giving new impetus to industrial development at local level. This industrial development will certainly result in fetching additional revenue in the form of excise duty, sales tax and income tax. The income so collected by the government could be allocated in the national budget for regional and national development and other welfare-oriented projects.

A Dry Port will open up new avenues of import and export for the traders and industrialists of the region. As it will provide customs and port facilities at the doorsteps of businessmen, it will go a long way in broadening the base of country's international trade. It will help in dispersing industrial and commercial activities in the country for achieving a balanced regional growth in order to provide additional trade and employment opportunities

is the country and to liquidate congestion at sea ports by speeding up customs and port clearance of cargo.

The Lahore dry Port has come a long way from its humble beginning since 1974 because of the initial problems it took quite some time for the port to be fully operational. The opening of this inland port had met a long-felt requirement of the business community in up-country areas by providing direct foreign trade facilities nearer to the exporting and consuming trade centres and by minimizing the cost and time involved in carrying out custom and port formalities at Karachi, which is located at a long distance of about 1200 kilometres from these areas. The Dry Port is located near Mughalpura Railway Station. The Railway has provided a bonded area spread over 32 acres with 48,000 sq.ft. covered shed space and more than 60,000 sq.ft. open platform space, accommodation for offices (including Customs), boundry wall, roads and other ancillary facilities. Railway acts as the sole bonded carrier of cargo between Lahore and Karachi Port and also as a forwarding agent at Karachi for loading the bonded cargo in the ships and receiving cargo in bond from ships for carriage to, and delivery at the Dry Port. Containerization is the back bone of the modern era's sea transportation system. The idea of containerized movement of cargo has been widely acclaimed and accepted all over the world. Pakistan is relying heavily on containerized movement of cargo, both for imports and exports.

Containers started arriving at Karachi Port Trust in the year 1980-81 in sizeable number. NLC took active part and made positive contribution in the affairs of Lahore Dry Port. It was with the joint efforts of railways and NLC that Dry Port started functioning efficiently and reached the present level. Both the modes of transport are being used for imports and exports to/from this Dry Port.

Encouraged by the patronage received from the business community, a full-fledged modernized Inland Container Freight Station (ICFS) has been developed at Lahore Dry Port. With these modern facilities, the movement of containers carrying both imports and exports traffic has increased manifold during the last 3 years.

At present, the movement of containers by rail is confined to the cities of Lahore, Sialkot and Peshawar. However, the Pakistan Railways is planning to capture container traffic of industrial areas in the districts of Gujranwala, Faisalabad, Sheikhupura, Multan, Sahiwal, Jhang, Jhelum, Sargodha and Vehari. For this purpose, it is planned to move containers from factory premises located in the above mentioned districts to Lahore/Multan Dry Port by road and then onward by rail to Karachi and Vice Versa.

Normal imports including containerized traffic are being handled by both Railways and NLC but the over-dimensional cargo like Plant/Machinery which can not be transported by rail is being brought by NLC trailers

only. Similarly the imports urgently required at the destinations are transported through NLC vehicles. At the same time some of the exports are also transported through NLC to Karachi for shipment abroad.

In the National Logistic Board meeting held on 15th February, 1989, the National Logistic Cell proposal for setting up Container Freight Station at Thokar Niaz Beg - Lahore was also discussed. The representative from the Ministry of Railways while endorsing the NLC proposal in principle pointed out that Dry Port at Mughalpura under the charge of railways was not being fully utilized and suggested that the commissioning of the NLC Container Freight Station be deferred till the Mughalpura Dry Port is fully utilized. The Chairman of the Board desired that the traffic load at both these installations be assessed to determine as to when it would be appropriate for the NLC Containers Station to be commissioned. The task was assigned to National Transport Research Centre.

In pursuance of the above, a number of meetings were held with the representatives of NLC, Ministry of Railways and Central Board of Revenue. Both the sites at Lahore were visited and matter was also discussed with the representative of Chamber of Commerce and Industry, and the Clearing and Forwarding Agents at Lahore.

In the 15th National Logistic Board meeting held under the Chairmanship of Advisor to the Prime Minister on Finance, Economic Affairs and Planning and Development Division on 10th October, 1989. The following decisions taken were as under :

- (a) NLC should assist Railways to improve the existing facilities of Lahore Dry Port.
- (b) NTRC to suggest measures to improve the functional efficiency of the Lahore Dry Port.
- (c) Decision to allow NLC to set-up Road-Fed Container Freight Station at Thokar Niaz Beg - Lahore be pending for a year.

In the light of decision above at (b) a meeting was held on 14th November, 1989 under the Chairmanship of Senior Chief NTRC in the Office of Deputy Chief Traffic Manager, Dry Port, Lahore to find ways and means to improve the functional efficiency of Lahore Dry Port.

In view of the detailed discussion the decisions taken were as under :

1. The access and egress to the Dry Port need to be improved on top priority. For this purpose NTRC shall help carry out traffic surveys on all major roads leading to the Dry Port and the port authorities shall

prepare a detailed site plans of the surrounding area.

2. Procedures/Operations involved in clearing goods also need to be studied. For this purpose NTRC shall help custom and Port Authority to prepare the log of the movement of the goods between the time they enter the premise and the time they leave.
3. The problem of Through Bill of Lading and the procedures adopted at Karachi Port Trust, for this purpose, shall also be looked into.

For this purpose, it was decided to prepare a work plan and to carry out different surveys in and around Lahore Dry Port, which can be enumerated as under :-

- (a) Container Processing Procedures and Time Delay.
- (b) Composition of Vehicles on Major Roads.
- (c) Volume of Traffic on Major Roads.
- (d) O-D Survey of Commodities.

OBJECTIVES OF THE STUDY :

In order to implement the decisions of the 15th National Logistic Board's meeting dated the 10th October,

1989. It was decided to carry out different surveys and to collect the required information regarding Identification of Container, Mode of Transport, Type of Cargo Handled, Reasons of Delay, Volume of Traffic on different Major Roads, Type of Vehicles, Registration Number, Origin and Destination of Vehicles, Type and Quantity of Commodities etc. This information will help us to identify the reasons of congestion in traffic on different roads around Dry Port and to quantify reasons of congestion and time delay within the premise of Lahore dry Port.

The report has been organized into four Chapters which are given as follows, Chapter-I, gives main Introduction to the Subject. It gives historical background and its various Development stages which it passed since its inception todate alongwith the objectives of the Study. Chapter-II, gives the Methodology used for the data collection. Chapter-III, shows the analysis of data through which inferences can be drawn. Chapter-IV, illustrates the main Conclusions drawn and Recommendations based on these conclusions.

CHAPTER - II

METHODOLOGY USED FOR THE STUDY



CHAPTER - II

METHODOLOGY USED FOR THE STUDY

Importance of the Dry Ports at various important points in the country can hardly be over-emphasised, with a view to ensure rapid transaction of import and export Cargoes. The Government of Pakistan has made tremendous efforts to provide maximum facilities to the business community of the country. In fact business expertise can be widely dispersed to other regions for attaining the goal of equitable distribution of gains of development. Such arrangements help the business community in developing close liaison with the international business community and provide direct and indirect benefits for the socio-economic uplift of the country.

In the National Logistic Board meetings held on 15th February and 10th October, 1989, the National Logistic Cell proposal for setting up Container freight Station at Thokar Niaz Beg - Lahore was also discussed. The representative of Ministry of Railways pointed out that Dry Port at Mughalpura was not being fully utilized and suggested that the commissioning of the NLC Container Freight Station be deferred till the Dry Port is fully utilized. The Chairman of the Board desired that traffic load at both the points be assessed to determine as to when it would be feasible for the NLC Container Station to be set-up. After detailed

discussion it was decided that NTRC should suggest measures to improve the functional efficiency of the Lahore Dry Port.

Accordingly it was decided to prepare a work plan to carry out traffic surveys on all major roads leading to Dry Port. The surveys to be carried out were as under :

1. Container Processing Procedures and Time Delays.
2. Composition of Vehicles on Major Roads.
3. Volume of Traffic on Major Roads.
4. O-D Survey of Commodities.

The method of data collecting was by personal visits to the selected offices/places and to interview directly the Drivers of the Vehicles specified in the sample. The data in respect of first three surveys was collected in and around Lahore Dry Port and the data regarding O-D survey of Commodities was collected at Ravi Bridge - Lahore.

For survey (1) above the total number of proformas filled-in was 1211, out of which 851 proformas were relating to import and 360 for exports, 810 proformas were in respect of NLC and 401 for Railways. During the field operations the data relating to a period of 3 months i.e. from July to September, 1983 was collected.

For surveys (ii) and (iii) above, the data regarding hourly classified count was collected on 10-11th December, 1989 from 7.A.M. to 11 P.M. respectively. The data was collected on all major roads near entrance and exit gates of Lahore Dry Port. Data was collected in both directions i.e. from Dry Port to Mughalpura and back and from Dry Port to Saddar Bazar and back. The total number of vehicles on Main Road near the entrance gate was 28,407 and on Main Road near exit gate was 26,782. In addition, the traffic flow at inside and outside gates was also counted in order to determine the congestion within the premises of the Dry Port. Data in rest of (iv) above was collected at Ravi Bridge - Lahore for complete 24 hours starting from 7 A.M. on 5th December, 1989. This was a two-way hourly classified count. The total number of vehicles on both way count was 57,975. Every effort was made by the survey staff from the beginning to collect the information from the relevant record and there was be no substitution for the missing information.

The authorities concerned at the places of data collection/interview were pre-informed. Interviewer always used to take an introductory letter issued by the Senior Chief, NTRC so as to avoid any difficulty at the place of data collection or Interview of vehicle concerned. The Police help was also sought to check the vehicle and to interview the driver.

QUESTIONNAIRE PREPARATION :

The questionnaire is a funnel through which flows all the information from its source to its ultimate use. In this case, a set of four different types of questionnaires was designed which may be seen at Annex-

The forms were printed in sufficient number to cover the entire field survey. Like others, each questionnaire had also two parts (a) identification items (b) questions related with the survey. These questions were grouped together, each one was leading to the next. The sequence was given for the ease of processing. The persons responsible for processing the data were consulted at an early stage of designing the questionnaire.

PRE-TESTING OF QUESTIONNAIRE :

Designing an adequate questionnaire is a difficult task. To assure that the questions are properly framed to elicit the desired information. It was planned that the survey teams should visit the offices/places of the concerned agency involved in the operation and maintenance of Lahore Dry Port to discover whether the requisite information was available with them or not. During the pre-testing of questionnaire at Lahore, it was observed that the information was not easily forthcoming because the questionnaire was quite complicated. Moreover, the Railway agencies at Dry Port have not compiled the information in some proper format. On

the basis of a careful consideration of the results of the pre-test, the questionnaire was reviewed and revised.

DATA COLLECTION (FIELD OPERATION) :

Human beings always observed and as such questions are raised which need to be answered. The observations made by various individuals generate data. Regardless of the sources or methodology used for collecting data. The Enumerator in each Study has to consider what must exist between observer and the observed and how to establish such relationship.

In this case, two Economic Investigators were deputed to extract/collect information from the relevant records of offices of Pakistan Railway located at Lahore Dry Port. They worked there for one month i.e. 5th December, 1989 to 5th January, 1990. As the questionnaire was of complicated nature, instructions were issued, from the headquarter from time to time in order to guide them for filling in the questionnaires. This helped them to complete the work within a specified time period. The total number of proformas filled in was 1211 covering 1749 containers. The other three surveys were of short duration and were completed within a period of one week during the month of January, 1990. This team of Economic Investigators were arranged from the Headquarter of the NTRC located at Islamabad. The Investigators were asked to visit personally the offices of the Lahore

Dry Port and get the required information from the relevant records and complete the un-filled proformas. The data was collected personally after explaining the urgency and the importance of the information.

It was ascertained that all the required information had been obtained from the relevant records like files/ registers/books of the organization concerned and nothing has been taken from the memory. The Investigators were provided with survey identify Cards issued by the Senior Chief, National Transport Research Centre, which had to be shown to the competent authority of the organization concerned, if so desired, because the possibility of getting the information by mail could also be explored if needed. If it proves successful, in future, the same method could be used for collecting the information from any other agency.

EDITING OF DATA :

Editing of schedule or filled in proforma consisted of careful inspection to detect any errors, omissions, inconsistencies and/or incompleteness in the data. It also involved check on whether data was reasonable, uniform and ready for tabulation. In this case, each schedule was edited twice, once in the field after the day work was over and other at the headquarter.

Editing was made in a distinctive colour to avoid confusion between the editor's entries and that of the Enumerator. The routine editing was done in the field office every day after the day work was over. This practice facilitated in making correction for any mistake/ omission without any delay. Particularly in case when there was a need for the re-visit. The editing, in general, is carried out to ensure the following :-

- (a) Completeness
- (b) Legibility
- (c) Comprehensiveness
- (d) Consistency
- (e) Uniformity
- (f) Reasons for non-response
- (g) Coding.

TABULATION :

After the editing process was completed, there emerged a series of tabulations. For this purpose, the data was tabulated according to the already approved tabulation plan. The tabulation plan provided a system in which various informations were sorted, grouped, averaged, rounded, summarized and presented in a way which made the findings most usable. The tabulation plan was prepared by National Transport Research Centre. The final

shape of tabulation plan, however, depends upon the availability of data.

The blank tables were prepared to assess the data requirements. They were prepared only to serve as a guide. It was desirable to circulate them to the eventual data users for suggestions/comments for improvement.

#### ANALYSIS OF DATA :

The objective of the analysis is to answer the basic questions raised at the problem formulation stage. At the analysis stage, the various relationships in terms of cause and effect were seen. The analysis plan was directed by the objectives of the Study. The final report includes the interpretation of the findings of the survey. In writing the report, the requirements of all goods writings have to be kept in mind, namely a logical sequence of topics, clear and easily understanding, exposition of the ideas.

In the case, the results of the survey would help to establish certain relationships between country of origin/destination of containers. Mode of transport, type of cargo handled and reasons of delay in clearance by custom authorities, volume and composition of vehicles on all major roads, registration number, origin and destination



of vehicles, type and quantity of commodities carried.

A detailed analysis of the subject is given in

Chapter-IV of this report.

CHAPTER - III

ANALYSIS OF DATA

CHAPTER - III

ANALYSIS OF DATA

The trading activity in general and the international trading activity in particular in terms of import and export are both a cause and effect of a country's economic growth. The broader the base of international trade, the greater the dispersal of economic gains accruing from the import and export activities. The international agencies within and outside the United Nations Organization (UNO) are working hard for expanding the international trade base of the entire world by increasing the international exchange of goods and services quantitatively as well as qualitatively by removal of tariff barriers, improvement in the internal transport and shipping system, encouragement of industrial investment, improvement in production patterns and promotion of transfer of technology.

Presently Lahore Dry Port is being run under the management of Railways. The import/Export goods are being transported through two authorised carriers i.e. Railways and NLC. As per statistics being maintained at the Dry Port maximum cargo is being transported by rail. NLC is also transporting a small part of the total load, mainly when the cargo is urgently required by the

importers/exporters to avoid closure of their mills for want of raw-material and for the exports requiring immediate delivery at Karachi for shipment abroad. Over-dimensional cargo like machinery/plant which cannot be transported by rail, is exclusively being moved on NLC trailers.

Lahore Dry Port was established in 1974. Encouraged by the success of the Lahore Dry Port, Pakistan Railways has opened Dry Ports at Peshawar, Quetta, Multan, Sambrial. These Dry Ports were opened to handle cargo in order to provide facilities to the business community of these cities. From their dates of inception upto 30th June, 1988, tonnage handled and earnings derived at these Dry Ports are as under :-

Sl. No.	Description	Tonnage			Earnings (Rs.)		
		Import	Export	Total	Import	Export	Total
1.	Sambrial (Sialkot)	4,708	Nil.	4,708	1,877,074	Nil	1,877,074
2.	Peshawar	2,183	300	2,483	1,814,287	189,667	2,003,954
3.	Multan	207	245	452	318,330	44,037	362,367
4.	Quetta	7,545	257	7,802	2,331,169	202,980	2,534,149

Source : Year Book Pakistan Railways, 1987-88.

Lahore Dry Port has also been developed as a Modern Inland Container Freight Station. With these modern facilities, the movement of containers carrying both import and export traffic has increased manifold during the past 4 years. During 1988-89, 8693 containers were handled and this traffic has the potential of rapid expansion with the active collaboration of International Shipping lines and the trading community. In July, 1989, Pakistan Railways, in collaboration with American President line, launched a weekly "Container Express Train" carrying export cargo from Lahore to Karachi Port within 35 hours. Because of the great success of this service, Pakistan Railways has launched a bi-weekly service from January, 1990 to meet the increasing demand. Containers handled at Lahore Dry Port during the past 6 years are as under :-

Y e a r	Import (20' Containers)	Export (20' Containers)	Total	Growth Rate (%)
1	2	3	4	5
1982-83	600	300	900	49.11
1983-84	814	528	1,342	48.81
1984-85	1,021	976	1,997	8.86
1985-86	1,112	1,062	2,174	15.87
1986-87	1,254	1,265	2,519	91.11
1987-88	3,025	1,789	4,814	80.58
1988-89	5,462	3,231	8,693	45.93
1982-89				

SOURCE: Year Book - Pakistan Railways.

HOURLY CLASSIFIED COUNT ON MAIN ROAD NEAR ENTRANCE GATE :

A survey of vehicles was carried out on 10-11th December, 1989 between 7 A.M. to 11 P.M. near the entrance and exit gates on major roads leading to Dry Port. One survey point was selected on 11th December, 1989 at a distance of 1100 feet from entrance gate (Dharmapura side) on a major road coming from Saddar Bazar and going to Mughalpura. The other spot was selected at a distance of about 1400 feet away from the exit gate (Shalimar garden side) on major road coming from Mughalpura and going to Saddar Bazar - Cantonment Area. The vehicles, at survey points, were counted in both the directions. This survey was undertaken to determine the volume and composition of vehicular Traffic on major roads leading to the Dry Port. The total number of vehicles near the entrance gate in both the directions on 11th December, 1989 between 7 A.M. to 11 P.M. was 28,407. The traffic at the survey point, from Saddar Bazar to Mughalpura was 13,622 vehicles and in reverse direction was 14,785. In the case of traffic from Saddar Bazar to Mughalpura via Dry Port, the maximum number was of Pedal cycles and Motor cycles respectively, which constituted about 70% of the total traffic. Next to this, the largest number was of Car/Jeep/Pickup, Wagon/Mini-bus and Rickshaws respectively. The number of Buses, Animal drawn vehicles, trucks 2-axle and multi-axles and others was negligible. The total number of trucks 2-axle was

73 and that of multi-axle was 25. The maximum number of vehicles passing the survey point from Saddar Bazar to Mughalpura between 8-9 A.M. was maximum which constituted 11.2% of total. This may be due to the working hours when people go out for work/education. Next to this, the larger number was between 7-8, 11 A.M. to 12 Noon, 2-3 P.M., 12 Noon to 1 P.M. and 9-10 A.M. respectively, which constituted 40.6% of total. These are the peak hours for business activity. It is observed that more than half of the vehicle travel by road during the above six hours only and the less than half between the remaining 12 hours. The minimum number of vehicles was observed between 22-23 hours. The number of vehicles in the reverse direction, i.e. from Mughalpura to Saddar Bazar, was 14,785. The maximum number was of Pedal cycles and Motor cycles respectively which constituted 72% of the total traffic. Next to this, the larger number was of Motor Car, Wagon/Mini-Bus, Rickshaws and Animal Drawn vehicles respectively which formed 25%. The number of buses, trucks 2-axle and multi-axle and others was negligible. The maximum number of vehicles passed the survey point between 5-6 P.M. and minimum between 10-11 P.M. Next to this, the larger number was between 4-5 P.M., 1-2 P.M., 2-3 P.M., 6-7 P.M., 3-4 P.M., 12 Noon to 1 P.M. respectively which constituted 46.4%. The maximum traffic was between 12 Noon to 7 P.M. which constituted 56% of total traffic. It means that remaining

number of vehicle i.e. 44% have passed the survey point between the remaining 10 hours. The minimum number of vehicles was observed between 10-11 P.M. This may be due to the fact that railway workshops and other offices are located in the vicinity of Mughalpura and the workers might be returning home after the day work is over. However, the number of vehicles was quite uniform during the day i.e. between 8 A.M. to 8 P.M.

The total number of vehicles at this survey point in both the directions between 7 A.M. to 11 P.M. was 28,407. The maximum number was of Pedal cycles and Motor cycles which constituted 71% of the total traffic. Next to this, the larger number was of Cars/Jeep/Pickup, Wagons/ Mini-Bus, Rickshaw and Animal Drawn vehicles respectively. No truck multi-axle passed through the survey point during the day. The number of trucks 2-axle and those categorised as others was negligible. It is observed that the maximum number of vehicles has passed the survey point in both the directions between 8-9 A.M. and 2-3 P.M. respectively. Next to this, the larger number was between 5-6 P.M., 11 A.M. to 12 Noon, 12 Noon to 1 P.M., 1-2 P.M. and 4-5 P.M. respectively. The lowest number was between 22-23 P.M. The maximum traffic in the morning and evening was due to the students and office workers going to attend their institutions and returning home after the day work is over. The distribution of traffic was quite uniform



between 7 A.M. to 7 P.M. After which the number of vehicles was decreasing and the minimum number was between 10-11 P.M.

It can be concluded that maximum number of vehicles crossing the survey point in both direction was of Pedal cycles and Motor cycles respectively, which constituted 71% of total traffic, the remaining were 29% only. Next to this, larger number was of Cars/Jeep/Pickup. 85% of the traffic crossed the survey point in both direction between 7 A.M. to 7 P.M. The maximum number of vehicles crossing the survey point, from Saddar Bazar to Mughalpura, was between 8-9 A.M. and in reverse direction between 5-6 P.M. This may be due to offices, Railway workshops and other educational institutions which are located in the vicinity of Mughalpura and people working in those institutions might be returning home after the day work was over. The main load in one direction was above average for 7 hours and below average for the remaining 9 hours. This may be due to the departure and arrival time of the employees working in different institutions. However, the crossing of vehicles at survey point at other interval of time was quite uniform from 7 A.M. to 7 P.M. The flow of traffic between 7-11 P.M. had a decreasing trend. Whereas the traffic between 10 to 11 P.M. was minimum which constituted 1.6% of total.

HOURLY CLASSIFIED COUNT ON MAIN ROAD NEAR EXIT GATE :

A survey of vehicles was carried out on 10th December, 1989 at a distance of 1100 feet away from the exit gate (in between the railway quarters and cannal on Shalimar Garden Side) on the main road. The total number of vehicles crossing the survey point in both the directions was 26,782. The number of vehicles from Mughalpura to Saddar Bazar was 12,771 and in the reverse direction, 14,011. In the case of traffic from Mughalpura to Saddar Bazar via Dry Port, the maximum number was of Pedal Cycles and Motor Cycles respectively which constituted 73.6% of total traffic. Next to this, the larger number was of cars/jeep/pick-up, animal drawn vehicles and rickshaws respectively, which formed 23.5%. It shows that these 5 types of vehicles constituted 97.1% and remaining were 2.9% only which included wagons/mini-buses, buses, trucks 2-axles and multi-axles and others. It is also seen that the maximum number of vehicles crossed the survey point between 8-9 A.M. Next to

this, the larger number was between 7-8 A.M., 4-5 P.M. and 9-10 A.M. respectively. 31% of the vehicles crossed the survey point between 7-10 A.M. and 24.4% between 3-6 P.M. The average number of vehicles for 16 hours i.e. from 7 A.M. to 11 P.M. was 798 which was about 6.2%. The traffic was minimum between 10-11 P.M.

The number of vehicles from Saddar Bazar to Mughalpura via Dry Port was 14,011. Maximum number of vehicles was of Pedal Cycles and Motor Cycles which constituted 73.5% of the total traffic. Next to this the larger number was of cars, animal drawn vehicles and rickshaws which formed 23.5%. These 5 types of vehicles comes out 97% of total. Teh remaining 3% include wagon/ mini-bus, buses, truck 2-axle and multi-axles and others.

to Saddar Bazar via Dry Port, the maximum number was of Pedal cycles and Motor cycles respectively which constituted 73.6% of total traffic. Next to this, the larger number was of cars/jeep/pick-up, animal drawn vehicles and rickshaws respectively, which formed 23.5%. It shows that these 5 types of vehicles constituted 97.1% and remaining were 2.9% only which included wagons/mini-buses, buses, trucks 2-axle and multi-axles and others. It is also seen that the maximum number of vehicles crossed the survey point between 8-9 A.M. Next to this, the larger number was between 7-8 A.M., 4-5 P.M., 5-6 P.M. and 9-10 A.M. respectively. 31% of the vehicles crossed the survey point between 7-10 A.M. and 24.4% between 3-6 P.M. The average number of vehicles for 16 hours i.e. from 7 A.M. to 11 P.M. was 798 which was about 6.2%. The traffic was minimum between 10-11 P.M.

The number of vehicles from Saddar Bazar to Mughalpura via Dry Port was 14,011. Maximum number of vehicles was of Pedal cycles and Motor cycles which constituted 73.5% of the total traffic. Next to this the larger number was of cars, animal drawn vehicles and rickshaws which formed 23.5%. These 5 types of vehicles comes out 97% of total. The remaining 3% include wagon/mini-bus, buses, truck 2-axle and multi-axles and others.

It is seen that maximum number of vehicles crossed the survey point between 8-9 A.M. Next to this, the larger number of vehicles crossed the survey point between 2-3 P.M., 5-6 P.M., 3-4 P.M., 7-8 A.M. and 12 Noon to 1 P.M. 48% of the traffic crossed the survey point these 6 hours. The remaining 52% crossed during 10 hours. The average number of vehicles per hour was 876 which is 6.3% of total. The minimum traffic was between 10-11 P.M. The total number of vehicles crossing the survey point in both the directions between 7 A.M. to 11 P.M. was 26,782. Out of which the maximum number was of cycles and motor cycles respectively which constituted 73.5% of total traffic. Next to this, the larger number was of cars, animal drawn vehicles and rickshaws respectively which constituted 23.6%. The remaining were 3% only which include wagons/mini-bus, buses, truck 2-axle and multi-axles and others. It is seen that the maximum number of the vehicles have crossed in both direction at the survey point near exit gate between 8-9 A.M. Next to this, the larger number was between 7-8 A.M. and 3-6 P.M. respectively which formed 31.6% of total. 20% passed in both direction between 7-9 A.M. and 27.3% between 7-10 A.M. and 23% between 3-6 P.M. It is observed that more than 50% of the traffic passed through the survey point in both direction between peak hours. 87% of the traffic passed through between 7 A.M. to 7 P.M. However, the traffic was quite uniform during the day between

7 A.M. to 7 P.M. After which its started decreasing.  
It was minimum between 10 - 11 P.M.

HOURLY CLASSIFIED COUNT AT BOTH GATES OF DRY PORT :

In addition to the above, a survey was undertaken on 9th December, 1989 at both entrance and exit gates of the Dry Port, in order to determine the volume and composition of vehicles entering in and going out of the Dry Port which can create congestion within the premise of Dry Port during the working hours. The total number of vehicles entering in and going out at both gates was 2,221 and at the entrance gate was 922 and exit gate 1299. It is evident that more number of vehicles have gone out than those entered the Dry Port on the day of the survey between 8 A.M. to 5 P.M. This may be due to the fact, the vehicles those entered the Dry Port on the previous day might have left the Dry Port on the day of the survey.

At the entrance gate (Dharmapura side), the total number of vehicles entering the Dry Port was 922, maximum number of vehicles entering the Dry Port was of Motor Cycles and Cars respectively which constituted 71%. (40.7% were motor cycles, 29.9% cars/jeep/pick-ups, 12.4% pedal cycles). Trucks, multi-axle and 2-axle, rickshaw and

animal drawn vehicles formed 15.7% and others were 1.3% only. No wagons/mini-bus and bus entered the Dry Port on the day of the survey. There were 30 trucks 2-axle, and 46 trucks multi-axle which constituted 8.2% of total traffic.

In this survey, the distribution of vehicles was different than those at the main roads. Here maximum number of vehicles was of Motor Cycles. Next to this, the larger number was of cars/jeep/pickup. Both categories constitute about 71% of the total traffic at this gate. Remaining vehicles were 29% only which include pedal cycle, rickshaw, wagon, bus, truck 2-axle, truck multi-axle, animal drawn vehicles and others. In this survey maximum of vehicles was of motor cycles and cars respectively but on the road side survey the maximum number of vehicles was of pedal cycles and motor cycles respectively. This variation may be due to the fact that majority of people coming to the Dry Port use motor cycles and motor cars whereas those going on the major road for work, education or other purposes use pedal cycles and motor cycles. This shows that people visiting the Dry Port include employees and business community at the Dry Port who have better socio-economic condition than the general public of the city of Lahore. It was observed that out of total trucks 2-axles, 66.7% entered the Dry Port between 8 to 10 A.M. None of the

trucks 2-axle came in the Dry Port after 2 P.M. It is also seen that 80% of the trucks 2-axle entered the Dry Port between 8 to 11 A.M. and the remaining 20% entered the Dry Port after 11 A.M. Similarly for trucks multi-axle, 65.2% of the vehicles entered between 8 to 10 A.M. 91.2% entered between 8 A.M. to 12 Noon and the remaining 9% entered the Dry Port after 12 Noon. It is observed that maximum number of vehicles (all types entered) the Dry Port between 10-11 A.M. Next to this, the larger number was between 11 A.M. to 12 Noon, 9-10 A.M., 12 Noon to 1 P.M. and 1-2 P.M. respectively. The minimum number entered between 3-4 P.M. It can be easily concluded that maximum number of vehicles entering the Dry Port were motor cycle, cars and cycles which constituted 83% and the maximum number of vehicles entered between 9 A.M. to 2 P.M. which constitute 88.5% of total. It can be concluded that for trucks 2-axle and multi-axles, the maximum number entered the Dry Port between 8-10 A.M.

At the exit gate (Mughalpura side), the total number of vehicles leaving the Dry Port on the day of survey between 8 A.M. to 5 P.M. was 1299, which was 17% more than those entering the Dry Port on that day. Of which maximum number was of motor cycles, cycles and cars respectively which constituted 87%. The remaining were 13% only. The maximum number of vehicles was of motor cycles which



constituted 45%. Next to this, the larger number was of pedal cycles and car which formed 21.4% and 20.5% respectively. The lowest number was of trucks multi-axle, animal drawn vehicles and truck 2-axle respectively which constituted about 12% of the total traffic. No bus left the Dry Port on that day. The lowest number was of wagons/mini-bus and those categorised as others. The trucks 2-axle and multi-axle were 2.1% and 3.8% respectively. The maximum number of vehicles left the Dry Port between 1-2 P.M. Next to this, the larger number was between 11 A.M. to 12 Noon, 12 Noon to 1 P.M., 2-3 P.M. and 10-11 A.M. respectively. The lowest number was between 4-5 P.M. Of the total trucks 2-axes, 44.5% left between 12 Noon to 1 P.M. 92.5% of trucks 2-axle left between 9 A.M. to 2 P.M. It is also seen that maximum number of vehicles left the Dry Port between 12 Noon to 1 P.M. For trucks multi-axle, the maximum number left between 12 Noon to 1 P.M. and 3-4 P.M. which constitute 80% of total. Next to this, the larger number left between 2-3 P.M. 92% of vehicles left between 12 Noon to 4 P.M. The lowest number was between 10-11 A.M. and 4-5 P.M. respectively which formed 8%.

It can be concluded that maximum number of vehicles entering and leaving the Dry Port during the day of the survey was of motor cycles which constituted 43.2% of total. Next to this, the larger number was of cars 24.4% and pedal cycles 17.6% respectively both formed 42%. The minimum number was of wagon/mini-bus. No bus entered or

left the Dry Port during the day of the survey. Total number of motor cycles and cars was 67.6%. Out of which 24.4% were cars and 43.2% motor cycles on the main road, near the exit gate they formed 42%, whereas near the entrance gate on main road, they constituted 40.5% out of which 9.4% were cars and 31.1% motor cycles. It is evident that maximum number of motor cycles and cars have entered/left the Dry Port between 8 A.M. to 5 P.M. on the day of the survey. The maximum number of vehicles entered/left between 1-2 P.M. Next to this, larger number entered/left between 10 A.M. to 1 P.M. The minimum number was between 4-5 P.M. The traffic moves according to the business activity. More people travel during the business hours i.e., 8 A.M. to 5 P.M., after which the traffic is decreasing by each hour.

CONTAINER PROCESSING PROCEDURES AND TIME DELAYS :

A survey on the above subject was carried out at Lahore Dry Port for a period of one month i.e., from 5th December, 1989 to 5th January, 1990. The data was collected from relevant records of the Pakistan Railways in respect of both modes of transport i.e. railway and NLC vehicles. The total number of questionnaires filled in was 1211 which covered a period of 3 months during the year 1988 i.e. July to September, 1988. The total number of containers covered in these questionnaires was 1749.

Out of which 752 containers were carried by Pakistan Railways and 997 by NLC. Similarly the total number of containers involved in the import of commodities was 1133 and for exports 616. It is seen that NLC carried more containers for imports than exports whereas Pakistan Railways had almost equal number of containers for imports and exports. It is also observed that Pakistan Railways carried more containers regarding exports than NLC. The total weight of commodities handled at the Lahore dry Port during July - September, 1988 was 19.117 million Kgs. Out of which railways carried 10.811 million Kgs and NLC 8.306 million Kgs. It is observed that more containers were carried by NLC vehicles than Pakistan railways but Pakistan Railways carried more weight than NLC vehicles. It is also seen that 79.2% of small size and 20.8% of large size containers were used for exports by both mode. It can be concluded that more small size containers are used for exports. As regards the imports, 64.5% of total containers were of size 40' whereas 35.5% were of size 20'. Large number of big size containers were used by NLC vehicles.

EXPORTS BY COMMODITY AND COUNTRY - PAKISTAN RAILWAYS :

The number of containers involved in exports of commodities and handled at Lahore Dry Port was 375, of which 353 were of size 20' and 22 of size 40'. The total

weight of exports carried was 5.229 million Kgs.

It is seen that 57.6% of total weight

was of exports to Hong Kong, main items of exports were cotton manufactures, 13.42% to England major exports were calcium phosphate, steel and cotton manufactures respectively. 9.82% to U.A.E., main items of export were rice and cotton manufactures respectively. The exports to Hong Kong, England and U.A.E. constituted about 81%. Next to this, the export to West Germany, Saudi Arabia, Taiwan and Zambave constituted about 11%. The remaining 8% of the commodities were exported in small quantities to the remaining 17 countries.

As stated above, the total number of containers handled at the Dry Port was 375, of which 73.0% were used for the export of cotton manufactures. 6.1% for rice, 4.8% for calcium phosphate and 3.7% for steel, this constitute about 88% of the total containers. The minimum number of containers was used for vegetable seed, leather and glass ware. The maximum weight of exports was of cotton manufactures, rice, calcium phosphate and steel respectively, which constituted about 94% of the total. The minimum weight of exports was for vegetable seed and handicrafts respectively.

EXPORTS BY COMMODITY AND COUNTRY - NLC :

The total number of containers handled at Lahore Dry Port was 241, of which 135 were of size 20' and 106 of 40'. The total weight of commodities exported was 2.706 million Kgs. Of which 18.3% of total weight was exported to Uganda, the main item of export was machinery. 17.3% to West Germany the main items of export were Steel and Cotton Manufactures respectively and 16.8% to Saudi Arabia, the main items of exports were handicraft and cotton manufactures. Next to this, the larger percentage of total weight was exported to U.A.E. which constituted 12.1%, the main items of exports were cotton manufactures, edible items and rice respectively. The exports to U.S.A. was 4.5%, the main items of exports were cotton manufactures and to England 4.2%, the main items of export were steel and edible items respectively. The exports to other countries was very negligible. The minimum quantity of exports was to Malta, Kenya, Canada, Spain and Newzeland respectively. 64.5% of total weight of commodities was exported to Uganda, West Germany, Saudi Arabia and U.A.E.

As stated above, the total number of containers handled was 241, of which about 54% were used for cotton manufactures, the main exports were to Saudi Arabia, U.A.E., West Germany, Thailand and Kuwait respectively. 24.2% of steel the main exports were made to Saudi Arabia,

West Germany and England respectively. The main exports were made to Uganda. The exports to these countries constituted 85.8% of the total exports. The other larger quantity of exports were 4.2% of edible items, of which the major exports were made to England and U.A.E. respectively 3.7% for Rice, the main exports were made to U.A.E. The exports of handicraft, leather and marble powder constituted about 6% of the total.

The main exports of machinery was made to Uganda. Similarly, the maximum of steel and its products were exported to West Germany and Saudi Arabia respectively. The maximum of cotton manufactures were exported to U.A.E., Saudi Arabia, U.S.A., West Germany and Kuwait and Thailand respectively. The maximum quantity of rice and edible items was exported to U.A.E. The larger quantity of the handicrafts were exported to Saudi Arabia. Similarly, the maximum quantity of leather was exported to Italy. Marble Powder was exported to Bangladesh only.

IMPORTS BY COMMODITY AND COUNTRY - PAKISTAN RAILWAYS :

The total number of containers used in carrying imports from Karachi to Lahore Dry Port was 377, of which 291 were of size 20' and 86 of size 40'. These containers carried a total weight of 5.581 million Kgs. Out of the total weight, 68.6% was imported from England, Major imports were machinery and iron scrap and tractor components. Next to this, the maximum quantity of

machinery was imported from Canada and China. The major imports were from England, China and Canada which constituted 70.1% of the total. Next to this, the larger quantity of House Hold Goods was imported from U.A.E. and machinery and flower seed from U.S.A. The significant quantity of machinery was imported from West Germany. However the imports from other countries was negligible. The minimum quantity of import was from Malaysia.

As stated above, the total weight of imports handled at the Lahore Dry Port was 5.474 million Kgs., out of which 33.8% was of machinery, 33.6% tractor components, 13.9% iron scrap, and 6.5% House Hold Goods. The total of these 4 items constituted 88% of the total imports. It is evident that the major imports handled at the Lahore Dry Port were machinery, tractor components, iron scrap and house hold goods. It is also clear that about 70% of the imports handled at Lahore Dry Port are from England, Canada and China. The minimum quantity of imports was of medicines, wool and electric goods. The medicines are imported from Hong Kong, Belgium and Denmark. Wool is imported from Newzeland and Electric Goods are imported from England and Switzerland.

IMPORTS BY COMMODITY AND COUNTRY - NLC :

The total number of containers used by NLC for import of commodities at the Lahore dry Port was 756. Out of which 644 were of size 40' and 112 size 20'. It is seen that 42.7% of big size containers were used for import of spare parts, 21.3% for machinery, 7.5% for chemicals. 5.9% for iron and steel, 4.8% for house-hold goods, 4.3% for tractors, the large size containers used for these items constituted 86.5% of the total, the remaining 13.5% big size containers were used for other items. The total number of small size containers was 112. Out of which 31.3% were used for imports of spare parts, 29.5% for machinery. Both these items constituted 60.8% of the total imports in small containers. The negligible number of small size containers was used for import of each of other commodity. The minimum number of small size containers was used for import of oil and grease, iron and steel and leather respectively.

The total weight of the imported commodities carried by NLC was 5.600 million Kgs. Out of which 29.2% of weight was of spare parts. The main imports of the spare parts were from Japan, China, Taiwan, Singapore, England and Romania respectively. 27.4% was of machinery, maximum of the imports were from Japan, China, Singapore and U.S.A. respectively. 8.5% was of iron and steel, the main imports



were from Japan, West Germany, U.S.A. and U.K. respectively. 8.4% was of chemicals. Main imports were from Japan, west Germany, Singapore, and China respectively. Total weight of these four items constituted 73.5% of the total. Next to this, the maximum weight was of plastic, house-hold goods, rubbers, medicines, tractors and leathers respectively. The minimum was of oil and grease and hard ware respectively. It is observed that major part of the commodities has been imported from Japan, China, Taiwan, Hong-Kong, Singapore, England and West Germany respectively.

As stated above, the total weight of imported commodities carried by NLC was 5.600 million Kgs. Out of which 19.0% of total weight of all items was imported from China, the main items of imports were machinery, spare parts and plastic respectively. 9.9% of the items were imported from Singapore, main items were spare parts, chemicals, plastic and machinery, 9% of the imports were from Japan, major items of imports were iron and steel, spare parts, plastic and machinery respectively. 8.5% of the imports were from Taiwan, main items were spare parts, machinery, rubber and plastic. The imports from China, Singapore, Japan and Taiwan formed 46.4% of the total weight carried by NLC. 5.6% of imports were from Hong-Kong, main items were spare parts, machinery and plastic, 5.9% of imports were from U.S.A., major imports were of iron and steel, machinery and spare parts respectively.

5.5% of imports were from U.K. the main imports were of spare parts, iron and steel, tractors and rubber respectively. The other items of imports were in negligible quantity. Minimum imports were from Canada, Thailand, Dubai, Malayasia and Srilanka respectively. It can be concluded that in terms of weight, the maximum percentage was of spare parts and machinery. It is also seen that major imports were from China, Singapore and Japan respectively and in terms of number of containers, 85% of the imports were carried by big size containers and 15% by small size containers.

1746

21.11.90

TIME DELAYS IN EXPORT OF COMMODITIES  
(PAKISTAN RAILWAYS)

The average time allowed by Pakistan Railways for stay without demurrage is 10 days and when exceeded the railway authorities charge demurrage for each container per day for over stay. In majority of cases, the time delay is between 1-2 days per container. It is on the higher side in certain cases, i.e. 2.5 to 3.5 days per container, for export to Italy, U.S.A. and Switzerland. Thus no demurrage is charged for any container because they fall within the permissible limit of 10 days clearance period.

The total number of containers carried by Pakistan Railways for export of commodities was 375, the total detention time between date of clearance and date of departure of commodities was 68 days and between arrival of commodities and clearance by custom authorities was 197 days. The time delay between arrival and departure of commodities was 263 days. The time lag between date of request for custom clearance and date of departure of commodities was 783 days. The total detention time between date of custom clearance and date of departure of commodities from LDP was 0.2 days per container, for arrival and custom clearance was 0.5 days, and for arrival and departure per container was 0.7 days. The detention time between date of request and date of departure was 1.73 days per container. This figure seems to be on high

side because the exporter apply for custom clearance much before the arrival of commodities at the Dry Port. It can be concluded that very little time is lost per container between arrival and clearance, clearance and departure and arrival and departure of commodities and this time loss is within permissible time limit of 10 days clearance period. Moreover the exporter lift their goods immediately after custom clearance and thus very little time is lost in handling exports at LDP.

TIME DELAYS IN EXPORT OF COMMODITIES  
( NLC )

The total number of containers used for export by NLC was 241. The total number of days lost between the date of custom clearance and date of departure of commodities was 5 days and between arrival of containers and custom clearance was 325 days, between arrival and departure was 329 days. The total detention time between the date of request and date of departure was 991 days. The total detention<sup>time</sup>/per container between clearance and departure was very negligible, between arrival and clearance was 1.4 days, between arrival and departure was 1.4 days and between request and departure was 4.1 days. More time was lost in handling containers for export to U.A.E., West Germany, Norway, Kuwait, Oman, Kenya, Canada, Hong Kong, Turkey and Spain. It can be concluded that more time was lost per container for export handled by NLC as compared to Pakistan Railways. This may be due to the fact that large number of big size

containers were handled by NLC. However, this time loss was less than permissible time limit of 10 days clearance period.

TIME DELAYS IN IMPORTS  
- NLC -

The total number of containers used for import of commodities by NLC was 756. Out of which 644 containers were of size 40' and 112 of size 20'. The total detention time taken during the disposal of commodities at Lahore Dry Port was as under :

1. The total detention time between the date of request for custom clearance and the date of custom clearance was 7,471 days. The average detention time per container was 9.88 days.
2. The time delay between the date of custom clearance and date of departure of commodities from LDP was 14 days which indicates that importers lift their commodities immediately after the custom clearance. The time lost per container is very negligible.
3. The total detention time between the arrival of container at LDP and the date of clearance was 6806 days, the number of days lost per container comes out to 9.0 days.
4. Total detention time between the arrival of containers at LDP and departure of commodities was 6,836 days. The number of days lost per

container comes out to 9.04 days.

5. The total time lost between the date of request for custom clearance and date of departure of commodities from the LDP was 7474 days. The number of days lost per container comes out to 9.89 days which seems to be on higher side because the importers apply for custom clearance much before the arrival of containers at LDP.

This shows that custom authorities take inordinately long time in clearing the goods which ranges between 11 to 110. The average time lost per container, after making deduction for permissible time limit of 10 days clearance period, was 8.15 days. The rate of time loss between date of request and date of custom clearance is 9.88 days per container. This seems to be on the higher side because the request for custom clearance is made much in advance of arrival of goods at LDP. The time lost between the date of custom clearance and date of departure is 0.02 days per containers which shows that importers lift their commodities immediately after the custom clearance and thus no time is lost. The time lost between date of arrival and date of clearance is 9.00 days per container. The time lost between date of arrival and date of departure is 9.04 days per container. The time lost between date of request and date of departure is 9.89 days per container. This shows that lot of time is lost

at LDP in completing the formalities and getting the commodities cleared by the custom authorities.

The maximum time is lost at LDP in handling imported goods from West Germany which was 110 days per container of size 40'. Next to this, larger number of days were observed in handling imports from U.A.E., Japan, Taiwan, Singapore, Thailand, Spain, U.K. and Hong-Kong respectively. The time loss ranges between 11 to 110 days per container. The minimum time was lost for handling imports from Kuwait, Qatar, Bulgaria and Dubai which ranged between 2-8 days per container.

One container of chemicals size 40' imported from West Germany was cleared by custom authorities after 110 days of its arrival at Lahore Dry Port. Two containers of spare parts size 40' from U.A.E. were cleared after 89 days. One container of Plastic from Japan after 77 days. One container of size 40' of Polyester from Taiwan after 58 days. One container of each of rubber, steel and spare parts from Singapore were cleared by custom authorities after 89, 27 and 29 days respectively. 40.95% of the total number of containers stayed at LDP for more than 10 days which ranged between 11-110 days. Out of which 87% of containers were of size 40'.

#### TIME DELAYS IN IMPORTS

- PAKISTAN RAILWAYS -

Total number of containers used for import of commodities by Pakistan Railways was 377. Out of which

293 were of size 20' and 84 of size 40'. The total detention time taken during the disposal of commodities at Lahore Dry Port was as under :

1. Total number of days lost between the date of request for custom clearance and the date of arrival of containers at Lahore Dry Port was 2126 days. The rate of time lost per container was 5.64 days. This is due to the fact that importers apply for custom clearance much before the arrival of commodities at LDP.
2. The total time gap between the date of clearance and date of request was 2343 days. The rate of time lost per container was 6.21 days. This is lower than those containers carried by NLC.
3. The total time delay between date of clearance and date of departure of commodities was 47 days, which comes out to 0.12 day. This is higher than NLC.
4. The total time difference between the date of arrival and date of clearance was 3645 days. The rate of detention time per container was 9.67 days. This is higher than NLC.
5. The total time variation between the date of arrival and date of departure was 3881 days. The rate of time lost per container was 10.29



days. This is higher than NLC.

6. The total time lag between the date of request and date of departure was 2383 days. The rate of detention time per container was 6.32 days. This lower than NLC.

In case of containers carried by Pakistan Railways for imports, the maximum time lost was for imports of Machinery from Japan which was 80 days, Electric goods from U.S.A. 54 days, Scrap from Kuwait 56 days, Polyester from Australia 38 days, Medicines from Denmark 31 days and House-Hold-Goods from Saudi Arabia 30 days. It is evident 46.7% of the containers used for import of commodities by Pakistan Railways has lost time more than the permissible limit of 10 days clearance period which ranges between 11-80 days. The remaining 56% were lifted within 10 days where there is no demurrage charged. The minimum time was wasted at LDP for the import of household-goods, plastic, polyester, machinery and medicines from West Germany, Canada, Switzerland, Holland and Hong-Kong respectively.

ARRIVAL AND DISPOSAL RATE OF CONTAINERS AT LDP :

The over-all disposal rate of containers at LDP was 82%. For imports, it was 72.5% and for exports 97%. The disposal rate for imports carried by NLC was 79.6% and Pakistan Railways, 58.9%. The disposal rate for exports carried by Pakistan Railways was 97.4% and for NLC 95%. It can be concluded that disposal rate

for exports was higher than for imports. The overall disposal rate was sub-normal, thus leaving a large backlog for the future. As a result the cumulative effect would be very high.

BACK GROUND :

Normal imports including containerized traffic are being handled by both Railways and NLC but the over-dimensional cargo like plant/machinery which cannot be transported by rail is being brought by NLC trailers only. Similarly the imports urgently required at the destinations are transported through NLC vehicles. At the same time some of the exports are also transported through NLC to Karachi for shipments abroad. It has been experienced that when NLC trucks carrying over-dimensional cargo pass through the city, they encounter a number of obstructions like hanging electric/telephone wires and barriers at level crossings etc enroute. These vehicles are diverted through the cantonment area at odd timings at night and brought to the dry port. Same difficulties are experienced for this cargo on its way out to the destinations. Moreover, due to congestion, there is no empty space to off loadings and wagons have to wait for days and days to discharge. Under the circumstances, LDP seems to be incapacious to accommodate further flow of business due to space, storage and other certain non-commercial reasons.

Since the importers were facing difficulties in connection with the handling of over-dimensional cargo for clearance at Lahore Dry Port, the matter came under discussion in Lahore Chamber of Commerce and Industry who took up a case with Central Board of Revenue with a request to sanction a separate Road-Fed Container Terminal in the out-skirts of Lahore on Multan Road. The Chairman CBR declined to agree on the proposal provided a " No Objection " is obtained from the Ministry of Railways.

The proposal for the establishment of a Container Freight Station at Niaz Beg, Lahore was again placed before National Logistic Board during its meeting in September, 1986. After listening to the views of Secretary Railways and NLC, the Board directed that a joint Study on the subject be carried out for further discussion in the next Board Meeting. A joint committee consisting of representatives of NLC, Railways, Customs and Lahore Chamber of Commerce and industry was appointed. In the Study all members of the committee except member from Railways recommended a separate Road-Fed Container Freight Station at Niaz Beg Lahore but the representative of Railways did not agree with the recommendations of the committee and did not sign the proceedings even with a note of dissent.

The case again came under discussion in the 12th Meeting of National Logistic Board in August, 1987, wherein the Board decided that Railways and NLC should have joint venture in connection with the establishment of a Road-Fed Container Terminal at Lahore and the project supported

by proper feasibility Study be placed before them. In this connection a joint meeting of Railways and NLC was held in October, 1987 wherein the representative of Railways informed that Railways had not taken any decision to make investment in such a joint venture. The Chairman National Logistic Board when apprised of this, agreed in principle for the establishment of a Road-Fed Container Terminal by NLC and desired that views of other members be also obtained. Ministry of Railways have intimated that the Railways will not participate in this venture financially. However the Railways have 'No Objection' to the setting up of a Road-Fed Container Freight Station at Niaz Beg, Lahore.

Since the necessity for the establishment of a separate Road-Fed Container Freight Station has been felt by all concerned including Lahore Chamber of Commerce and Industry and a suitable site also exists in the out-skirts of Lahore on Multan Road on the land owned by NLC and 'No Objection' has also been issued by Railways, NLC may be permitted by National Logistic Board to establish the Container Freight Station from within their own resources.

PRESENT POSITION :

- Capacity Handled/Stacked Containers.	=	1500 TEUs
- Presently Handled/Stacked Containers.	=	500 "
- Surplus Capacity	=	1000 "

The annual average compound growth rate for container traffic at Lahore dry Port during 1982-83 to 1988-89 was 45.9%. The growth rate during 1984-85 to 1985-86 was 8.86%, 1985-86 to 1986-87 was 15.87%, 1986-87 to 1987-88 was 91.11% and during 1987-88 to 1988-89 was 80.58%. This shows a sharp increase in the container traffic at Lahore Dry Port during 1982-89.

The total number of containers used for import of goods was 1133, out of which 756 containers were carried by NLC and 377 by Pakistan Railways. 10 days grace time for stay at Lahore Dry Port is allowed by Pakistan Railways where no demurrage is charged.

Of the total, there are 464 containers which have exceeded the grace time limit of 10 days clearance period. After making deduction for grace time allowed the total time loss for these 464 containers was 3781

days which comes out to 8.15 days per container. It was 8.7 days for NLC and 7.3 days for Pakistan Railways.

The average time lost per container, between the arrival of containers at LDP and request for custom clearance even after the making deduction for permissible time limit of 10 days clearance period, was 1.60 days. It was 1.12 days for Pakistan Railways and 3.26 days for NLC. Similarly between custom clearance and request was 4.03 days, it was 6.84 days for NLC and 0.56 for Pakistan Railways, between Arrival and Clearance was 8.15 days, it was 8.7 days for NLC and 7.3 days for Pakistan Railways, between Departure of Commodities and Arrival of containers was 8.2 days, it was 8.7 days for NLC and 7.5 days for Pakistan Railways. Between request for custom clearance and Date of departure of commodities was 4.0 days, 6.8 days for NLC and 0.4 day for Pakistan Railways.

Of the total number of containers used for import of commodities, 40.95% were such which had been detained at Lahore Dry Port for more than 10 days which ranges between 11 - 110 days.

MAIN REASONS FOR DETENTION :

The following are the main reasons for the detention of Containers at LDP:-

1. There is a considerable congestion at the LDP primarily due to the fact that custom authorities, in normal case, take more time than usual to clear goods and in abnormal cases where slight discrepancy in documents is observed in ordinatorily long time is taken by the custom.
2. The Dry Port is being used as a ware-house which is creating all the problems. This is coupled with the difficulty of access and egress to the LDP.
3. The storage of goods taken out of the containers and awaiting clearance was found to be very haphazard which resulted in great difficulty in tracking the containers.
4. The Dry Port is very poorly situated, as a result, the considerable difficulty is being faced by NLC trucks taking container to the Dry Port and the users taking them out from the Dry Port to their respective destinations.
5. Non-claiming of goods by importers/clearing agents.

CHAPTER - IV

CONCLUSIONS AND RECOMMENDATIONS



CHAPTER - IV

CONCLUSIONS AND RECOMMENDATIONS

At present Lahore Dry Port, situated at Mughalpurā, is being served through two carriers i.e., Railways and NLC vehicles. Most of the goods are transported by rail. NLC is used only when either the Cargo like machinery etc. is over dimensioned and cannot be transported by rail or the items are urgently required to be moved, after shipment to up-country or for export to Karachi.

The need for Lahore Dry Port emerged from the fact that almost 60% of imports are consumed in up-country consumption centres located at an average distance of 1000 Kms. from the Karachi Port. Lahore is a natural choice for it as almost 40% of the imports are meant for Lahore area alone. Exports primarily originate from up-country. There is a tremendous scope for containerized movement of exports and the day is not very far when all exports, including agricultural products like Rice and Cotton, will be carried through containers.

Lahore Dry Port was established in 1974, with initial capital investment, of Rs.2,248 million. Later on a sum of Rs.4.2 million was spent for its expansion. Recently with the assistance of World Bank Rs. 149 million

have been invested for the provision of container yard, container handling equipment, work shop and other accessories essential for handling the container traffic. In spite of all this investment, Lahore Dry Port is being utilized only to the extent of 30% of its capacity.

The available statistics show that a large proportion of imported cargo which should have been cleared at Lahore, is still being done at Karachi, with the result that reduction of load at Karachi has not been affected to the desired level and also that Railways and MLC are under-utilized to that extent because the cargo cleared at Karachi is mostly moved by private carriers. Because of mental reservations in utilizing Lahore Dry Port on the part of certain major importers, some of them still continue getting their imports cleared at Karachi where they have positioned their staff on permanent basis for clearance and despatching their cargo to up-country.

Although presently Lahore Dry Port is under-utilized, yet keeping in mind the tonnage of Cargo required to be handled at this port, the sharp upward trend of container traffic, viz-a-viz, the available facilities of storage sheds and open space, the Dry Port would definitely require expansion in the near future. Moreover the present Lahore Dry Port has been judged inadequate to be developed as a future inland container freight station.

due to (i) Shortage of Land for future expansion (ii) Difficulty on access to the port and (iii) A serious effect upon city traffic congestion.

In order to implement the decisions of the 15th National Logistic Board's meeting dated the 10th October, 1989. It was decided to carry out different surveys in and around Lahore Dry Port which can be enumerated as under :-

1. Container Processing Procedures and Time Delays.
2. Composition of Vehicles on Major Roads.
3. Volume of Traffic on Major Roads.
4. O - D Survey of Commodities.

The information to be collected was regarding identification of container, size of container, mode of transport, type of cargo handled, reasons of delay, volume of traffic on different major roads, type of vehicles, registration number, origin and destination of vehicles, type and quantity of commodities etc. This information will help us to identify the reasons of congestions in traffic on different roads leading to the Dry Port and to quantify the reasons of congestion and time delays within the premise of LDP.

A survey of vehicle was carried out on 10-11th December, 1989 between 7 A.M. to 11 P.M. near the entrance and exit gate on major roads leading to port. One survey point was selected at a distance of 1100 feet from entrance gate (Dharmapura side) on a major roads coming from Saddar Bazar and going to Mughalपुरa. The other point was selected at a distance of about 1400 feet away from the exit gate. The vehicles were counted in both directions. This survey was undertaken to determine the volume and composition of vehicle traffic on major roads leading to the Dry Port. The total number of vehicles crossing the survey point near the entrance gate in both the directions on 11th December, 1989 between 7 A.M. to 11 P.M. was 28,407. The traffic from Saddar Bazar to Mughalपुरa was 13,622 vehicles and in the reverse direction was 14,785. It is clear that 1,163 more vehicles were going to Saddar Bazar via LDP than those in the reverse direction.

In this case, the maximum number of vehicles was of pedal cycles and motor cycles respectively which constituted about 70% of the total traffic. Next to this, the larger number was of car/jeep/pickups, wagons/mini-bus and rickshaw respectively. The number of buses, animal drawn vehicles, trucks and others was negligible. It is observed that maximum number of vehicles passed the survey point between 8-9 A.M. which

constituted 11.2% of total traffic. This may be due to the peak hours when people go out for work/education. About half of the vehicles crossed the survey point between the early six hours. The minimum number of vehicles was observed between 22-23 hours. In the reverse direction, the maximum number was of cycles and motor cycles which constituted 72% of the total traffic. Next to this, the larger number was of cars, wagons/mini-bus, rickshaws and animal drawn vehicles respectively which formed 25%. It is observed that the maximum number of vehicles has passed the survey point between 5-6 P.M. and minimum between 10-11 P.M. Next to this, the larger number was between 4-5 P.M., 1-2 P.M., 2-3 P.M., 6-7 P.M., 12 Noon to 1 P.M. which constituted 46.4%. 56% vehicles were seen between 12 Noon to 7 P.M. This may be due to the fact that workers/students were returning home after the day work was over.

A survey of vehicle was carried out at a distance of 1100 feet away from the exit gate on the main road. The total number of vehicle crossing the survey point in both direction was 26,782. The number of vehicle from Mughalpura to Saddar Bazar via LDP was 12,771 and in the reverse direction 14,011. In the case of traffic from Mughalpura to Saddar Bazar via Dry Port, the maximum number was of cycles and motor cycles which constituted 73.6% of total traffic. Next to this, the larger number

was of cars, animal drawn vehicles and rickshaw which formed 23.5%. It is seen that maximum number of vehicles crossed the survey point between 8-9 A.M. Next to this, the larger number was 7-8 A.M., 4-5 P.M., 5-6 P.M. and 9-10 A.M. respectively. The traffic was minimum between 10-11 P.M. In the reverse direction, the number of vehicles was 14,011. Maximum number of vehicles was of cycle and motor cycles which constituted 73.5% of the total traffic. Next to this, the larger number was of cars, animal drawn vehicles and rickshaws which formed 23.5%. These 5 types of vehicles constituted 97% of the total. Maximum number of vehicles crossed the survey point between 8-9 A.M. Next to this, larger number of vehicles crossed between 2-3 P.M., 5-6 P.M., 3-4 P.M., 7-8 A.M. and 12 Noon to 1 P.M. respectively. The average number of vehicles per hour was 876 which is 6.3%. The minimum traffic was between 10-11 P.M. In addition, a survey was undertaken on 9th December, 1989 at both entrance and exit gates of the Lahore Dry Port, in order to determine the volume and composition of vehicles entering and going out of the Dry Port which was likely to create congestion with-in the premise of the Dry Port during the working hours. The total number of vehicles entering in and going out at both gates was 2,221. At the entrance gate was 922 and at exit gate 1,299. It is evident that 17% more vehicles have gone out than

those entered. This may be due to the fact that those vehicles which entered the Dry Port the previous day might have left on the day of the survey.

At the entrance gate (Dharmapura side) the total number of entering vehicles was 922, maximum number of vehicles was of motor cycles and cars respectively which constituted 71%. Motor cycles 40.7%, car 29.9%, 12.4% Cycles these three categories formed 83%. The remaining 17% included trucks, rickshaw, animal drawn vehicles and others. It was observed that maximum number of vehicles entered the Dry Port between 10-11 A.M. Next to this, the larger number was between 11 A.M. to 12 Noon, 9-10 A.M., 12 Noon to 1 P.M. and 1-2 P.M. respectively. The maximum number entered between 3-4 P.M. It is also seen that maximum number of vehicles entered between 9 A.M. to 2 P.m. which formed 88.5%.

At the exit gate (Mughalpura side) the total number of vehicles leaving the Dry Port on the day of the survey between 8 A.M. to 5 P.M. was 1,299. The maximum number was of motor cycle, cycles and cars respectively which constituted 87%. The remaining were 13% only. The motor cycle were 45%, cycle 21.4%, car 20.5%. The lowest number was of trucks, animal drawn vehicles. It is observed that maximum number of vehicles left the Dry Port between 1-2 P.M. Next to this, the

larger number was between 11 A.M. to 12 Noon, 12 Noon to 1 P.M., 2-3 P.M., 10-11 A.M. The lowest number was between 4-5 P.M.

In this survey, the distribution of vehicles was different from the survey on the main road. Here the maximum number of vehicles was motor cycles. Next to this, the larger number was of cars. Both categories constituted 71% of the total traffic at the gates but on the road side survey the maximum number of vehicles was of cycles and motor cycles. This variation may be due to the fact majority of the people visiting the Dry Port used motor cycle and cars whereas those going on major roads used cycle and motor cycles. This shows that visitors include employees and business community who have better socio-economic condition than the general public of city of Lahore.

A survey regarding container processing and time delays was carried out for one month during December, 1989. This survey covered the period from July to September, 1988. The total number of questionnaires filled in was 1211 and containers covered was 1749. 922 containers were carried by NLC and 752 by Pakistan Railways. The total number of containers used for imports was 1133 and for exports 616. It is seen that NLC carried more containers but Pakistan Railway carried more weight of commodities. NLC carried more large size



containers than Pakistan Railways which were mostly used for import of commodities and small size container for exports.

The number of containers used for export of commodities by Pakistan Railways was 375, out of which 353 were of size 20' and 22 size 40'. The total weight carried was 5.229 million Kgs. Exports to Hong-Kong was 57.6% England 13.42%, U.A.E. 9.82% which constituted 80.84% of total exports by Pakistan Railways. It is also observed 73% of the total containers were used for export of cotton manufactures.

The total number of containers carried by NLC and used for export of commodities was 241. 135 were of size 20' and 106 of 40'. The total weight of exports carried was 2.706 million Kgs. The maximum exports were to Uganda. West Germany and Saudi Arabia which constituted 52.4% of total weight of exports by NLC. 54% of containers were used for export of cotton manufactures, 24.2% for steel. The main exports, of machinery, were made to Uganda. Steel and its products were mainly exported to West Germany and Saudi Arabia respectively.

The total number of containers used for imports and carried by Pakistan Railways was 377. Out of which 291 were of size 20' and 86 of 40'. The total weight carried was 5.581 million Kgs. 68.6% of total weight

was exported to England. The main imports were machinery, Iron Scrap and Tractor Components. The imports from England, China and Canada were 70.1% of the total. Imports of machinery were 33.8%, tractor components 33.6%, iron scrap 13.9% and house-hold goods 6.5 which constituted about 88% of total.

The total number of containers used for import of commodities by NLC was 756. Out of which 644 were of size 40' and 112 of size 20'. 42.7% of big size containers were used for import of spare parts, 21.3% for machinery, 7.5% for chemicals, 5.9% for iron and steel, 4.8% for house-hold goods and 4.3% for tractors which constituted 86.5% of the total. Out of small size 31.3% were used for import of spare parts and 29.9% for machinery both formed 60.8% of total import by small size container by NLC.

The total weight of imports carried by NLC was 5.600 million Kgs. 29.2% of total weight was of spare parts, 27.9% machinery, 8.5% iron and steel and 8.4% chemicals, which formed 73.5% of the total weight carried by NLC. Out of total weight, 19.0% was imported from China, 9.9% from Singapore, 9% from Japan, 8.5% from Taiwan. The imports from these countries constituted 46.5% of the total. Maximum percentage of weight was of spare parts and machinery.

Maximum imports were from China, Singapore and Japan.

The total number of containers used for exports by NLC was 241. The time lost per container between the date of custom clearance and date of departure of commodities was very negligible which shows that exporters lift their goods immediately after the clearance. The time difference between arrival of container and clearance, and between arrival and departure was very small. The total number of containers used for exports by Pakistan Railways was 375. The time lost per container between the date of clearance and date of departure was very negligible. It was also very small between date of arrival and clearance and between arrival and departure. It can be concluded that very little time is lost per container in handling export of goods, both by NLC and Railway because exporters lift their goods immediately after the custom clearance. It is always less than the clearance period allowed without demurrage by Pakistan Railways.

The total number of container used for import of commodities by NLC was 756. Out of which 644 were of size 40' and 112 of size 20'. The rate of time lost per container between arrival and request for clearance was (-0.52) days which shows that importers apply for custom clearance much before the arrival of the goods

as they receive the document earlier. The time delay per container between clearance and departure was (0.02) days which indicates that importer lift the goods immediately after the clearance. However average stay at LDP is more than 9 days.

One container of machinery size 40' imported from Denmark was cleared by custom authorities after 77 days of its arrival at LDP. Similarly one of spare parts from U.A.E. after 46.5 days and one from Japan after 35.5 days etc.

It is observed that 42% of the total number of container remained un-attended at LDP for more than 10 days. Out of which 87% were of size 40'.

The total number of containers used for import of goods by Pakistan railways was 377. Out of which 293 were of size 20' and 84 of size 40'. The time lost per container, carried by Pakistan, was 56% less than those carried by NLC. The maximum time lost was for imports of scrap from U.K. which was 62 days, Electric goods from U.S.A. 52 days and taperecorders 41 days etc. 44.3% of containers used for import of goods by Pakistan railway lost time per container ranging 11-62 days. The remaining 56% were lifted within days less than 10 days where Pakistan Railways charge no demurrage.

CONCLUDING REMARKS :

1. A survey on main road near entrance gate was carried out on 10-11th December, 1989 which shows that the total number of vehicles crossing the survey point in both directions between 7 A.M. to 11 P.M. was 28,407. The cycles and motor cycles constituted 71% of the total traffic. 21.4% were car, wagon and rickshaws. The others were in very small number. The maximum number of vehicles passed the survey point between 8-9 A.M. and 5-6 P.M. respectively.
2. A survey on main road near exit gate was conducted on 10th December, 1989 which indicates that total number of vehicles crossing the survey point in both directions was 26,782. 73.5% were cycles and motor cycles, 23.5% were car, animal drawn vehicles and rickshaw. The others were in negligible number. Maximum number of vehicles crossed the survey point between 8-9 A.M. and 5-6 P.M. respectively
3. A survey on 9th December, 1989 at both gates of the Dry Port was carried out which reveals that total number of vehicles, entering and leaving between 8 A.M. to 5 P.M. was 2,221.

67.6% were motor cycles and cars. 17.6% were cycles, 13.6% were rickshaw, trucks and animal drawn vehicles. Others were in negligible number. This indicates that the composition of vehicles at both gates was different from that on the main road.

4. A survey was carried out within the premise of LDP for one month w.e.f. 5th December, 1989 covering a period from July - September, 1988. The total number of containers covered was 1,749. Out of which 997 were carried by NLC and 752 by Pakistan Railways. The total number of containers used for import of goods was 1,133 and for exports 616. Total weight of commodities handled was 19.117 million Kgs. 10.811 million Kgs were carried by Pakistan Railways and 8.306 million Kgs by NLC. 79.2% were the small size containers and 20.8% large size. Maximum number of large size containers were used for imports by NLC.
5. The total number of containers used for exports was 616. Total weight carried was 7.935 million Kgs., 5.229 million Kgs. by Pakistan Railways and 2.706 million Kgs. by NLC. Major exports,

of cotton manufactures, were made to Hong Kong and of Machinery to Uganda. Next to this, calcium phosphate, steel, rice, handicrafts and cotton manufactures were exported to England, U.A.E., West Germany and Saudi Arabia. Maximum number of container were used for export of cotton manufactures.

6. Total number of containers used for imports was 1,133. Out of which 730 were of size 40' and 403 of 20'. The total weight carried was 11.181 million Kgs. The main imports of machinery, iron scrap, spare parts and tractor components, were made from England, China, U.S.A., Japan, Canada, Singapore, Taiwan and Romania.
7. The total number of containers used for exports of commodities was 616. Time lost per container, between arrival and clearance, clearance and departure, arrival and departure, is within the limit of 10 days clearance period. As such no time was lost.
8. The total number of containers used for import of commodities was 1,133. Out of which 464 containers were such which had exceeded the limit of 10 days clearance period per container.

After making deduction for the clearance period per container, the total time lost for these 464 containers was 3781 days which is 8.15 days per container. For NLC, the total time lost was 2,493 days i.e. 8.7 days per container, Pakistan Railways 1,292 days i.e. 7.3 days per container. This data relates to a period of 3 months only. The cumulative effect would have been much high if the data is expanded over longer duration. This is the main cause of congestion at the Dry Port. Otherwise the capacity is 3 times more than the container traffic at LDP. The capacity of the port can be enhanced by making improvement in the efficiency of handling.

9. The annual average compound growth rate for container traffic at LDP during 1982-89 was 45.9%. This shows a sharp increase in the container traffic at LDP during 1982-89, if the same trend continued, the port would have to be expanded definitely or a new location for the Dry Port would have to be found very shortly.
10. 65% of the containers were used for imports and 35% for exports. Major exports include cotton manufacture, rice, steel and handicrafts, originating from Faisalabad, Sheikhpura, Sialkot, Gujrat, Sahiwal,



Kasur and Rawalpindi. The main imports were of, Machinery, iron scrap, spare parts and tractor components destined to Lahore, Gujranwala, Sialkot, Sheikhupura, Faisalabad, Rawalpindi, Peshawar and Sargodha.

RECOMMENDATIONS :

1. There is a considerable congestion at the Dry Port primarily due to the fact that custom authorities take more time to clear the goods. This in-ordinately long time taken by custom authority should be curtailed. The custom authorities may be directed to expedite the clearing procedures from the Dry Port.
2. The custom clearance should be done immediately after the arrival of goods at LDP. The goods should be removed within shortest possible time after the custom clearance. Un-necessary delay in removal of goods should be avoided.
3. In case of any discrepancy or dispute in the documentations, the custom authorities should remove the container to another bonded ware-house.

4. The pressure of heavy traffic on main roads leading to Dry Port and the difficulty of access and egress should be removed.
5. Pakistan Railways may be directed to expedite Planning and Commissioning of another Dry Port outside Lahore municipal limits. To further accelerate the pace, NLC should be actively involved in the development of the new facility.
6. As an interim measure NLC may be allowed to set up a Container Freight Station at Thokar Niaz Beg with the clear understanding that :
  - (a) Pakistan Railways would have the first option to lift the traffic at Karachi.
  - (b) Once a permanent Dry Port has been built, this container station would cease to function.

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\*M.B.CH.\*:

SURVEY OF CONTAINER HANDLING AT LAHORE DRY PORT

(A) Identification:

- (i) Container No : \_\_\_\_\_
- (ii) Size 20,40 TEU : \_\_\_\_\_
- (iii) Origin : City \_\_\_\_\_ Country \_\_\_\_\_
- (iv) Destination : City \_\_\_\_\_ Country \_\_\_\_\_
- (v) Name & Address of Consigner : \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
- (vi) Name & Address of Consignee : \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

(B) Mode of Transport:

Transported by : P.R.  NLC.

(D) Type of Cargo:

- (a) Unit : \_\_\_\_\_
- (b) Quantity : \_\_\_\_\_
- (c) Value : \_\_\_\_\_

(E) Handling at LDP:

- 1. Date of Arrival at LDP. : \_\_\_\_\_
- 2. Date of request for Custom Clearance. : \_\_\_\_\_
- 3. Date of Custom Clearance : \_\_\_\_\_
  - (i) Total Goods : \_\_\_\_\_
  - (ii) Partial Goods : \_\_\_\_\_
- 4. Date of Departure from LDP. : \_\_\_\_\_

(F) Reason for Delay:

- (a) Request for Custom Clearance : \_\_\_\_\_
- (b) Custom Clearance : \_\_\_\_\_
- (c) Removal from LDP. : \_\_\_\_\_

1. NUMBER OF VEHICLES BY TYPE AND HOUR

From Saddar Bazar To Dry Port

Date 11-12-1989

Day Monday

Location Near Railway Gate  
Dharampura

H O U R S	CLASSIFICATION											TOTAL
	PEDAL CYCLE	ANIMAL DRAWN	MOTOR CYCLE	RICK-SHAW.	CAR/JEEP/PICKUP	WAGON/M.BUS	BUSES	TRUCKS 2-AXLE	TRUCKS MULTI-AXLE	OTHERS		
0700 - 0800	860	34	158	39	68	59	45	2	1	-	-	1266
0800 - 0900	920	31	319	52	85	70	33	12	5	1	1	1528
0900 - 1000	376	59	310	79	99	57	35	7	9	2	2	1033
1000 - 1100	375	54	249	65	93	50	31	5	2	5	5	829
1100 - 1200	399	67	397	54	123	62	34	7	-	-	1	1143
1200 - 1300	355	54	361	66	102	66	32	3	-	-	-	1040
1300 - 1400	302	54	320	64	100	50	32	8	1	1	1	930
1400 - 1500	400	30	338	70	119	64	23	3	1	1	1	1049
1500 - 1600	155	32	243	34	98	62	32	6	1	-	-	664
1600 - 1700	196	28	296	61	64	55	23	6	1	-	-	720
1700 - 1800	238	33	326	52	68	50	25	3	-	3	3	795
1800 - 1900	213	18	281	58	47	48	17	3	-	-	3	688
1900 - 2000	216	13	245	52	96	55	11	2	-	1	1	691
2000 - 2100	153	13	192	55	45	62	10	1	2	-	-	533
2100 - 2200	151	3	202	33	53	43	3	5	1	-	-	494
2200 - 2300	57	4	71	25	41	18	1	-	2	-	-	219
2300 - 2400												
2400 - 0100												
0100 - 0200												
0200 - 0300												
0300 - 0400												
0400 - 0500												
0500 - 0600												
0600 - 0700												
Total:-	5266	527	4298	859	1301	871	387	73	25	15	15	13622

1.1. NUMBER OF VEHICLES BY TYPE AND HOUR

From Dry Port To Saddar

Date 11-12-1989

Day Monday

Location Near Railway Exit Gate  
Dharampura

H O U R S	CLASSIFICATION											TOTAL
	PEDAL CYCLE	ANIMAL DRAWN	MOTOR CYCLE	RICK-SHAW.	CAR/JEEP/PICKUP	WAGON/M.BUS	BUSES	TRUCKS 2-AXLE	TRUCKS MULTI-AXLE	OTHERS		
0700 - 0800	260	26	113	21	59	52	23	-	-	-	-	554
0800 - 0900	352	44	238	30	66	77	37	2	-	1	1	847
0900 - 1000	343	58	305	55	100	69	24	7	-	1	1	942
1000 - 1100	303	55	316	54	85	50	32	6	-	-	2	901
1100 - 1200	360	55	320	47	110	46	31	6	-	-	-	977
1200 - 1300	385	61	315	52	104	56	34	8	-	-	-	1015
1300 - 1400	437	51	368	57	99	60	31	2	1	-	-	1106
1400 - 1500	620	35	363	64	95	62	31	2	-	-	-	1272
1500 - 1600	485	31	292	48	82	52	25	3	-	-	6	1018
1600 - 1700	600	70	350	75	96	67	31	2	1	-	-	1298
1700 - 1800	700	38	385	76	99	66	24	4	-	-	-	1372
1800 - 1900	484	20	361	70	95	58	55	3	-	1	-	1147
1900 - 2000	316	9	320	54	95	53	25	2	-	-	-	874
2000 - 2100	220	5	224	42	69	39	11	-	-	-	3	610
2100 - 2200	180	9	185	33	85	65	6	-	-	-	2	566
2200 - 2300	93	5	84	30	33	28	4	7	-	-	2	286
2300 - 2400												
2400 - 0100												
0100 - 0200												
0200 - 0300												
0300 - 0400												
0400 - 0500												
0500 - 0600												
0600 - 0700												
<b>Total:-</b>	<b>6118</b>	<b>572</b>	<b>4539</b>	<b>788</b>	<b>1372</b>	<b>900</b>	<b>424</b>	<b>54</b>	<b>2</b>	<b>16</b>	<b>14785</b>	

1.2. NUMBER OF VEHICLES BY TYPE AND HOUR

From \_\_\_\_\_ To \_\_\_\_\_

Date 11-12-1989

Day Monday

Location Near Entrance to Dry Port Both Direction

CLASSIFICATION

HOURS	CLASSIFICATION											TOTAL
	PEDAL CYCLE	ANIMAL DRAWN	MOTOR CYCLE	RICK-SHAW.	CAR/JEEP/PICKUP	WAGON/M.BUS	BUSES	TRUCKS 2-AXLE	TRUCKS MULTI-AXLE	OTHERS		
0700 - 0800	1120	60	271	60	127	111	68	2	1	-	1820	
0800 - 0900	1272	75	557	82	151	147	70	14	5	2	2373	
0900 - 1000	699	117	615	134	199	126	59	14	9	3	1975	
1000 - 1100	578	109	565	119	178	100	63	11	2	5	1730	
1100 - 1200	759	122	717	101	233	108	65	13	-	2	2120	
1200 - 1300	740	115	676	118	206	122	66	11	-	1	2055	
1300 - 1400	739	105	688	121	199	110	63	10	1	-	2036	
1400 - 1500	1020	65	701	134	214	126	54	5	1	1	2321	
1500 - 1600	640	63	535	82	180	114	57	9	1	1	1682	
1600 - 1700	796	98	636	136	160	122	54	8	2	6	2018	
1700 - 1800	938	71	711	108	167	116	49	7	-	-	2167	
1800 - 1900	697	38	642	128	142	106	72	6	-	4	1835	
1900 - 2000	532	22	565	106	191	108	36	4	-	1	1565	
2000 - 2100	373	18	416	97	114	101	21	1	2	-	1143	
2100 - 2200	331	12	387	66	138	108	9	5	1	3	1060	
2200 - 2300	150	9	155	55	74	46	5	7	2	2	505	
2300 - 2400												
2400 - 0100												
0100 - 0200												
0200 - 0300												
0300 - 0400												
0400 - 0500												
0500 - 0600												
0600 - 0700												
Total:-	11384	1099	8837	1647	2673	1771	811	127	27	31	28407	

2. NUMBER OF VEHICLES BY TYPE AND HOUR

From Mughal Pura To Dry Port

Date 10-12-1989

Day Sunday

Location At Railway Gate  
Near Dry Port Exit

H O U R S	CLASSIFICATION											TOTAL
	PEDAL CYCLE	ANIMAL DRAWN	MOTOR CYCLE	RICK-SHAW.	CAR/JEEP/PICKUP	WAGON/M.BUS	BUSES	TRUCKS 2-AXLE	TRUCKS MULTI-AXLE	OTHERS		
0700 - 0800	756	37	255	30	119	12	12	5	-	4	1230	
0800 - 0900	952	89	457	46	92	7	7	18	3	2	1673	
0900 - 1000	460	86	309	45	107	3	3	12	2	9	1038	
1000 - 1100	313	72	288	40	139	1	6	8	-	4	878	
1100 - 1200	172	53	185	34	96	2	2	6	1	1	564	
1200 - 1300	237	74	216	50	94	4	4	11	1	5	693	
1300 - 1400	123	77	175	32	77	4	4	8	2	3	507	
1400 - 1500	198	69	228	40	92	4	4	8	1	1	652	
1500 - 1600	398	78	261	41	78	2	2	7	2	3	878	
1600 - 1700	586	104	314	46	104	3	3	7	1	-	1169	
1700 - 1800	480	84	307	75	107	1	1	7	2	-	1068	
1800 - 1900	368	65	275	41	80	4	4	4	2	3	848	
1900 - 2000	133	34	225	35	65	8	8	4	2	3	507	
2000 - 2100	160	31	239	25	58	9	9	4	3	4	530	
2100 - 2200	114	25	117	21	53	9	1	3	1	6	355	
2200 - 2300	40	11	64	22	26	9	1	5	-	-	181	
2300 - 2400												
2400 - 0100												
0100 - 0200												
0200 - 0300												
0300 - 0400												
0400 - 0500												
0500 - 0600												
0600 - 0700												
Total:-	5490	989	3915	623	1386	79	101	118	20	49	12771	

2.1. NUMBER OF VEHICLES BY TYPE AND HOUR

Date 10-12-1989  
Day Sunday

From Dry Port To Mughalpora

H O U R S	CLASSIFICATION											TOTAL
	PEDAL CYCLE	ANIMAL DRAWN	MOTOR CYCLE	RICK-SHAW.	CAR/JEEP/PICKUP	WAGON/M.BUS	BUSES	TRUCKS 2-AXLE	TRUCKS MULTI-AXLE	OTHERS		
0700 - 0800	687	65	190	25	62	8	8	6	3	-	1054	
0800 - 0900	746	91	378	46	133	16	5	6	1	-	1422	
0900 - 1000	389	77	249	59	95	2	6	10	1	1	888	
1000 - 1100	325	97	205	59	105	3	5	15	2	4	817	
1100 - 1200	338	93	273	53	144	4	6	21	11	2	947	
1200 - 1300	431	79	282	62	119	5	8	9	8	2	1005	
1300 - 1400	353	86	292	34	135	1	9	9	5	2	926	
1400 - 1500	471	97	316	45	109	4	6	18	9	3	1112	
1500 - 1600	498	57	294	35	120	6	9	6	4	5	1062	
1600 - 1700	368	61	409	57	95	2	8	10	2	2	916	
1700 - 1800	418	74	311	47	103	4	8	9	4	-	1075	
1800 - 1900	248	46	265	36	73	5	4	7	-	2	820	
1900 - 2000	189	26	262	38	52	2	4	3	1	3	626	
2000 - 2100	227	31	150	22	33	9	6	9	6	-	652	
2100 - 2200	161	22	89	28	33	7	2	7	6	-	431	
2200 - 2300	87	4				5	1	5	4	-	258	
2300 - 2400						9	2					
2400 - 0100						7	1					
0100 - 0200						5	1					
0200 - 0300						9	2					
0300 - 0400						7	1					
0400 - 0500						9	2					
0500 - 0600						7	1					
0600 - 0700						7	1					
Total:-	5986	1006	4315	691	1603	83	92	150	61	24	14011	



2.2. NUMBER OF VEHICLES BY TYPE AND HOUR

Date 10-12-1989  
 Day Sunday

From \_\_\_\_\_ To \_\_\_\_\_

H O U R S	Location Near Exit Gate Dry Port		Both Directions										TOTAL
	PEDAL CYCLE	ANIMAL DRAWN	MOTOR CYCLE	RICK- SHA W.	CAR/JEEP/ PICKUP	WAGON/ M.BUS	BUSES	TRUCKS 2-AXLE	TRUCKS MULTI-AXLE	OTHERS			
0700 - 0800	1443	102	445	55	181	20	20	11	3	4	2284		
0800 - 0900	1698	180	835	92	225	12	12	24	4	2	3095		
0900 - 1000	849	163	558	104	202	11	15	22	2	9	1926		
1000 - 1100	638	169	493	99	244	4	14	27	11	8	1695		
1100 - 1200	510	146	458	87	240	10	15	20	9	3	1433		
1200 - 1300	668	153	498	112	213	7	13	17	7	6	1764		
1300 - 1400	476	163	467	66	212	5	16	26	1	6	1940		
1400 - 1500	669	166	578	85	201	8	18	13	1	2	2085		
1500 - 1600	896	135	577	86	198	10	14	17	4	2	2143		
1600 - 1700	954	165	608	81	236	4	14	13	2	2	1668		
1700 - 1800	898	158	716	132	202	8	16	11	2	6	1133		
1800 - 1900	666	111	586	88	183	3	7	7	4	4	1182		
1900 - 2000	322	60	490	71	158	8	3	12	6	6	786		
2000 - 2100	387	62	501	63	131	13	3	15	7	6	439		
2100 - 2200	275	47	267	43	105	18	3	10	7	6	439		
2200 - 2300	127	15	153	50	59	16	2	10	7	6	439		
2300 - 2400													
2400 - 0100													
0100 - 0200													
0200 - 0300													
0300 - 0400													
0400 - 0500													
0500 - 0600													
0600 - 0700													
											81		
											73		
											26782		
											162		
											193		
											268		
											81		
											73		
											26782		

2000

3. NUMBER OF VEHICLES BY TYPE AND HOUR

From City To Dry Port

Date 09-12-1989

Day Saturday

Location At In Side Gate

HOURS	CLASSIFICATION										TOTAL	
	PEDAL CYCLE	ANIMAL DRAWN	MOTOR CYCLE	RICK-SHAW.	CAR/JEEP/PICKUP	WAGON/M.BUS	BUSES	TRUCKS 2-AXLE	TRUCKS MULTI-AXLE	OTHERS		
0700 - 0800												
0800 - 0900	7	2	7	1	2	-	-	10	13	2	44	
0900 - 1000	15	4	64	8	49	-	-	10	17	-	167	
1000 - 1100	18	13	88	18	58	-	-	4	4	-	203	
1100 - 1200	13	9	62	4	66	-	-	3	8	9	174	
1200 - 1300	19	5	68	1	46	-	-	1	3	-	143	
1300 - 1400	19	-	65	3	39	-	-	2	-	1	129	
1400 - 1500	18	1	20	-	16	-	-	-	-	-	55	
1500 - 1600	5	-	1	-	-	-	-	-	1	-	7	
1600 - 1700												
1700 - 1800												
1800 - 1900												
1900 - 2000												
2000 - 2100												
2100 - 2200												
2200 - 2300												
2300 - 2400												
2400 - 0100												
0100 - 0200												
0200 - 0300												
0300 - 0400												
0400 - 0500												
0500 - 0600												
0600 - 0700												
<b>Total:-</b>	114	34	375	35	276	-	-	30	46	12	922	

3.1. NUMBER OF VEHICLES BY TYPE AND HOUR

Date 09-12-1989  
 Day Saturday

From Dry Port To City

Location At Out Side Gate

H O U R S	CLASSIFICATION											TOTAL
	PEDAL CYCLE	ANIMAL DRAWN	MOTOR CYCLE	RICK-SHAW.	CAR/JEEP/PICKUP	WAGON/M.BUS	BUSES	TRUCKS 2-AXLE	TRUCKS MULTI-AXLE	OTHERS		
0700 - 0800	47	-	55	9	6	-	-	-	-	-	-	117
0800 - 0900	13	1	66	11	23	1	-	1	-	-	-	116
0900 - 1000	12	3	72	11	31	1	-	8	2	-	-	140
1000 - 1100	48	-	99	6	50	1	-	1	-	-	-	205
1100 - 1200	27	12	74	4	51	1	-	12	16	-	-	197
1200 - 1300	64	16	124	2	64	6	-	3	12	-	-	291
1300 - 1400	36	5	67	-	34	2	-	1	6	1	1	152
1400 - 1500	20	-	25	-	7	-	-	1	12	1	1	66
1500 - 1600	11	-	2	-	-	-	-	-	2	-	-	15
1600 - 1700												
1700 - 1800												
1800 - 1900												
1900 - 2000												
2000 - 2100												
2100 - 2200												
2200 - 2300												
2300 - 2400												
2400 - 0100												
0100 - 0200												
0200 - 0300												
0300 - 0400												
0400 - 0500												
0500 - 0600												
0600 - 0700												
Total:-	278	37	584	43	266	12	-	27	50	2		1299

3.2. NUMBER OF VEHICLES BY TYPE AND HOUR

From 8 AM To 5 PM

Date 09-12-1989

Day Saturday

Location Dry Port

Both Direction

CLASSIFICATION

H O U R S	CLASSIFICATION											TOTAL
	PEDAL CYCLE	ANIMAL DRAWN	MOTOR CYCLE	RICK-SHAW.	CAR/JEEP/PICKUP	WAGON/M.BUS	BUSES	TRUCKS 2-AXLE	TRUCKS MULTI-AXLE	OTHERS		
0700 - 0800					8	-	-	10	13	2	161	
0800 - 0900	54	2	62	10	72	1	-	11	17	-	283	
0900 - 1000	28	5	130	19	89	1	-	12	6	-	343	
1000 - 1100	30	16	160	29	116	1	-	4	8	9	379	
1100 - 1200	61	9	161	10	197	1	-	13	19	-	340	
1200 - 1300	46	17	142	5	103	6	-	5	12	1	420	
1300 - 1400	83	16	189	5	50	2	-	1	6	1	207	
1400 - 1500	54	6	87	-	7	-	-	1	13	1	73	
1500 - 1600	25	-	26	-	-	-	-	-	2	-	15	
1600 - 1700	11	-	2	-	-	-	-	-	-	-		
1700 - 1800												
1800 - 1900												
1900 - 2000												
2000 - 2100												
2100 - 2200												
2200 - 2300												
2300 - 2400												
2400 - 0100												
0100 - 0200												
0200 - 0300												
0300 - 0400												
0400 - 0500												
0500 - 0600												
0600 - 0700												
Total :-	392	71	959	78	542	12	-	57	96	14	2221	

4. EXPORTS BY COMMODITY AND COUNTRY  
-PAKISTAN RAILWAYS-

(In KGs.)

Sl. No.	Name of Country	No. and Size of Containers	(COMMODITY)													Total	Percentage (%)
			Cotton Manufacturings	House Hold Goods	Rice	Electric Goods	Handicrafts	Steel	Vegetable Seed	Calcium Phosphate	Beef	Leather	Glass Ware	Machinery			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
1.	West Germany	1x40' 25x20'	17,153 123,494	-	-	-	-	102,742	-	40,144	-	-	-	-	283,533	5.4	
2.	Belgium	1x20'	8,304	-	-	-	-	-	-	-	-	-	-	-	8,304	0.2	
3.	U.A.E.	43x20'	159,944	2,000	346,034	-	5,568	-	-	-	-	-	18,180	-	513,546	9.8	
4.	Holland	6x20'	15,327	-	-	-	4,880	-	-	-	-	-	-	-	38,307	0.7	
5.	Saudi Arabia	4x40' 13x20'	23,613 50,656	-	-	-	-	5,810	16,000	16,015	-	-	-	-	8,263	120,357	2.3
6.	Hong Kong	173x20'	3,011,839	-	-	-	-	-	-	-	-	-	-	-	3,011,839	57.6	
7.	England	4x40' 42x20'	140,208	3,550	36,000	-	2,895	147,450	-	297,065	-	-	74,466	-	701,634	13.4	
8.	Korea	3x20'	15,349	3,978	-	-	-	-	-	-	-	-	-	-	19,327	0.4	
9.	Italy	2x20'	14,040	-	-	-	-	-	-	-	-	-	-	-	14,040	0.3	
10.	U.S.A.	6x20'	13,229	6,170	-	-	4,800	-	-	-	-	-	-	-	24,207	0.5	
11.	Australia	2x20'	16,240	-	-	-	-	-	-	-	-	-	-	-	16,240	0.3	
12.	Switzerland	2x20'	13,853	-	-	-	-	-	-	-	-	-	-	-	13,853	0.3	
13.	Sweden	1x40' 1x20'	18,786 10,712	-	-	-	-	-	-	-	-	-	-	51,070	51,070	1.0	
14.	Oman	10x20'	-	-	-	-	-	-	-	-	3,750	-	-	-	3,750	0.0	
15.	France	3x20'	11,410	-	-	-	-	-	-	-	-	-	-	-	11,410	0.2	
16.	Nepal	3x20'	-	6,114	-	-	-	-	-	-	-	-	-	-	6,114	0.1	
17.	Norway	1x20'	5,349	-	-	-	-	-	-	-	-	-	-	-	5,349	0.1	
18.	Thailand	4x40'	68,640	-	-	-	-	-	-	41,147	-	-	-	-	109,787	2.0	
19.	Japan	8x20'	15,099	-	-	-	-	-	-	-	-	-	-	-	15,099	0.3	
20.	Taiwan	8x40'	83,754	-	-	-	-	-	-	-	-	-	-	-	83,754	1.5	
21.	Philippine	2x20'	-	9,773	-	-	-	-	-	-	-	-	-	-	9,773	0.2	
22.	Bahrain	3x20'	-	-	42,472	-	-	-	-	-	-	8,520	-	-	50,992	0.9	
23.	Spain	2x20'	-	-	-	-	83,410	-	-	-	-	-	-	-	83,410	1.5	
24.	Zambave	6x20'	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL:			375	3,836,999	31,593	424,506	83,410	27,533	266,192	16,015	370,356	3,750	26,700	74,466	59,333	5,228,853	
PERCENTAGE(%):				73.4	0.6	8.1	1.6	0.5	5.1	0.3	7.3	0.1	0.5	1.4	1.1	100.0	

4.1. EXPORTS BY COMMODITY AND COUNTRY  
-NLC-

(COMMODITY)

(In KGs)

Sl. No.	Name of Country	No. and Size of Containers	Cotton Manufacturing	Steel	Machinery	Rice	Edible Items	Handicrafts	Leather	Marble Powder	Total	Percentage (%)
1.	Tanzania	1x40' 5x20'	12,325 46,237	-	-	-	-	-	-	-	58,562	2.2
2.	U.S.A.	3x40' 16x20'	27,412 77,280	-	-	18,414	-	-	-	-	123,106	4.5
3.	Saudi Arabia	18x40' 20x20'	80,970 78,756	243,047 13,393	10,189	-	-	27,538	-	-	453,893	16.8
4.	Japan	1x40' 11x20'	16,655 40,412	-	-	-	-	-	-	-	57,067	2.1
5.	France	3x20'	14,830	-	4,511	-	-	-	-	-	19,341	0.7
6.	Malta	1x20'	3,500	-	-	-	-	-	-	-	3,500	0.1
7.	Uganda	28x40'	23,492	-	472,252	-	-	-	-	-	495,744	18.3
8.	U.A.S.	13x40' 12x20'	143,410 60,515	28,845	-	42,698	18,320 28,201	-	4,550	-	326,539	12.1
9.	West Germany	21x40' 13x20'	52,259 65,523	290,636	14,538	20,000	15,264	9,380	-	-	467,608	17.3
10.	Ireland	1x40'	20,400	-	-	-	-	-	-	-	20,400	0.8
11.	Holland	1x40' 4x20'	15,360 19,200	-	-	-	-	-	8,051	-	43,411	1.6
12.	Norway	2x40' 1x20'	21,483 7,070	-	-	-	-	-	-	-	28,553	1.1
13.	Kuwait	1x40' 7x20'	68,230	16,150	-	-	-	-	-	-	84,380	3.1
14.	England	15x20'	25,245	44,949	-	-	34,535	9,029	-	-	113,758	4.2
15.	Oman	2x40'	-	-	9,200	-	18,400	-	-	-	27,600	1.0
16.	Kenya	1x20'	-	-	-	-	-	3,840	-	-	3,840	0.1
17.	Italy	7x20'	21,620	-	-	-	-	-	23,641	-	45,261	1.7
18.	Thailand	6x40' 3x20'	85,800 16,850	-	-	-	-	-	-	-	102,650	3.8
19.	Sveeden	2x40' 6x20'	28,884 26,484	-	-	18,108	-	7,080	-	-	81,356	3.0
20.	Australia	4x20'	23,436	-	-	-	-	2,776	-	-	26,212	1.0
21.	Masqut	2x40'	-	-	19,200	-	-	-	-	-	19,200	0.7
22.	Bangladesh	3x40' 1x20'	-	-	-	-	-	-	-	47,400 13,800	61,200	2.3
23.	Canada	1x20'	4,004	-	-	-	-	-	-	-	4,004	0.1
24.	Hong Kong	1x20'	7,766	-	-	-	-	-	-	-	7,766	0.3
25.	Turkey	1x40'	-	17,461	-	-	-	-	-	-	17,461	0.6
26.	Belgium	1x20'	-	-	-	-	-	-	8,000	-	8,000	0.3
27.	Spain	1x20'	-	-	-	-	-	2,384	-	-	2,384	0.1
28.	Newzeland	1x20'	-	-	-	-	-	3,500	-	-	3,500	0.1
TOTAL:-		241	1,135,408	654,481	519,890	99,220	114,720	66,335	45,042	61,200	2,706,296	100.0
PERCENTAGE(%)			42.0	24.2	19.6	3.7	4.2	2.4	1.7	2.2	100.0	

5. IMPORTS BY COMMODITY AND COUNTRY  
-PAKISTAN RAILWAYS-

Name of Country	No. and Size of Containers	(COMMODITY)														Total	Percentage (%)
		Machinery	Iron and Scrap	Tractor Component	House Hold Goods	Tape Recorder	Electric Goods	Compound	Wool	Plastic	Seed of Flowers	Medicine	Polyester	16	17		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		
England	28x40' 177x20'	287,402 680,823		172,661 1,701,769	14,812	-	22,966	-	-	-	-	-	-	-	3,246,998	58.2	
China	3x40' 11x20'	28,860 283,400	-	-	4,600	-	-	-	-	-	-	-	-	-	316,860	5.7	
Canada	17x40'	261,500	-	-	-	-	-	-	-	92,841	-	-	-	-	354,341	6.3	
West Germany	2x40' 11x20'	23,900 63,767	-	-	4,500	-	-	12,967	-	17,920	-	-	-	-	123,054	2.2	
Japan	2x40' 10x20'	26,784 79,923	-	-	-	8,242	-	-	-	7,473	-	-	-	-	122,425	2.2	
Switzerland	15x20'	31,215	-	-	-	-	-	-	-	183,122	-	-	-	12,311	226,648	4.1	
U.S.A.	5x40' 3x20'	16,240 38,295	-	-	-	-	4,538	-	-	-	73,262	-	-	-	132,335	2.4	
Kuwait	14x40' 9x20'	5,790	245,700 24,200	-	45,500 39,570	-	-	-	-	-	-	-	-	-	360,760	6.5	
Italy	1x20'	14,100	-	-	-	-	-	15,180	-	-	-	-	-	-	14,100	0.6	
Holland	1x40' 1x20'	20,000	-	-	-	-	-	-	-	-	-	-	-	-	16,000	0.3	
France	1x20'	16,000	-	-	-	-	-	-	-	-	-	-	-	-	63,575	1.1	
Taiwan	4x40' 2x20'	7,060	-	-	-	7,555 16,460	-	32,500	-	-	-	-	-	-	4,020	0.1	
Malaysia	1x20'	4,020	-	-	-	-	-	-	-	-	-	-	-	-	12,000	0.2	
Singapore	2x20'	-	-	-	12,000	-	-	-	-	-	-	-	-	-	23,850 29,848	0.4	
Saudi Arabia	3x40' 8x20'	-	-	-	-	-	-	-	-	-	-	-	-	-	99,500 75,513	1.3	
U. A.E.	7x40' 12x20'	-	-	-	-	5,970	5,850	3,500	-	-	-	8,700	-	-	160,650	2.5	
Hong Kong	10x20'	-	140,160	-	-	5,482	-	-	-	-	-	-	-	61,399	65,581	1.0	
Spain	4x20'	-	-	-	-	-	-	-	-	15,783	-	-	-	-	15,783	0.2	
New Zealand	1x20'	-	-	-	-	-	-	-	-	-	34,534	-	6,839	-	41,433	0.6	
Belgium	3x20'	-	-	-	-	-	-	-	-	-	15,802	-	-	-	15,802	0.2	
Korea	3x20'	-	-	-	-	-	-	-	-	-	-	2,357	-	-	2,357	0.0	
Denmark	1x20'	-	-	-	-	-	-	-	-	-	-	-	-	18,288	18,288	0.3	
Australia	1x20'	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL:-	377	1,389,079	776,625	1,874,430	361,145	41,610	27,504	60,647	15,783	351,692	73,262	17,966	91,998	5,581,741	100		
PERCENTAGE(%):		33.8	13.9	33.6	6.5	0.8	0.5	1.1	0.3	6.3	1.3	0.3	1.6	100.0			

5.1. IMPORTS BY COMMODITY AND COUNTRY  
-NLC-

(In Kgs.)

Name of Country	No. and Size of Containers	Hard ware	Oil and Grease	Polyester	Machinery	Spare Parts	House Hold Goods	Chemical	Plastic	Iron & Steel	Rubber	Medicine	Tractor	Leather	Total	Percentage (%)	
																16	17
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1. Japan	123x40' 10x20'	34,600	-	-	17,065 14,636	143,192 25,190	-	36,593	33,626 10,153	108,415	29,110	8,280	-	42,918	503,778	9.0	
2. China	83x40' 19x20'	-	-	-	612,607 126,199	126,244 90,152	-	25,586	30,000 8,866 4,520	8,960	-	19,410 8,128	-	14,994	1,062,280	19.0	
3. Taiwan	62x40' 2x20'	-	-	6,000	77,961	145,788	-	110,305	-	37,004	59,380	1,323	-	-	258,016	4.6	
4. West Germany	33x40' 5x20'	-	-	10,324	10,052	20,489	-	16,928	-	38,330	10,220	-	-	6,260	-	4.6	
5. Hong Kong	47x40' 14x20'	-	-	-	56,852 10,288	125,311 52,901	-	10,000	25,740 9,060	-	-	-	-	21,000	-	5.6	
6. Singapore	48x40' 11x20'	-	-	79,850	51,965 7,620	67,966 7,975	-	58,538	87,710	14,172	39,820	17,762	-	14,900	553,395	9.9	
7. England	70x40' 12x20'	-	-	22,680	69,729 4,400	187,176 22,024	2,497	9,360	3,574	72,520	3,400	3,180	-	2,752	9,000	2.1	
8. Belgium	18x40' 7x20'	-	-	-	24,497	17,907 8,293	-	14,103	10,080	11,150	-	-	-	3,746	-	4.3	
9. Romania	17x40'	-	-	-	4,500	239,210	-	51,664	-	-	-	-	-	-	-	1.3	
10. Saudi Arabia	15x40'	-	-	-	-	43,110	-	-	-	-	-	-	-	-	-	6.0	
1. U.S.A.	34x40' 1x20'	-	15,720	-	118,967	30,048	16,400	9,000	13,317 9,060	95,635	-	10,790	-	-	12,700	331,637	6.0
2. U.A.E.	13x40' 4x20'	-	-	-	8,000	13,900	164,340 21,000	-	-	-	-	-	-	-	-	3.7	
3. Italy	17x40' 6x20'	-	-	8,851	10,346 8,511	74,718 29,422	-	12,870	-	9,450	-	-	-	8,247	-	2.9	
4. France	12x40' 7x20'	-	3,914	-	9,650 18,596	47,767 30,546	-	-	-	36,318	-	-	-	16,960	-	2.9	
15. Switzerland	7x40'	-	-	-	29,250	11,280	-	-	-	17,300	-	-	-	-	-	1.0	
16. Korea	14x40' 1x20'	-	-	-	14,454	19,469	-	-	12,432	-	-	-	12,000 6,000	14,960	-	1.4	
17. Kuwait	5x40' 3x20'	-	-	-	-	-	44,600 12,600	-	-	-	-	-	-	-	-	1.0	
18. Bulgaria	6x20'	-	-	-	120,000	-	-	-	-	-	-	-	-	-	-	2.1	
19. Qatar	3x40'	-	-	-	108,000	-	-	-	-	-	-	-	-	-	-	1.9	
20. Denmark	3x20'	-	-	-	2,600	6,792	-	14,300	-	-	-	-	-	-	-	0.4	
21. Canada	1x40'	-	-	-	-	4,180	-	-	-	17,820	-	-	-	-	-	0.1	
22. Poland	3x40'	-	-	-	-	4,851	-	-	-	-	-	-	-	-	-	0.1	
23. Thailand	2x40'	-	-	-	-	4,148	3,000	-	-	-	-	15,715	10,520	-	-	0.1	
24. Spain	4x40'	-	-	-	-	12,700	-	-	-	-	-	-	-	-	-	0.1	
25. India	1x40'	-	-	-	-	10,020	-	6,000	-	-	-	-	-	-	-	0.1	
26. Dubai	1x40'	-	-	-	-	-	-	19,460	-	-	-	-	-	-	-	0.1	
27. Bahrain	1x20'	-	-	-	-	-	-	-	-	-	-	13,360	-	-	-	0.1	
28. Malaysia	1x20'	-	-	-	-	-	-	-	-	-	-	17,991	-	-	-	0.1	
29. Indonesia	3x20'	-	-	-	-	-	-	-	-	-	-	10,300	-	-	-	0.1	
30. Srilanka	2x40'	-	-	-	-	-	-	-	-	-	-	-	2,166	-	-	0.1	
31. Holland	1x40' 1x20'	-	-	-	-	4,148	-	-	-	-	-	-	-	-	-	0.1	
<b>Total:</b>	<b>756</b>	<b>34,600</b>	<b>19,634</b>	<b>127,705</b>	<b>1,536,745</b>	<b>1,633,881</b>	<b>522,101</b>	<b>475,697</b>	<b>284,492</b>	<b>477,294</b>	<b>215,836</b>	<b>127,703</b>	<b>151,745</b>	<b>192,628</b>	<b>5,600,061</b>	<b>100.0</b>	
<b>PERCENTAGE(%)</b>		<b>0.6</b>	<b>0.3</b>	<b>2.2</b>	<b>27.4</b>	<b>29.2</b>	<b>5.7</b>	<b>8.4</b>	<b>5.0</b>	<b>8.5</b>	<b>3.8</b>	<b>2.8</b>	<b>2.7</b>	<b>3.4</b>	<b>100.0</b>		



**6. DETENTION TIME PER CONTAINER AT VARIOUS STAGES**

(In Day )

Sl. No.	Description	No. of Containers	STAGES										
			A	R	C	D	R	D	C	A	D	A	D
1	2	3	4	5	6	7	8	9					

**(A) IMPORTS :**

1. N. L. C.	756	0.52	9.88	0.02	9.00	9.04	9.89
2. Pakistan Railway	377	5.64	6.21	0.12	9.67	10.29	6.32
<b>SUB - TOTAL:</b>	<b>1,133</b>	<b>2.23</b>	<b>8.66</b>	<b>0.05</b>	<b>9.22</b>	<b>9.46</b>	<b>8.70</b>

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**(B) EXPORTS :**

1. N. L. C.	241	2.88	4.19	0.02	1.35	1.37	4.11
2. Pakistan Railway	375	1.05	1.50	0.18	0.53	0.70	1.73
<b>SUB - TOTAL:</b>	<b>616</b>	<b>1.51</b>	<b>2.55</b>	<b>0.12</b>	<b>0.85</b>	<b>0.96</b>	<b>2.77</b>
<b>TOTAL :-</b>	<b>1,749</b>	<b>1.97</b>	<b>6.51</b>	<b>0.08</b>	<b>6.27</b>	<b>6.47</b>	<b>6.61</b>

**NB: R : Date of Request for Custom Clearance.**

**A : Date of Arrival at L.D.P.**

**C : Date of Custom Clearance.**

**D : Date of Departure from L.D.P.**

6.1.1. DETENTION PERIOD AT VARIOUS STAGE  
(JULY - SEPTEMBER, 1988)

(In Day )

Sl. No.	Description	No. of Containers	STAGES																	
			A	R	C	-	R	D	-	C	C	-	A	D	-	A	D	-	R	
1	2	3	4	5	6	7	8	9												
<b>(A) IMPORTS :</b>																				
1.	N. L. C.	756	396	7,471	14	6,806	6,836	7,474												
2.	Pakistan Railway	377	2,126	2,343	47	3,645	3,881	2,383												
SUB - TOTAL:			1,133	2,522	9,814	61	10,451	10,718	9,857											97
<b>(B) EXPORTS :</b>																				
1.	N. L. C.	241	695	1,011	5	325	330	991												
2.	Pakistan Railway	375	392	564	67	197	264	650												
SUB - TOTAL:			616	1,087	1,575	72	522	594	1,641											
TOTAL :-			1,749	1,435	11,389	133	10,973	11,312	11,498											

NB: R : Date of Request for Custom Clearance.  
A : Date of Arrival at L.D.P.  
C : Date of Custom Clearance.  
D : Date of Departure from L.D.P.

7. ARRIVAL AND DISPOSAL RATE OF CONTAINERS

Sl. No.	Description	Arrival	Departure	Percentage (%)
1	2	3	4	5

(A) IMPORTS:

1. N.L.C.	617	491	79.6
2. PAKISTAN RAILWAY	321	189	58.9
SUB-TOTAL:-	938	680	72.5

(B) EXPORTS:

1. N.L.C.	239	227	95.0
2. PAKISTAN RAILWAY	375	367	97.9
SUB-TOTAL:-	614	594	97.0
TOTAL:-	1,552	1,274	82.1

N.B.: \* It does not include 197 containers received before the period considered under the survey.

8. Time Delays in Export by Pakistan Railways

(In days)

Sl. No.	Number and Size of Container	Country	Commodity	A - R	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
1.	1 x 40	West Germany	Cotton Manufacture	-	-	-	-	-	-
2.	18 x 20	"	"	27	38	6	15	21	44
3.	5 x 20	"	Steel	9	10	2	1	3	12
4.	2 x 20	"	Calcium Phosphate	14	14	-	-	-	14
5.	1 x 20	Belgium	Cotton Manufactures	-	1	1	1	1	1
6.	22 x 20	U.A.E.	"	38	58	7	24	31	65
7.	1 x 20	"	Household Goods	4	6	1	2	3	7
8.	17 x 20	"	Rice	24	37	4	19	17	41
9.	3 x 20	"	Handicrafts	6	10	1	4	6	11
10.	3 x 20	Holland	Cotton Manufactures	6	10	1	4	5	11
11.	1 x 20	"	Handicrafts	-	-	-	-	-	-
12.	2 x 20	"	Leather	3	5	-	1	3	1
13.	2 x 40	Saudi Arabia	Cotton Manufactures	4	4	2	-	3	7
14.	9 x 20	"	"	8	30	7	12	21	39
15.	1 x 20	"	Handicrafts	18	20	-	2	2	20
16.	1 x 40	"	Iron and Steel	1	1	1	-	1	2
17.	1 x 20	"	"	1	2	-	1	1	2

Contd.....

R: Date of Request for Custom Clearance  
 A: Date of Arrival of Commodities at LDP  
 C: Date of Custom Clearance  
 D: Date of Departure of Commodities from LDP.

(In days)

Sl. No.	Number and Size of Container	Country	Commodity	A - R	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
18.	1 x 40	Saudi Arabia	Seed and Flowers	-	10	1	10	11	11
19.	2 x 20	"	Machinery	-	1	-	1	2	1
20.	173 x 20	Hong Kong	Cotton Manufactures	44	57	4	23	23	71
21.	16 x 20	England	"	23	29	3	6	9	32
22.	1 x 20	"	Household Goods	2	7	1	5	6	8
23.	3 x 20	"	Rice	8	11	-	3	4	10
24.	1 x 20	"	Handicrafts	1	4	1	3	4	5
25.	7 x 20	"	Iron and Steel	1	2	1	1	2	3
26.	14 x 20	"	Calcium Phosphate	15	20	5	5	10	25
27.	4 x 40	"	Glass Ware	6	6	2	-	2	8
28.	2 x 20	Korea	Cotton Manufactures	1	2	-	2	3	3
29.	1 x 20	"	Handicrafts	1	4	1	3	4	5
30.	2 x 20	Italy	Cotton Manufactures	8	13	2	5	7	14
31.	3 x 20	U.S.A.	"	6	9	1	3	4	10
32.	2 x 20	"	Household Goods	7	9	-	10	10	17
33.	1 x 20	"	Handicrafts	18	20	-	2	2	20
34.	2 x 20	Australia	Cotton Manufactures	2	3	1	1	2	4

R: Date of Request for Custom Clearance  
 A: Date of Arrival of Commodities at LDP  
 C: Date of Custom Clearance  
 D: Date of Departure of Commodities from LDP.

Contd.....

(In days)

Sl. No.	Number and Size of Container	Country	Commodity	A - R	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
35.	2 x 20	Switzerland	Cotton Manufactures	1	6	-	5	5	6
36.	1 x 40	Sweden	"	1	2	1	1	2	3
37.	1 x 20	"	"	13	14	-	1	1	14
38.	10 x 20	Oman	Machinery	11	14	2	4	6	17
39.	1 x 20	France	Cotton Manufactures	18	19	1	1	2	20
40.	2 x 20	"	Beaf	2	3	-	1	1	3
41.	3 x 20	Nepal	Household Goods	3	4	-	3	3	6
42.	1 x 20	Norway	Cotton Manufactures	-	1	1	1	2	2
43.	4 x 40	Thialand	"	6	7	4	1	5	11
44.	2 x 20	Japan	"	2	2	-	-	-	2
45.	2 x 20	"	Calcium Phosphate	2	4	-	2	2	4
46.	8 x 40	Tiawan	Cotton Manufactures	2	5	2	3	5	7
47.	2 x 20	Philphine	Household Goods	1	1	-	-	-	1
48.	3 x 20	Behrain	Rice	8	10	-	2	2	10
49.	1 x 20	Spain	Handicrafts	2	2	-	-	1	3
50.	1 x 20	"	Leather	2	2	-	-	-	2
51.	6 x 20	Zambave	Electric Goods	12	15	-	3	3	15

R: Date of Request for Custom Clearance  
 A: Date of Arrival of Commodities at LDP  
 C: Date of Custom Clearance  
 D: Date of Departure of Commodities from LDP.

Contd..

8.1 TIME DELAYS IN EXPORT BY NLC

Sl. No.	Number and Size of Container	Country	Commodity	(In Days)						
				A - R	C - R	D - C	C - A	D - A	D - R	
1	2	3	4	5	6	7	8	9	10	
1.	1 x 40	Tanzania	Cotton Manu.	11	12	-	1	1	12	
2.	5 x 20	"	"	40	46	-	6	6	46	
3.	3 x 40	USA	"	1	4	-	3	3	4	
4.	15 x 20	"	"	38	56	-	18	18	56	
5.	1 x 20	"	Rice	1	1	-	-	-	1	
6.	7 x 40	S. Arabia	Cotton Manufacture	34	56	-	4	4	43	
7.	11 x 20	"	"	49	60	-	16	16	56	
8.	11 x 40	"	Steel	31	38	-	7	7	38	
9.	2 x 20	"	Steel	10	13	-	3	3	13	
10.	2 x 20	"	Machinery	11	14	-	3	3	14	
11.	5 x 20	"	Handi Craft	2	6	-	4	4	6	
12.	1 x 40	Japan	Cotton Manufacture	1	2	-	1	1	2	
13.	11 x 20	"	"	18	29	-	6	6	24	
14.	2 x 20	France	Machinery	6	6	-	4	4	10	
15.	1 x 20	"	"	2	3	-	1	1	3	

R: Date of Request for Custom Clearance  
 A: Date of Arrival of Commodities at LDP

Custom Clearance ... from LDP.

(In Days)

Sl. No.	Number and Size of Container	Country	Commodity	A - R	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
16.	1 x 20	Malta	Cotton Manufacture	1	2	-	1	1	2
17.	1 x 40	Uganda	"	2	3	-	1	1	3
18.	27 x 40	"	Machinery	12	12	-	-	-	12
19.	11 x 40	UAE	Cotton Manufacture	28	52	2	19	21	57
20.	7 x 20	"	"	10	44	-	18	18	44
21.	1 x 40	"	Steel	4	5	1	1	2	6
22.	3 x 20	"	Rice	2	6	-	4	4	6
23.	1 x 40	"	Edible Items	3	5	-	2	2	5
24.	2 x 20	"	"	2	3	-	1	1	1
25.	1 x 20	"	Leather	1	7	-	6	6	7
26.	3 x 40	W. Germany	Cotton Manufacture	5	6	-	1	1	6
27.	8 x 20	"	"	22	47	-	25	25	47
28.	17 x 40	"	Steel	31	66	1	47	47	67
29.	2 x 40	"	Machinery	-	9	-	9	9	9
30.	1 x 40	"	Rice	9	9	-	-	-	9
31.	1 x 40	"	Edible Items	3	3	-	2	2	3

R: Date of Request for Custom Clearance

A: Date of Arrival of Commodities at LDP

C: Date of Custom Clearance

D: Date of Departure of Commodities from LDP.

Contd.....



(In Days)

Sl. No.	Number and Size of Container	Country	Commodity	(In Days)						
				A - R	C - R	D - C	C - A	D - A	D - R	
1	2	3	4	5	6	7	8	9	10	
32.	2 x 20	W. Germany	Handi Craft	-	1	-	1	1	1	
33.	1 x 40	Ireland	Cotton Manufacture	-	1	-	1	1	1	
34.	1 x 40	Holland	"	2	4	-	2	2	4	
35.	2 x 20	"	"	5	6	-	1	1	6	
36.	2 x 20	"	Leather	11	12	-	1	1	12	
37.	2 x 40	Norway	Cotton Manufacture	4	9	-	5	5	9	
38.	1 x 20	"	"	11	13	-	2	2	13	
39.	7 x 20	Kuwait	"	50	45	-	19	19	45	
40.	1 x 40	"	Steel	24	26	-	2	2	26	
41.	7 x 20	England	Cotton Manufacture	23	31	-	8	8	31	
42.	2 x 20	"	Steel	1	3	-	2	2	3	
43.	4 x 20	"	Edible Items	23	31	-	9	9	25	
44.	2 x 20	"	Handi Craft	9	13	-	4	4	13	
45.	1 x 40	Oman	Edible Items	2	5	-	3	3	5	
46.	1 x 40	"	Machinery	1	2	-	1	1	2	

Contd.....

R: Date of Request for Custom Clearance  
 A: Date of Arrival of Commodities at LDP  
 C: Date of Custom Clearance  
 D: Date of Departure of Commodities from LDP.

(In Days)

Sl. No.	Number and Size of Container	Country	Commodity	A - R	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
47.	1 x 20	Kenya	Handi Craft	9	13	-	4	4	13
48.	3 x 20	Italy	Cotton Manufacture	3	4	-	1	1	4
49.	4 x 20	"	Leather	36	37	-	4	4	37
50.	6 x 40	Thailand	Cotton Manufacture	10	12	1	2	3	13
51.	3 x 20	"	"	1	4	-	5	5	4
52.	2 x 40	Sweeden	"	10	11	-	1	1	10
53.	3 x 20	"	"	6	7	-	5	5	12
54.	1 x 20	"	Rice	1	3	-	2	2	3
55.	2 x 20	"	Handi Craft	11	14	-	3	3	14
56.	1 x 20	Australia	Handi Craft	-	-	-	-	-	-
57.	3 x 20	"	Cotton Manufacture	23	28	-	5	5	28
58.	2 x 40	Masquat	Machinery	3	4	-	1	1	4
59.	3 x 40	Rangladesh	Marble Powder	-	2	-	2	2	2
60.	1 x 20	"	"	-	-	-	-	-	-

R: Date of Request for Custom Clearance  
 A: Date of Arrival of Commodities at LDP  
 C: Date of Custom Clearance  
 D: Date of Departure of Commodities from LDP.

Contd....

(In Days)

Sl. No.	Number and Size of Container	Country	Commodity	A - R	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
61.	1 X 20	Canada	Cotton Manu.	4	6	-	2	2	6
62.	1 x 20	Hong Kong	"	10	13	-	3	3	13
63.	1 x 20	Turkey	Steel	-	5	-	5	5	5
64.	1 x 20	Belgium	Leather	10	13	-	3	3	13
65.	1 x 20	Spain	Handi Craft	-	2	-	2	2	2
66.	1 x 20	Newzeland	"	2	2	-	-	-	2

R: Date of Request for Custom Clearance  
A: Date of Arrival of Commodities at LDP  
C: Date of Custom Clearance  
D: Date of Departure of Commodities from LDP.

Contd..

9. TIME LOST IN IMPORTS AT LDP

TIME INTERVAL	NO. OF CONTAINERS		TOTAL DETENTION TIME NUMBER	TOTAL DETENTION TIME %	ACTUAL TIME LOST AFTER DEDUCTION OF CLEARANCE PERIOD		AVERAGE TIME LOST PER CONTAINER
	NUMBER	%			NUMBER	%	
	1	2			3	3	
10 - 20	220	47.41	2,759	32.77	559	14.79	2.54
20 - 30	151	32.54	2,780	33.01	1,270	33.59	8.41
30 - 40	50	10.78	1,077	12.79	577	15.26	11.54
40 - 50	8	1.73	320	3.80	240	6.35	30.00
50 - 60	27	5.82	762	9.05	492	13.01	18.22
60 - 70	2	0.43	124	1.47	104	2.75	52.00
70 - 80	3	0.65	311	3.69	281	7.43	93.67
80 - 90	2	0.43	178	2.12	158	4.18	79.00
90 - 100	-	-	-	-	-	-	-
100 - 110	1	0.21	110	1.30	100	2.64	100.00
TOTAL:-	464	100.00	8,421	100.00	3,781	100.00	8.15

9.1 TIME LOST IN IMPORTS AT LDP

TIME INTERVAL	NO. OF CONTAINERS		TOTAL DETENTION TIME		ACTUAL TIME LOST AFTER DEDUCTION OF CLEARANCE PERIOD		AVERAGE TIME LOST PER CONTAINER
	NUMBER	%	NUMBER	%	NUMBER	%	
10 - 30	371	79.96	5,539	65.78	1,829	48.37	4.93
30 - 50	58	12.50	1,397	16.59	817	21.61	14.09
50 - 70	29	6.25	886	10.52	596	15.76	20.55
70 - 90	5	1.08	489	5.81	439	11.61	87.80
90 - 110	1	0.21	110	1.30	100	2.65	100.00
TOTAL:-	464	100.00	8,421	100.00	3,781	100.00	8.15

9.2 TIME LOST IN IMPORTS AT LDP

(TIME IN DAYS)

TIME INTERVAL	NO. OF CONTAINERS		TOTAL DETENTION TIME		ACTUAL TIME LOST AFTER DEDUCTION OF CLEARANCE PERIOD		AVERAGE TIME LOST PER CONTAINER
	NUMBER	%	NUMBER	%	NUMBER	%	
10 - 30	371	79.96	5,539	65.78	1,829	48.37	4.93
30 - 60	85	18.32	2,159	25.64	1,309	34.62	15.40
60 - 90	7	1.51	613	7.28	543	14.36	77.57
90 - 120	1	0.21	110	1.30	100	2.65	100.00
TOTAL:-	464	100.00	8,421	100.00	3,781	100.00	8.15

10. TIME DELAYS IN IMPORTS  
-NLC-

Sl. No.	Number and Size of Container	Country	Commodity	R - A 5	C - R 6	D - C 7	C - A 8	D - A 9	D - R 10
1.	1x40'	Japan	Spare Parts	1	12	-	11	11	12
2.	1x20'	"	"	5	16	-	11	11	16
3.	1x40'	"	"	17	-	-	17	17	-
4.	1x40'	"	"	5	28	-	23	23	28
5.	2x40'	"	"	7	9	-	16	16	9
6.	2x20'	"	"	4	27	-	23	23	27
7.	1x20'	"	"	-	22	-	22	22	22
8.	1x20'	"	"	2	8	-	10	10	8
9.	1x20'	"	"	3	9	-	12	12	9
10.	1x40'	"	"	2	8	-	10	10	8
11.	1x40'	"	"	3	9	-	12	12	9
11(A)	1x40'	"	"	3	9	-	12	12	9
12.	1x40'	"	"	1	27	-	26	26	27
13.	2x40'	"	"	11	3	-	14	14	3
14.	1x40'	"	"	5	30	-	25	25	30
15.	1x40'	"	"	2	8	-	10	10	8
16.	1x40'	"	"	13	32	-	19	19	32
17.	1x40'	"	"	3	21	-	24	24	21
18.	1x40'	"	"	8	4	-	12	12	4
19.	1x40'	"	"	11	7	-	17	17	7
20.	1x40'	"	"	7	16	-	23	23	16
21.	1x40'	"	"	10	6	-	16	16	6
22.	1x40'	"	"	6	6	-	12	12	6

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1'	2	3	4	5	6	7	8	9	10
23.	1x40'	Japan	Spare Parts	1	10	-	11	11	10
24.	1x40'	"	"	1	9	-	10	10	9
25.	1x40'	"	"	4	7	-	10	10	7
26.	1x40'	"	"	-	27	-	27	27	27
27.	2x40'	"	"	4	13	-	17	17	13
28.	1x40'	"	"	7	33	-	26	26	33
29.	1x40'	"	"	7	5	-	12	12	5
30.	1x40'	"	"	3	5	-	18	18	5
31.	1x40'	"	"	3	18	-	21	21	18
32.	1x40'	"	Machinery	-	18	-	18	18	18
33.	1x40'	"	"	2	27	-	29	29	27
34.	1x40'	"	Chemical	3	12	-	15	15	12
35.	1x40'	"	"	5	12	-	17	17	12
36.	1x40'	"	"	8	5	-	13	13	5
37.	1x40'	"	"	7	26	-	19	19	26
38.	1x40'	"	"	14	-	-	14	14	-
39.	2x40'	"	"	1	18	-	17	17	18
40.	1x40'	"	Plastic	20	2	-	22	22	2
41.	1x40'	"	"	32	22	-	23	23	22
42.	2x40'	"	"	6	32	-	38	38	32
43.	1x40'	"	"	21	1	-	22	22	1
44.	1x40'	"	"	4	73	-	77	77	73
45.	1x40'	"	"	6	19	-	25	25	19

(Contd.)



Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
46.	1x40'	Japan	Plastic	10	13	-	23	23	13
47.	1x20'	"	"	10	13	-	23	23	13
48.	2x40'	"	Iron and Steel	5	14	-	19	19	14
49.	1x40'	"	Rubber	3	24	-	27	27	24
50.	1x40'	"	Medicine	18	7	-	25	25	7
51.	1x40'	"	"	8	5	-	13	13	5
52.	1x40'	"	Leather	7	26	-	19	19	26
53.	1x40'	"	"	7	26	-	19	19	26
54.	1x40'	"	"	1	26	-	25	25	26
55.	1x40'	"	"	7	84	-	77	77	84
56.	1x40'	"	"	3	11	-	14	14	11
57.	1x40'	"	Hardware	-	19	-	15	15	19
58.	1x40'	"	"	4	11	-	23	23	11
59.	1x20'	"	Paper	6	22	-	28	28	22
60.	1x40'	"	"	1	22	-	23	23	22
61.	1x40'	"	"	7	20	-	13	13	20
62.	1x40'	"	"	11	22	-	11	11	22
63.	1x40'	China	Spare Parts	-	29	-	29	29	29
64.	1x40'	"	"	9	28	-	19	19	28
65.	1x40'	"	Machinery	13	15	-	22	22	15
66.	1x20'	"	"	4	16	-	20	20	16
67.	1x40'	"	"	4	17	-	13	13	17
68.	1x40'	"	"	6	17	-	23	23	17
69.	4x40'	"	"	3	12	-	15	15	12

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
70.	1x40'	China	Machinery	4	20	-	23	23	20
70(A).	1x40'	"	"	12	14	-	26	26	14
71.	3x40'	"	"	20	-	-	20	20	-
72.	1x40'	"	Plastic	23	84	-	52	52	84
73.	1x20'	"	Medicine	4	6	-	10	10	6
74.	1x40'	"	Leather	14	31	-	14	14	31
75.	1x40'	Taiwan	Spare Parts	4	19	-	15	15	19
76.	1x40'	"	"	14	1	-	14	14	1
77.	2x40'	"	"	6	8	-	13	13	8
78.	1x40'	"	"	1	35	-	36	36	35
79.	2x20'	"	Plastic	4	15	-	19	19	15
80.	1x40'	"	"	11	29	-	18	18	29
81.	1x40'	"	"	58	-	-	58	58	-
82.	1x40'	"	Iron and Steel	-	19	-	19	19	19
83.	1x40'	"	Rubber	3	14	-	17	17	14
84.	1x40'	"	"	3	14	-	17	17	14
85.	1x40'	"	Leather	6	41	-	47	47	41
86.	1x40'	"	"	47	4	-	51	51	4
87.	1x40'	"	"	15	2	-	17	17	2
88.	1x40'	"	Polyester	58	-	-	58	58	-
89.	1x20'	West Germany	Spare Parts	20	17	-	47	47	17
90.	2x40	"	"	25	40	-	15	15	40
91.	1x40'	"	"	5	41	-	36	36	41
92.	1x40'	"	"	5	42	-	37	37	42
93.	1x40'	"	"	8	10	-	18	18	10

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
				6	19	-	25	25	19
94.	1x40'	West Germany	Spare Parts						
			"	17	12	-	29	29	12
95.	1x40'	"	"	6	23	-	29	29	23
96.	1x40'	"	"	2	8	-	10	10	8
97.	1x40'	"	Machinery	7	3	-	10	10	3
98.	1x40'	"	"	-	57	-	57	57	57
99.	1x40'	"	Chemical	15	95	-	110	110	95
100.	1x40'	"	"	19	6	-	25	25	6
101.	1x40'	Hong Kong	Spare Parts	3	7	-	10	10	7
102.	2x40'	"	"	16	28	-	12	12	28
103.	1x20'	"	"	7	3	-	10	10	3
104.	1x40'	"	"	-	24	-	24	24	24
105.	1x40'	"	"	1	16	-	17	17	16
106.	1x40'	"	"	2	16	-	18	18	16
107.	1x40'	"	"	11	7	-	17	17	7
108.	1x40'	"	"	-	24	-	24	24	24
109.	1x40'	"	"	31	30	-	31	31	30
110.	1x40'	"	"	3	10	-	13	13	10
111.	1x40'	"	"	14	1	-	15	15	1
112.	1x40'	"	"	8	8	-	16	16	8
113.	1x40'	"	"	15	1	-	16	16	1
114.	1x40'	"	"	16	16	-	16	16	16
115.	1x40'	"	"	-	10	-	10	10	10
116.	1x40'	"	"						

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
117.	1x40'	Hong Kong	Machinery	5	26	-	21	21	26
118.	1x40'	"	Plastic	14	3	-	16	16	3
119.	2x20'	"	Iron and Steel	13	6	-	19	19	6
120.	1x40'	"	Tractor	-	13	-	13	13	13
121.	1x40'	Singapore	Spare Parts	-	14	-	15	15	14
122.	1x40'	"	"	9	45	-	24	24	45
123.	1x40'	"	"	14	16	-	29	29	16
124.	1x40'	"	"	10	5	-	15	15	5
125.	1x40'	"	"	58	74	-	16	16	74
126.	1x40'	"	"	2	14	-	16	16	14
127.	1x40'	"	"	3	10	-	13	13	10
128.	1x40'	"	"	4	21	-	17	17	21
129.	1x40'	"	"	9	12	-	21	21	12
130.	3x40'	"	"	5	12	-	17	17	12
131.	1x40'	"	"	1	14	-	15	15	14
132.	1x20'	"	Machinery	3	15	-	12	12	15
133.	1x40'	"	"	4	6	-	10	10	6
134.	1x40'	"	"	11	26	-	15	15	26
135.	1x40'	"	Chemical	4	8	-	12	12	8
136.	1x40'	"	Iron and Steel	23	4	-	27	27	4
137.	1x40'	"	Rubber	4	6	-	10	10	6
138.	1x40'	"	"	3	86	-	89	89	86
139.	2x40'	"	House-Hold-Goods	16	1	-	17	17	1

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
140.	2x40'	Singapore	Leather	11	25	-	14	14	25
141.	1x40'	"	"	4	12	-	16	16	12
142.	1x40'	U. K.	Spare Parts	3	41	-	44	44	41
143.	1x20'	"	"	1	20	-	21	21	20
144.	1x20'	"	Machinery	3	10	-	13	13	10
145.	1x40'	"	"	12	93	-	18	18	93
146.	1x40'	"	"	11	26	-	15	15	26
147.	1x40'	"	Medicine	-	22	-	22	22	22
148.	1x40'	"	Tractor	3	13	-	16	16	13
149.	3x40'	Belgium	Spare Parts	-	53	-	53	53	53
150.	3x40'	"	"	-	53	-	53	53	53
151.	1x40'	"	Machinery	2	27	-	29	29	27
152.	1x40'	"	"	3	14	-	11	11	14
153.	1x40'	"	"	22	10	-	32	32	10
154.	1x40'	"	"	1	39	-	40	40	39
155.	1x40'	"	"	2	27	-	29	29	27
156.	1x40'	"	Leather	-	13	-	13	13	13
157.	1x40'	Romania	Spare Parts	9	14	-	23	23	14
158.	1x40'	"	"	4	19	-	23	23	19
159.	1x40'	"	"	3	10	-	13	13	10
160.	1x40'	"	"	8	6	-	14	14	6
161.	1x40'	"	"	9	7	-	16	16	7
162.	1x40'	"	"	4	9	-	13	13	9

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A 5	C - R 6	D - C 7	C - A 8	D - A 9	D - R 10
163.	1x40'	Romania	Spare Parts	5	16	-	21	21	16
164.	1x40'	"	"	23	1	-	24	24	1
165.	1x40'	"	"	1	20	-	21	21	20
166.	1x40'	Saudi Arabia	Machinery	19	1	-	20	20	1
167.	1x40'	"	"	19	1	-	20	20	1
168.	1x40'	U. S. A.	Spare Parts	3	58	-	61	61	58
169.	1x40'	"	"	6	26	-	32	32	26
170.	1x40'	"	"	11	35	-	46	46	35
171.	1x40'	"	"	6	21	-	27	27	21
172.	1x40'	"	Machinery	5	21	-	16	16	21
173.	1x40'	"	"	10	40	-	30	30	40
174.	2x40'	"	"	1	17	-	18	18	17
175.	1x40'	"	"	1	14	-	15	15	14
176.	2x40'	"	"	9	4	-	13	13	4
177.	2x40'	"	"	49	59	-	10	10	59
178.	1x20'	"	"	12	5	-	17	17	5
179.	1x20'	"	Plastic	2	18	-	16	16	18
180.	1x40'	"	Medicine	5	9	-	15	15	9
181.	1x40'	"	House-Hold-Goods	12	5	-	17	17	5
182.	1x40'	U.K.	Spare Parts	11	23	-	12	12	23
183.	1x40'	"	"	-	34	-	36	36	34
184.	1x40'	"	"	3	8	-	11	11	8
185.	1x40'	"	"	6	3	-	10	10	3
186.	1x40'	"	"	7	10	-	17	17	10

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
				1	11	-	12	12	11
187.	1x40'	U. K.	Spare Parts						
			"	3	9	-	12	12	9
188.	1x40'	"							
			Machinery	11	26	-	16	16	26
189.	1x40'	"							
			"	4	26	-	22	22	26
190.	2x40'	"							
			"	16	34	-	18	18	34
191.	1x40'	"							
			"	25	42	-	17	17	42
192.	1x40'	"							
			"	25	42	-	17	17	42
193.	1x40'	"							
			"	3	49	-	52	52	49
194.	1x40'	"							
			"	1	27	-	28	28	27
195.	1x40'	"							
			"	14	26	-	12	12	26
196.	1x40'	"							
			"	19	47	-	28	28	47
197.	1x40'	"							
			Chemical	1	16	-	17	17	16
198.	1x40'	"							
			"	11	65	-	54	54	65
199.	1x40'	"							
			Plastic	12	42	-	30	30	42
200.	1x40'	"							
			Iron and Steel	1	9	-	10	10	9
201.	2x40'	"							
			Tractor	7	12	-	19	19	12
202.	2x20'	"							
			"	6	19	-	25	25	19
203.	1x40'	"							
			"	7	17	-	24	24	17
204.	1x40'	"							
			"	3	5	-	14	14	5
205.	1x40'	"							
			Oil and Grease	2	12	-	10	10	12
206.	1x40'	"							
			Spare Parts	3	86	-	89	89	86
207.	2x40'	U.A.E.							
			"	5	7	-	12	12	7
208.	1x40'	"							

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
209.	3x40'	U.A.E.	Rubber	4	24	-	27	27	24
210.	1x40'	Italy	Spare Parts	-	10	-	10	10	10
211.	2x20'	"	"	2	12	1	10	11	13
212.	2x40'	"	Machinery	5	8	-	14	14	8
213.	1x40'	"	"	8	9	-	17	17	9
214.	1x40'	"	Iron and Steel	3	53	-	50	50	53
215.	1x40'	"	Tractor	15	28	-	13	13	28
216.	1x40'	France	Spare Parts	6	9	-	15	15	9
217.	4x40'	"	"	9	10	-	16	16	10
218.	1x40'	"	Iron and Steel	3	8	-	11	11	8
219.	2x40'	Switzerland	Spare Parts	5	23	-	18	18	23
220.	1x40'	"	Machinery	8	15	-	23	23	15
221.	2x40'	"	"	-	23	-	23	23	23
222.	1x40'	"	"	3	18	-	21	21	18
224.	1x40'	Korea	Spare Parts	12	36	-	20	20	36
225.	1x40'	"	"	7	4	-	11	11	4
226.	1x40'	"	Machinery	11	26	-	16	16	26
227.	1x40'	"	"	23	34	1	27	28	35
228.	1x40'	"	Plastic	4	16	-	20	20	16
229.	6x40'	Bulgharia	Machinery	18	28	-	10	10	28
230.	1x40'	Qatar	"	3	11	-	11	11	11
231.	1x40'	"	"	-	11	-	11	11	11
232.	1x40'	Denmark	"	4	81	-	77	77	81

(Contd.)



Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
233.	1x40'	Poland	Iron and Steel	1	11	-	12	12	11
234.	1x40'	Thailand	House-Hold-Goods	9	1	-	10	10	1
235.	1x40'	Spain	Medicine	-	55	-	55	55	55
236.	1x40'	India	Spare Parts	1	14	-	15	15	14
237.	1x20'	"	"	3	12	-	15	15	12
238.	1x20'	Indonasia	Rubber	5	6	-	11	11	6
239.	1x20'	"	"	16	-	-	16	16	-
240.	1x20'	"	"	4	11	-	16	16	11
241.	1x20'	Srilanka	Rubber	2	15	-	15	15	15
242.	1x40'	Holand	Chemical	8	20	-	28	28	20

NB:- A : Date of Arrival of Commodities.  
R : Date of Request for Custom Clearance.  
C : Date of Custom Clearance.  
D : Date of Departure of Commodities from LDP.

10.1 TIME DELAYS IN IMPORT  
-PAKISTAN RAILWAYS-

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
1.	1x20'	England	Machinery	1	13	1	14	15	14
2.	1x20'	"	"	20	5	2	25	27	7
3.	1x20'	"	"	5	14	-	19	19	14
4.	1x20'	"	"	8	7	-	15	15	7
5.	2x20'	"	"	2	13	-	15	15	13
6.	1x20'	"	"	2	9	1	11	12	10
7.	1x20'	"	"	8	10	3	18	21	13
8.	1x40'	"	"	2	20	3	18	21	23
9.	1x40'	"	"	7	16	-	23	23	16
10.	1x20'	"	"	7	16	-	23	23	16
11.	1x20'	"	"	7	16	-	23	23	16
12.	1x20'	"	"	10	27	-	17	17	27
13.	1x20'	"	"	10	28	-	18	18	28
14.	1x20'	"	"	2	16	-	13	13	16
15.	1x20'	"	"	-	16	-	16	16	16
16.	1x40'	"	"	5	21	-	16	16	21
17.	2x20'	"	"	5	20	1	15	16	21
18.	1x20'	"	"	19	3	1	22	23	4
19.	1x20'	"	"	18	5	-	23	23	5
20.	1x20'	"	"	9	16	1	25	26	17
21.	1x20'	"	"	20	5	-	26	26	5
22.	1x20'	"	"	20	9	-	30	30	9
23.	2x20'	"	"	45	18	-	63	63	18
24.	1x20'	"	"	10	5	-	14	14	5
25.	1x20'	"	"	12	23	-	34	34	23
26.	1x40'	"	"	12	23	-	34	34	23

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
				27	7	-	34	34	7
27.	1x20'	England	Machinery	9	29	-	38	38	29
28.	2x40'	"	"	32	13	-	45	45	13
29.	1x40'	"	"	13	27	-	40	40	27
30.	1x40'	"	"	5	6	-	10	10	6
31.	2x20'	"	"	5	6	-	11	11	6
32.	1x20'	"	"	11	15	-	26	26	15
33.	1x40'	"	"	28	6	-	34	34	6
34.	2x40'	"	"	30	6	-	36	36	6
35.	1x40'	"	"	21	6	-	27	27	6
36.	1x40'	"	"	28	6	-	33	33	6
37.	1x40'	"	"	21	6	-	27	27	6
38.	1x40'	"	"	28	6	-	33	33	6
39.	2x40'	"	"	27	7	-	33	33	7
39(A)	1x40'	"	"	-	24	-	24	24	-
40.	2x40'	"	Scrap	3	28	-	31	31	28
41.	1x20'	"	"	14	3	-	20	20	3
42.	1x20'	"	"	18	25	-	37	37	25
43.	2x20'	"	"	17	8	-	25	25	8
44.	2x20'	"	Tractor Parts	17	8	-	25	25	8
45.	1x40'	"	"	10	4	-	14	14	4
46.	2x20'	"	"	21	4	-	25	25	4
47.	2x20'	"	"	20	5	-	25	25	5
48.	3x20'	"	"	20	5	-	25	25	5
49.	1x20'	"	"	20	5	-	25	25	5

(Contd.)

S1. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1'	2	3	4	5	6	7	8	9	10
50.	1x20'	England	Tractor Parts	17	7	-	24	24	7
51.	6x20'	"	"	15	9	-	24	24	9
52.	4x20'	"	"	15	9	-	24	24	9
53.	6x20'	"	"	15	9	-	24	24	9
54.	1x20'	"	House-Hold-Goods	19	3	-	22	22	3
55.	1x20'	"	"	20	12	-	32	32	12
56.	1x20'	"	Electric Goods	27	7	-	34	34	7
57.	1x20'	"	"	20	2	-	22	22	2
58.	1x20'	China	Machinery	25	49	2	24	26	51
59.	1x40'	"	"	1	16	-	17	17	16
60.	1x20'	"	House-Hold-Goods	10	-	-	10	10	-
61.	1x40'	Canada	Machinery	2	15	-	17	17	15
62.	3x40'	"	"	19	15	-	34	34	15
63.	1x40'	"	"	2	15	-	17	17	15
64.	2x40'	"	Plastic	19	4	-	23	23	4
65.	2x40'	"	"	19	6	-	25	25	6
66.	1x40'	West Germany	Machinery	16	40	1	25	26	41
67.	1x40'	"	"	5	6	-	11	11	6
68.	1x20'	"	"	11	42	-	30	30	42
69.	1x20'	"	"	22	42	-	20	20	42
70.	1x20'	"	"	11	42	-	31	31	42
71.	1x20'	"	"	7	8	-	15	15	8
72.	1x20'	"	"	7	3	-	10	10	3

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1'	2	3	4	5	6	7	8	9	10
73.	1x20'	West Germany	Machinery	2	16	-	13	13	16
74.	1x20'	Japan	"	5	12	-	17	17	12
75.	4x20'	"	"	3	12	1	15	16	13
76.	2x20'	"	"	22	8	-	30	30	8
77.	1x20'	"	"	75	5	-	80	80	5
78.	1x20'	"	Taperecorder	4	37	-	41	41	37
79.	1x40'	"	Plastic	16	5	-	21	21	5
80.	1x40'	U.S.A.	Machinery	1	14	-	15	15	14
81.	1x20'	"	"	1	14	-	15	15	14
82.	1x20'	"	Electric Goods	22	30	2	52	52	32
83.	2x20'	Kuwait	Scrap	18	25	-	37	37	25
84.	1x20'	"	"	3	56	-	53	53	56
85.	2x40'	"	"	1	25	-	56	56	25
86.	8x40'	"	"	1	25	-	56	56	25
87.	1x20'	Italy	"	3	16	1	13	14	17
88.	1x20'	Holland	Compound	7	30	-	23	23	30
89.	1x40'	Taiwan	Machinery	5	11	-	16	16	11
90.	1x40'	"	Taperecorder	20	2	-	22	22	2
91.	1x20'	Malaysia	Machinery	3	8	-	11	11	8
92.	1x20'	Saudi Arabia	House-Hold-Goods	29	-	-	29	29	-
93.	1x20'	"	"	3	26	-	29	29	26
94.	1x20'	U.A.E.	"	6	8	-	14	14	8
95.	1x40'	"	"	40	32	-	10	10	32
96.	1x40'	"	"	4	12	-	17	17	12
97.	1x40'	"	"	16	6	-	23	23	6

(Contd.)

Sl. No.	Number and Size of Container	Country	Commodity	R - A	C - R	D - C	C - A	D - A	D - R
1	2	3	4	5	6	7	8	9	10
98.	1x20'	U. A. E.	House-Hold-Goods	15	6	-	21	21	6
99.	1x20'	"	"	12	17	1	29	30	18
100.	2x20'	"	"	10	3	-	12	12	3
101.	1x20'	"	"	26	3	-	29	29	3
102.	1x40'	"	"	23	7	-	30	30	7
103.	1x40'	"	"	23	7	-	30	30	7
104.	1x20'	"	"	3	8	-	11	11	8
105.	1x40'	"	"	20	7	-	27	27	7
106.	1x40'	"	"	29	2	-	31	31	2
107.	4x20'	"	"	13	3	-	16	16	3
108.	1x20'	"	Taperecorder	12	17	1	29	30	18
109.	6x20'	Hong Kong	Scrap	14	3	-	20	20	3
110.	1x20'	"	"	14	3	-	20	20	3
111.	1x20'	"	Taperecorder	11	2	-	22	22	2
112.	1x20'	Spain	House-Hold-Goods	-	5	-	10	10	5
113.	2x20'	"	Polyester	-	34	-	34	34	34
114.	1x20'	"	"	-	34	-	34	34	34
115.	1x20'	Newzeland	Wood	18	10	-	26	26	10
116.	2x20'	Belgium	Plastic	10	21	-	31	31	21
117.	1x20'	Korea	"	5	8	-	13	13	8
118.	2x20'	"	"	27	10	-	37	37	10
119.	1x20'	Denmark	Medicine	10	21	-	31	31	21
120.	1x20'	Australia	Polyester	37	1	-	38	38	1

NB:- A = Date of Arrival of Commodities at LDP.  
R = Date of Request for Custom Clearance.  
C = Date of Custom Clearance.  
D = Date of Departure of Commodities from LDP.

11. TIME DELAYS IN EXPORTS  
- PAKISTAN RAILWAYS -

( In Days )

S. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
									10	11	12	13	14	15	
1.	1 x 20	Pakistan	W.Germany	Cotton	06-07-1988	05-07-1988	06-07-1988	06-07-1988	1	1	-	-	-	-	1
2.	1 x 20	"	"	Manufacturing.	09-07-1988	09-07-1988	10-07-1988	10-07-1988	-	1	-	1	1	1	1
3.	1 x 20	"	"	"	16-07-1988	14-07-1988	17-07-1988	17-07-1988	2	3	-	1	1	1	3
4.	1 x 20	"	"	"	18-07-1988	20-07-1988	21-07-1988	21-07-1988	2	1	-	3	3	3	1
5.	1 x 20	"	"	"	21-07-1988	21-07-1988	21-07-1988	21-07-1988	-	-	-	-	-	-	-
6.	1 x 20	"	"	"	19-07-1988	17-07-1988	21-07-1988	23-07-1988	2	4	2	2	4	4	6
7.	1 x 20	"	"	"	02-08-1988	02-08-1988	03-08-1988	03-08-1988	-	1	-	1	1	1	1
8.	1 x 20	"	"	"	03-08-1988	01-08-1988	03-08-1988	04-08-1988	2	2	1	-	1	1	3
9.	1 x 20	"	"	"	03-08-1988	01-08-1988	03-08-1988	04-08-1988	2	2	1	-	1	1	3
10.	1 x 40	"	"	"	04-08-1988	04-08-1988	04-08-1988	04-08-1988	-	-	-	-	-	-	-
11.	1 x 20	"	"	"	08-08-1988	07-08-1988	09-08-1988	09-08-1988	1	2	-	1	1	1	2
12.	1 x 20	"	"	"	15-08-1988	13-08-1988	15-08-1988	17-08-1988	2	2	2	-	2	2	4
13.	1 x 20	"	"	"	30-08-1988	28-08-1988	31-08-1988	31-08-1988	2	3	-	1	1	1	3
14.	1 x 20	"	"	"	03-09-1988	01-09-1988	03-09-1988	03-09-1988	2	2	-	-	-	-	2
15.	1 x 20	"	"	"	03-09-1988	03-09-1988	03-09-1988	05-09-1988	-	2	-	2	2	2	2

(Contd.)

( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
16.	1 x 20	Pakistan	West-Germany	Cotton Manuf.	31-08-1988	05-09-1988	05-09-1988	05-09-1988	5	-	-	5	5	-	
17.	1 x 20	"	"	"	04-09-1988	29-08-1988	05-09-1988	05-09-1988	6	7	-	1	1	7	
18.	1 x 20	"	"	"	08-09-1988	08-09-1988	08-09-1988	08-09-1988	-	-	-	-	-	-	
19.	1 x 20	"	"	"	19-09-1988	19-09-1988	19-09-1988	19-09-1988	-	-	-	-	-	-	
20.	3 x 20	"	"	Steel	03-07-1988	03-07-1988	04-07-1988	06-07-1988	-	1	2	1	3	3	
21.	1 x 20	"	"	"	07-07-1988	29-06-1988	07-07-1988	07-07-1988	8	8	-	-	-	8	
22.	1 x 20	"	"	"	03-08-1988	02-08-1988	04-08-1988	04-08-1988	1	1	-	-	-	1	
23.	2 x 20	"	"	Calcium Phosphate	05-09-1988	22-08-1988	05-09-1988	05-09-1988	14	14	-	-	-	14	
24.	1 x 20	"	Belgium	Cotton Manuf.	12-07-1988	12-07-1988	13-07-1988	13-07-1988	-	1	1	1	1	1	
25.	1 x 20	"	U.A.E.	"	14-07-1988	06-07-1988	17-07-1988	17-07-1988	8	11	-	3	3	11	
26.	1 x 20	"	"	"	18-07-1988	12-07-1988	18-07-1988	19-07-1988	6	6	1	-	1	7	
27.	1 x 20	"	"	"	17-07-1988	18-07-1988	20-07-1988	21-07-1988	1	2	1	3	4	3	
28.	1 x 20	"	"	"	17-07-1988	18-07-1988	20-07-1988	21-07-1988	1	2	1	3	4	3	
29.	1 x 20	"	"	"	21-07-1988	21-07-1988	21-07-1988	21-07-1988	-	-	-	-	-	-	
30.	1 x 20	"	"	"	21-07-1988	21-07-1988	21-07-1988	21-07-1988	-	-	-	-	-	-	

(Cont.)



( In Days )

Sl. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
									10	11	12	13	14	15	
31.	1 x 20	Pakistan	U.A.E.	Cotton	04-08-1988	03-08-1988	04-08-1988	04-08-1988	1	1	-	-	-	-	1
32.	1 x 20	"	"	Manuf.	09-08-1988	08-08-1988	09-08-1988	09-08-1988	1	1	-	-	-	-	1
33.	1 x 20	"	"	"	08-08-1988	08-08-1988	08-08-1988	09-08-1988	-	-	1	-	1	-	1
34.	1 x 20	"	"	"	12-08-1988	10-08-1988	13-08-1988	13-08-1988	2	3	-	1	1	1	3
35.	1 x 20	"	"	"	10-08-1988	10-08-1988	13-08-1988	15-08-1988	-	3	2	3	5	5	5
36.	1 x 20	"	"	"	16-08-1988	13-08-1988	16-08-1988	17-08-1988	3	3	1	-	1	1	4
37.	2 x 20	"	"	"	21-08-1988	09-08-1988	22-08-1988	22-08-1988	12	13	-	1	1	1	13
38.	1 x 20	"	"	"	30-08-1988	30-08-1988	03-09-1988	03-09-1988	-	4	-	4	4	4	4
39.	2 x 20	"	"	"	07-09-1988	07-09-1988	08-09-1988	08-09-1988	-	1	-	1	1	1	1
40.	1 x 20	"	"	"	10-09-1988	10-09-1988	10-09-1988	10-09-1988	-	-	-	-	-	-	-
41.	1 x 20	"	"	"	13-09-1988	13-09-1988	13-09-1988	13-09-1988	-	-	-	-	-	-	-
42.	1 x 20	"	"	"	13-09-1988	13-09-1988	14-09-1988	14-09-1988	-	1	-	1	1	1	1
43.	1 x 20	"	"	"	26-09-1988	24-09-1988	28-09-1988	28-09-1988	2	4	-	2	2	2	4
44.	1 x 20	"	"	"	26-09-1988	25-09-1988	28-09-1988	28-09-1988	1	3	-	2	2	2	3
45.	2 x 20	"	"	Rice	03-07-1988	03-07-1988	06-07-1988	06-07-1988	-	3	-	3	3	3	3

(Contd.)

( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE														
									7-6	8-7	9-8	10	11	12	13	14	15						
									7-6	8-7	9-8	10	11	12	13	14	15						
46.	1 x 20	Pakistan	U.A.E.	Rice	18-07-1988	18-07-1988	20-07-1988	21-07-1988	-	2	1	2	3	3	3	3	3	3	3	3	3	3	3
47.	3 x 20	"	"	"	21-07-1988	20-07-1988	23-07-1988	23-07-1988	1	3	-	2	2	3	3	3	3	3	3	3	3	3	3
48.	1 x 20	"	"	"	07-08-1988	06-08-1988	08-08-1988	09-08-1988	1	2	1	1	2	2	3	3	3	3	3	3	3	3	3
49.	1 x 20	"	"	"	07-08-1988	06-08-1988	08-08-1988	09-08-1988	1	2	1	1	2	2	3	3	3	3	3	3	3	3	3
50.	1 x 20	"	"	"	12-08-1988	06-08-1988	12-08-1988	13-08-1988	6	6	1	6	1	7	7	7	7	7	7	7	7	7	7
51.	2 x 20	"	"	"	29-08-1988	27-08-1988	29-08-1988	29-08-1988	2	2	-	-	-	2	2	2	2	2	2	2	2	2	2
52.	2 x 20	"	"	"	29-08-1988	27-08-1988	29-08-1988	29-08-1988	2	2	-	-	-	2	2	2	2	2	2	2	2	2	2
53.	1 x 20	"	"	"	05-09-1988	31-08-1988	05-09-1988	05-09-1988	5	5	-	-	-	5	5	5	5	5	5	5	5	5	5
54.	1 x 20	"	"	"	04-09-1988	31-08-1988	05-09-1988	05-09-1988	4	5	-	-	-	4	5	5	5	5	5	5	5	5	5
55.	2 x 20	"	"	"	10-09-1988	08-09-1988	13-09-1988	13-09-1988	2	5	-	-	-	2	5	5	5	5	5	5	5	5	5
56.	1 x 20	"	"	House Hold Goods	12-09-1988	08-09-1988	14-09-1988	15-09-1988	4	6	1	2	3	4	4	4	4	4	4	4	4	4	4
57.	1 x 20	"	"	Handi Crafts	07-07-1988	05-07-1988	07-07-1988	09-07-1988	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
58.	1 x 20	"	"	"	07-07-1988	05-07-1988	07-07-1988	09-07-1988	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
59.	1 x 20	"	"	"	22-09-1988	20-09-1988	24-09-1988	26-09-1988	2	4	-	-	-	2	4	4	4	4	4	4	4	4	4
60.	1 x 20	"	Holland	Cotton	05-07-1988	04-07-1988	06-07-1988	07-07-1988	1	2	1	1	2	2	2	2	2	2	2	2	2	2	2
61.	1 x 20	"	"	Manuf.	25-08-1988	21-08-1988	27-08-1988	27-09-1988	4	6	-	-	-	4	6	6	6	6	6	6	6	6	6
62.	1 x 20	"	"	"	31-08-1988	30-08-1988	01-09-1988	01-09-1988	1	2	-	-	-	1	2	2	2	2	2	2	2	2	2
63.	1 x 20	"	"	Handi Crafts	21-07-1988	21-07-1988	21-07-1988	21-07-1988	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(Contd.)

( In Days )

TIME DIFFERENCE

Sl. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
64.	1 x 20	Pakistan	Holand	Leather	02-08-1988	01-08-1988	03-08-1988	04-08-1988	1	2	1	1	2	3	
65.	1 x 20	"	"	"	03-08-1988	01-08-1988	04-08-1988	04-08-1988	2	3	-	1	1	3	
66.	1 x 20	"	Saudi Arabia	Cotton Manuf.	06-07-1988	25-06-1988	07-07-1988	07-07-1988	1	12	-	1	1	12	
67.	1 x 20	"	"	"	04-07-1988	03-07-1988	07-07-1988	09-07-1988	1	4	2	3	5	6	
68.	1 x 20	"	"	"	14-07-1988	13-07-1988	17-07-1988	19-07-1988	1	4	2	3	5	6	
69.	2 x 20	"	"	"	17-07-1988	17-07-1988	19-07-1988	19-07-1988	-	2	-	2	2	2	
70.	1 x 20	"	"	"	18-07-1988	18-07-1988	21-07-1988	21-07-1988	-	3	-	3	3	3	
71.	1 x 40	"	"	"	15-08-1988	13-08-1988	15-08-1988	17-08-1988	2	2	2	-	2	4	
72.	1 x 20	"	"	"	03-09-1988	31-08-1988	05-09-1988	05-09-1988	3	5	-	2	2	5	
73.	1 x 40	"	"	"	07-09-1988	05-09-1988	07-09-1988	08-09-1988	2	2	-	-	1	3	
74.	2 x 40	"	"	"	10-09-1988	08-09-1988	10-09-1988	13-09-1988	2	2	3	-	3	20	
75.	1 x 20	"	"	Handi-Crafts Steel	03-09-1988	16-08-1988	05-09-1988	05-09-1988	18	20	-	2	2	2	
76.	1 x 20	"	"	"	20-07-1988	19-07-1988	21-07-1988	21-07-1988	1	2	-	1	1	2	
77.	1 x 40	"	"	"	10-07-1988	09-07-1988	10-07-1988	11-07-1988	1	1	1	-	1	2	
78.	1 x 40	"	"	Seed of Flowers	07-07-1988	07-07-1988	17-07-1988	18-07-1988	-	10	1	10	11	11	
79.	2 x 20	"	"	Machinery	08-08-1988	08-08-1988	09-08-1988	09-08-1988	-	1	-	1	1	1	
80.	29 x 20	"	Hong Kong	Cotton-Manuf.	13-07-1988	25-06-1988	13-07-1988	13-07-1988	18	18	-	-	-	18	
81.	1 x 20	"	"	"	21-07-1988	20-07-1988	21-07-1988	21-07-1988	1	1	-	-	-	1	
82.	50 x 20	"	"	"	07-07-1988	07-07-1988	06-07-1988	08-07-1988	2	21	2	19	21	23	

(Contd.)

( In Days )

## TIME DIFFERENCE

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
83.	1 x 20	Pakistan	Hong Kong	Cotton	16-08-1988	11-08-1988	17-08-1988	17-08-1988	5	6	-	1	1	6	
84.	32 x 20	"	"	Manuf.	29-08-1988	29-08-1988	29-08-1988	30-08-1988	-	1	1	1	2	2	
85.	60 x 20	"	"	"	15-09-1988	28-08-1988	17-09-1988	18-09-1988	18	20	1	2	3	21	
86.	1 x 20	"	England	"	10-07-1988	07-07-1988	07-07-1988	10-07-1988	3	3	-	-	-	3	
87.	2 x 20	"	"	"	16-07-1988	16-07-1988	17-07-1988	17-07-1988	-	1	-	1	1	1	
88.	1 x 20	"	"	"	20-07-1988	18-07-1988	21-07-1988	21-07-1988	2	3	-	1	1	3	
89.	4 x 20	"	"	"	13-08-1988	07-08-1988	13-08-1988	15-08-1988	6	6	2	-	2	8	
90.	2 x 20	"	"	"	30-08-1988	28-08-1988	31-08-1988	01-09-1988	2	3	1	1	1	4	
91.	2 x 20	"	"	"	31-08-1988	28-08-1988	01-09-1988	01-09-1988	3	4	-	1	1	4	
92.	2 x 20	"	"	"	01-09-1988	31-08-1988	03-09-1988	03-09-1988	1	3	-	2	2	3	
93.	2 x 20	"	"	"	03-09-1988	28-08-1988	03-09-1988	03-09-1988	6	6	-	-	-	6	
94.	1 x 20	"	"	House Hold Goods	13-07-1988	11-07-1988	18-07-1988	19-07-1988	2	7	1	5	6	8	
95.	2 x 20	"	"	Rice	04-07-1988	27-06-1988	05-07-1988	06-07-1988	7	8	-	1	2	7	
96.	1 x 20	"	"	"	04-07-1988	03-07-1988	06-07-1988	06-07-1988	7	8	-	1	2	9	
97.	1 x 20	"	Korea	Cotton	19-07-1988	18-07-1988	21-07-1988	21-07-1988	1	2	-	2	2	3	
98.	1 x 20	"	"	"	04-09-1988	04-09-1988	04-09-1988	05-09-1988	-	-	1	-	1	1	
99.	1 x 20	"	England	Handi-Crafts.	07-07-1988	06-07-1988	10-07-1988	11-07-1988	1	4	1	3	4	5	
100.	7 x 20	"	"	Steel	02-08-1988	01-08-1988	03-08-1988	01-08-1988	1	2	1	1	2	2	

(Contd.).

( In Days )

No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom. Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
101.	6 x 20	Pakistan	England	Calcium-Phosphate	25-07-1988	20-07-1988	26-07-1988	28-07-1988	5	6	2	1	3	8	
102.	6 x 20	"	"	"	17-08-1988	13-08-1988	21-08-1988	22-08-1988	4	8	1	4	5	9	
103.	2 x 20	"	"	"	27-08-1988	21-08-1988	21-08-1988	29-08-1988	6	6	2	-	2	8	
104.	4 x 40	"	"	Glass-	13-08-1988	07-08-1988	13-08-1988	15-08-1988	6	6	2	-	2	8	
105.	1 x 20	"	"	Ware. House Hold Goods.	19-07-1988	18-07-1988	21-07-1988	21-07-1988	1	2	-	2	2	3	
106.	1 x 20	"	Italy	Cotton-Manuf.	20-07-1988	19-07-1988	20-07-1988	20-07-1988	1	1	-	-	-	1	
107.	1 x 20	"	"	"	28-07-1988	21-07-1988	02-08-1988	04-08-1988	7	12	2	5	7	14	
108.	1 x 20	"	U.S.A.	"	21-07-1988	21-07-1988	21-07-1988	21-07-1988	-	-	-	-	-	-	
109.	1 x 20	"	"	"	16-08-1988	15-08-1988	17-08-1988	17-08-1988	-	1	-	1	1	1	
110.	1 x 20	"	"	"	27-08-1988	21-08-1988	29-08-1988	30-08-1988	6	8	1	2	3	9	
111.	1 x 20	"	"	House-Hold Goods	13-07-1988	13-07-1988	21-07-1988	21-07-1988	-	8	-	8	8	8	
112.	1 x 20	"	"	"	01-09-1988	25-08-1988	03-09-1988	03-09-1988	7	9	-	2	2	9	
113.	1 x 20	"	"	Handi-Crafts.	03-09-1988	16-08-1988	05-09-1988	05-09-1988	18	20	-	2	2	20	
114.	1 x 20	"	Australia	Cotton-Manuf.	19-07-1988	18-07-1988	20-07-1988	21-07-1988	1	2	1	1	2	3	
115.	1 x 20	"	"	"	21-07-1988	20-07-1988	21-07-1988	21-07-1988	1	1	-	-	-	1	

( Contd. )

( In Days )

Sl. No.	Number and Size of Container	Origin	Desti- Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
116.	2 x 20	Pakistan	Switzerland	Cotton- Manuf.	14-07-1988	13-07-1988	19-07-1988	19-07-1988	1	6	-	5	5	6	
117.	1 x 40	"	Sweden	"	19-07-1988	18-07-1988	20-07-1988	21-07-1988	1	2	1	1	2	3	
118.	1 x 20	"	"	"	16-08-1988	03-08-1988	17-08-1988	17-08-1988	13	14	-	1	1	14	
119.	3 x 20	"	Oran	Machin- ery.	03-07-1988	27-06-1988	06-07-1988	07-07-1988	6	8	1	3	4	10	
120.	7 x 20	"	"	"	02-08-1988	28-07-1988	03-08-1988	04-08-1988	5	6	1	1	2	7	
121.	1 x 20	"	France	Cotton- Manuf.	07-08-1988	20-07-1988	08-08-1988	09-08-1988	18	19	1	1	2	20	
122.	2 x 20	"	"	Beaf	09-07-1988	07-07-1988	10-07-1988	10-07-1988	2	3	-	1	1	3	
123.	2 x 20	"	Nepal	House- Hold Goods	03-07-1988	03-07-1988	06-07-1988	06-07-1988	-	1	-	3	3	3	
124.	1 x 20	"	"	"	06-07-1988	03-07-1988	06-07-1988	06-07-1988	3	3	-	-	-	3	
125.	1 x 20	"	Norway	Cotton- Manuf.	28-08-1988	28-08-1988	29-08-1988	30-08-1988	-	1	1	1	2	2	
126.	1 x 40	"	Thailand	"	15-08-1988	11-08-1988	16-08-1988	17-08-1988	4	5	1	1	2	6	
127.	1 x 40	"	"	"	04-09-1988	03-09-1988	04-09-1988	05-09-1988	1	1	1	-	1	2	
128.	1 x 40	"	"	"	04-09-1988	03-09-1988	04-09-1988	05-09-1988	1	1	1	-	1	2	
129.	1 x 40	"	"	"	04-09-1988	04-09-1988	04-09-1988	05-09-1988	-	-	1	-	1	1	
130.	2 x 20	"	Japan	"	01-09-1988	30-08-1988	01-09-1988	01-09-1988	2	2	-	-	-	2	
131.	8 x 40	"	Taiwan	"	21-08-1988	14-08-1988	24-09-1988	26-09-1988	2	5	2	3	5	7	
132.	2 x 20	"	Philpine	"	04-08-1988	03-08-1988	04-08-1988	04-08-1988	1	1	-	-	-	1	
133.	2 x 20	"	Japan	Calcium- Phosphrite	24-09-1988	17-09-1988	26-09-1988	26-09-1988	2	4	-	2	2	4	

(Contd.)

( In Days' )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
134.	3 x 20	Pakistan	Bahrain	Rice	07-08-1988	30-07-1988	09-08-1988	09-08-1988	8	10	-	2	2	10	
135.	1 x 20	"	Spain	Handi-Crafts.	05-09-1988	28-08-1988	07-09-1988	08-09-1988	8	10	11	3	3	11	
136.	1 x 20	"	"	Leather	28-09-1988	26-09-1988	28-09-1988	28-09-1988	2	2	-	-	-	2	
137.	6 x 20	"	Zambawve	Electric Goods.	10-09-1988	29-09-1988	13-09-1988	13-09-1988	12	15	-	3	3	15	





( In Days )

No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE													
									7 - 6	8 - 7	9 - 8	10	11	12	13	14	15					
20	1 x 20	Pakistan	U.S.A.	Cotton-Manuf.	13-09-1988	05-09-1988	13-09-1988	12-09-1988	12	12	-	-	-	-	-	-	-	-	-	12		
21.	1 x 20	"	"	"	20-09-1988	19-09-1988	20-09-1988	20-09-1988	1	1	-	-	-	-	-	-	-	-	-	1		
22.	1 x 20	"	"	"	26-09-1988	26-09-1988	27-09-1988	27-09-1988	-	1	-	-	-	1	-	-	-	-	-	1		
23.	1 x 20	"	"	"	26-09-1988	21-09-1988	27-09-1988	27-09-1988	5	6	-	-	-	1	-	-	-	-	-	6		
24.	1 x 20	"	"	Rice	13-07-1988	12-07-1988	13-07-1988	13-07-1988	1	1	-	-	-	-	-	-	-	-	-	1		
25.	1 x 20	"	Saudi-Arabia	Cotton-Manuf.	05-07-1988	03-07-1988	06-07-1988	06-07-1988	3	4	-	-	-	1	-	-	-	-	-	4		
26.	1 x 20	"	"	"	11-07-1988	11-07-1988	13-07-1988	13-07-1988	-	2	-	-	-	2	-	-	-	-	-	2		
27.	1 x 20	"	"	"	28-07-1988	23-07-1988	31-07-1988	31-07-1988	5	8	-	-	-	3	-	-	-	-	-	8		
28.	2 x 40	"	"	"	21-08-1988	08-08-1988	21-08-1988	21-08-1988	8	13	-	-	-	-	-	-	-	-	-	13		
29.	1 x 40	"	"	"	17-08-1988	09-08-1988	21-08-1988	21-08-1988	8	12	-	-	-	4	-	-	-	-	-	12		
30.	1 x 20	"	"	"	25-08-1988	10-08-1988	25-08-1988	25-08-1988	15	15	-	-	-	-	-	-	-	-	-	15		
31.	1 x 40	"	"	"	28-08-1988	21-08-1988	28-08-1988	28-08-1988	7	7	-	-	-	-	-	-	-	-	-	7		
32.	2 x 20	"	"	"	28-08-1988	21-08-1988	28-08-1988	28-08-1988	7	7	-	-	-	-	-	-	-	-	-	7		
33.	1 x 20	"	"	"	27-08-1988	22-08-1988	29-08-1988	29-08-1988	5	7	-	-	-	2	-	-	-	-	-	7		
34.	1 x 20	"	"	"	30-08-1988	30-08-1988	31-08-1988	31-08-1988	-	1	-	-	-	1	-	-	-	-	-	1		
35.	1 x 20	"	"	"	13-09-1988	10-09-1988	15-09-1988	15-09-1988	3	5	-	-	-	2	-	-	-	-	-	5		
36.	1 x 20	"	"	"	15-09-1988	10-09-1988	18-09-1988	18-09-1988	5	8	-	-	-	3	-	-	-	-	-	8		
37.	3 x 40	"	"	"	19-09-1988	08-09-1988	19-09-1988	19-09-1988	11	11	-	-	-	-	-	-	-	-	-	11		
38.	1 x 20	"	"	"	27-09-1988	21-09-1988	29-09-1988	29-09-1988	6	8	-	-	-	2	-	-	-	-	-	8		

(Contd.)

( In Days )

Sl. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
39.	2 x 40	Pakistan	Saudi-Arabia	Steel	05-07-1988	28-06-1988	06-07-1988	06-07-1988	7	8	-	1	1	8	
40.	2 x 40	"	"	"	10-07-1988	06-07-1988	12-07-1988	12-07-1988	4	6	-	2	2	6	
41.	2 x 40	"	"	"	08-08-1988	03-08-1988	10-08-1988	10-08-1988	5	7	-	2	2	7	
42.	2 x 40	"	"	"	18-09-1988	14-09-1988	20-09-1988	20-09-1988	4	6	-	2	2	6	
43.	3 x 40	"	"	"	19-09-1988	08-09-1988	19-09-1988	19-09-1988	11	11	-	-	-	11	
44.	1 x 20	"	"	"	13-08-1988	08-08-1988	15-08-1988	15-08-1988	5	7	-	2	2	7	
45.	1 x 20	"	"	"	21-08-1988	21-08-1988	22-08-1988	22-08-1988	5	6	-	1	1	6	
46.	1 x 20	"	"	Machinery	27-07-1988	21-07-1988	28-07-1988	28-07-1988	6	7	-	1	1	7	
47.	1 x 20	"	"	"	13-08-1988	08-08-1988	15-08-1988	15-08-1988	5	7	-	2	2	7	
48.	1 x 20	"	"	Handi-Crafts.	16-08-1988	15-08-1988	17-08-1988	17-08-1988	1	2	-	1	1	2	
49.	2 x 20	"	"	"	10-09-1988	10-09-1988	13-09-1988	13-09-1988	-	3	-	3	3	3	
50.	2 x 20	"	"	"	15-09-1988	14-09-1988	15-09-1988	15-09-1988	1	1	-	-	-	1	
51.	1 x 20	"	Japan	Cotton-Maquf.	05-07-1988	05-07-1988	06-07-1988	06-07-1988	-	1	-	1	1	1	
52.	1 x 20	"	"	"	10-07-1988	10-07-1988	10-07-1988	10-07-1988	-	-	-	-	-	-	
53.	1 x 40	"	"	"	12-07-1988	11-07-1988	13-07-1988	13-07-1988	1	2	-	1	1	2	
54.	1 x 20	"	"	"	20-07-1988	20-07-1988	20-07-1988	20-07-1988	-	-	-	-	-	-	
55.	1 x 20	"	"	"	28-07-1988	28-07-1988	28-07-1988	28-07-1988	-	-	-	-	-	-	
56.	1 x 20	"	"	"	30-07-1988	30-07-1988	31-07-1988	31-07-1988	-	1	-	1	1	1	

(Contd.)

( In Days )

Sl. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE															
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	10	11	12	13	14	15				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15										
57.	1 x 20	Pakistan	Japan	Cotton-Manuf.	15-08-1988	13-08-1988	16-08-1988	16-08-1988	2	3	-	1	1	3										
58.	1 x 20	"	"	"	17-08-1988	16-08-1988	17-08-1988	17-08-1988	1	1	-	-	-	-										
59.	2 x 20	"	"	"	04-8-1988	10-08-1988	21-08-1988	21-08-1988	11	11	-	-	-	-										
60.	1 x 20	"	"	"	29-08-1988	28-08-1988	29-08-1988	29-08-1988	1	1	-	-	-	-										
61.	1 x 20	"	"	"	18-08-1988	15-08-1988	21-09-1988	21-09-1988	3	6	-	3	3	6										
62.	1 x 20	"	France	Machinery	02-07-1988	30-06-1988	03-07-1988	03-07-1988	2	3	-	1	1	3										
63.	1 x 20	"	"	Cotton-Manuf.	05-07-1988	04-07-1988	07-07-1988	07-07-1988	1	3	-	2	2	3										
64.	1 x 20	"	"	"	19-09-1988	18-09-1988	22-09-1988	22-09-1988	5	7	-	2	2	7										
65.	1 x 20	"	Malta	"	06-07-1988	05-07-1988	07-07-1988	07-07-1988	1	2	-	1	1	2										
66.	1 x 40	"	Uganda	"	06-07-1988	04-07-1988	07-07-1988	07-07-1988	2	3	-	1	1	3										
67.	14 x 40	"	"	Machinery	09-07-1988	04-07-1988	07-07-1988	07-07-1988	5	5	-	-	-	5										
68.	13 x 40	"	"	"	27-07-1988	20-07-1988	27-07-1988	27-07-1988	7	7	-	-	-	7										
69.	1 x 20	"	U.A.E.	Cotton-Manuf.	09-07-1988	06-07-1988	11-07-1988	11-07-1988	3	5	-	2	2	5										
70.	1 x 20	"	"	"	30-07-1988	30-07-1988	01-08-1988	01-08-1988	2	4	-	2	2	4										
71.	1 x 40	"	"	"	13-08-1988	30-07-1988	15-08-1988	15-08-1988	4	16	-	2	2	16										
72.	1 x 20	"	"	"	17-08-1988	16-08-1988	27-08-1988	27-08-1988	1	11	-	10	10	11										
73.	1 x 40	"	"	"	25-08-1988	22-08-1988	27-08-1988	27-08-1988	3	5	-	2	2	5										
74.	1 x 40	"	"	"	29-08-1988	28-08-1988	01-09-1988	01-09-1988	1	4	-	3	3	4										
75.	1 x 40	"	"	"	04-09-1988	24-08-1988	05-09-1988	05-09-1988	6	7	-	1	1	7										

(Contd.)

( In Days )

## TIME DIFFERENCE

Sl. No.	Number and Size of Container	Origin	Desti- Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	10 - 9	11 - 10	12 - 11	13 - 12
76.	1 x 20	Pakistan	U.A.E.	Cotton- Manuf.	04-09-1988	29-08-1988	05-09-1988	05-09-1988	6	7	-	1	1	1	7
77.	2 x 40	"	"	"	05-09-1988	01-09-1988	07-09-1988	07-09-1988	4	6	-	4	4	4	6
78.	1 x 40	"	"	"	08-09-1988	04-09-1988	08-09-1988	10-09-1988	4	4	2	-	2	2	6
79.	1 x 40	"	"	"	18-09-1988	18-09-1988	19-09-1988	19-09-1988	-	1	-	1	1	1	1
80.	2 x 20	"	"	"	20-09-1988	19-09-1988	22-09-1988	22-09-1988	1	3	-	2	2	2	3
81.	1 x 40	"	"	"	22-09-1988	22-09-1988	24-09-1988	24-09-1988	-	2	-	2	2	2	2
82.	1 x 20	"	"	"	27-09-1988	14-09-1988	23-09-1988	28-09-1988	3	14	-	1	1	1	14
83.	2 x 40	"	"	"	24-09-1988	18-09-1988	28-09-1988	28-09-1988	6	10	-	4	4	4	10
84.	1 x 40	"	"	Steel	19-09-1988	15-09-1988	20-09-1988	20-09-1988	4	5	1	1	1	2	6
85.	1 x 20	"	"	Rice	07-07-1988	06-07-1988	10-07-1988	10-07-1988	1	4	-	3	3	3	4
86.	2 x 20	"	"	"	18-09-1988	17-09-1988	19-09-1988	19-09-1988	1	2	-	1	1	1	2
87.	1 x 20	"	"	Edible Items	09-07-1988	07-07-1988	10-07-1988	10-07-1988	2	3	-	1	1	1	1
88.	1 x 20	"	"	"	06-08-1988	06-08-1988	06-08-1988	06-08-1988	-	-	-	-	-	-	-
89.	1 x 40	"	"	"	25-08-1988	22-08-1988	27-08-1988	27-08-1988	3	5	-	2	2	2	5
90.	1 x 20	"	"	Leather	15-09-1988	14-09-1988	21-09-1988	21-09-1988	1	7	-	6	6	6	7
91.	1 x 40	"	West- Germany	Cotton- Manuf.	13-07-1988	13-07-1988	13-07-1988	13-07-1988	-	-	-	-	-	-	-
92.	1 x 20	"	"	"	18-07-1988	17-07-1988	20-07-1988	20-07-1988	1	3	-	2	2	2	3
93.	1 x 40	"	"	"	04-08-1988	04-08-1988	04-08-1988	04-08-1988	-	-	-	-	-	-	-
94.	1 x 40	"	"	"	21-08-1988	16-08-1988	22-08-1988	22-08-1988	5	6	-	1	1	1	6

(Contd.)

( In Days )

Sl. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE																
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	10	11	12	13	14	15					
95.	1 x 20	Pakistan	W.Germany	Cotton-Manuf.	16-08-1988	16-08-1988	25-08-1988	25-08-1988	-	9	-	-	9	-	9	-	9	-	9	-	9	-	9	-	9
96.	1 x 20	"	"	"	07-09-1988	04-09-1988	10-09-1988	10-09-1988	3	6	-	-	3	-	3	-	3	-	3	-	3	-	3	-	3
97.	1 x 20	"	"	"	08-09-1988	04-09-1988	10-09-1988	10-09-1988	4	6	-	-	2	-	2	-	2	-	2	-	2	-	2	-	2
98.	1 x 20	"	"	"	10-09-1988	04-09-1988	13-09-1988	13-09-1988	6	9	-	-	3	-	3	-	3	-	3	-	3	-	3	-	3
99.	1 x 20	"	"	"	10-09-1988	05-09-1988	13-09-1988	13-09-1988	5	8	-	-	3	-	3	-	3	-	3	-	3	-	3	-	3
100.	1 x 20	"	"	"	15-09-1988	12-09-1988	17-09-1988	17-09-1988	3	5	-	-	2	-	2	-	2	-	2	-	2	-	2	-	2
101.	1 x 20	"	"	"	20-09-1988	20-09-1988	21-09-1988	21-09-1988	-	1	-	-	1	-	1	-	1	-	1	-	1	-	1	-	1
102.	2 x 40	"	"	Steel	17-07-1988	13-07-1988	20-07-1988	20-07-1988	4	7	-	-	3	-	3	-	3	-	3	-	3	-	3	-	3
103.	2 x 40	"	"	"	18-07-1988	17-07-1988	21-07-1988	21-07-1988	1	4	-	-	3	-	3	-	3	-	3	-	3	-	3	-	3
104.	2 x 40	"	"	"	27-07-1988	27-07-1988	28-07-1988	28-07-1988	-	1	-	-	1	-	1	-	1	-	1	-	1	-	1	-	1
105.	2 x 40	"	"	"	31-08-1988	15-08-1988	01-09-1988	01-09-1988	16	17	-	-	1	-	1	-	1	-	1	-	1	-	1	-	1
106.	2 x 40	"	"	Steel	09-08-1988	15-08-1988	03-09-1988	03-09-1988	6	19	-	-	25	-	25	-	25	-	25	-	25	-	25	-	25
107.	2 x 40	"	"	"	31-08-1988	31-08-1988	04-09-1988	04-09-1988	-	4	-	-	4	-	4	-	4	-	4	-	4	-	4	-	4
108.	2 x 40	"	"	"	07-09-1988	05-09-1988	10-09-1988	10-09-1988	2	5	-	-	3	-	3	-	3	-	3	-	3	-	3	-	3
109.	1 x 40	"	"	"	15-09-1988	13-09-1988	18-09-1988	18-09-1988	-	5	-	-	5	-	5	-	5	-	5	-	5	-	5	-	5
110.	2 x 40	"	"	"	24-09-1988	22-09-1988	26-09-1988	27-09-1988	2	4	-	-	2	-	2	-	2	-	2	-	2	-	2	-	2
111.	1 x 20	"	"	Machinery	10-08-1988	10-08-1988	10-08-1988	10-08-1988	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
112.	1 x 20	"	"	"	16-08-1988	16-08-1988	25-08-1988	25-08-1988	-	9	-	-	9	-	9	-	9	-	9	-	9	-	9	-	9
113.	1 x 40	"	"	Rice	29-08-1988	29-09-1988	29-09-1988	29-09-1988	9	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(Contd.)

( In Days )

TIME DIFFERENCE

Sl. No.	Number and Size of Container	Origin	Desti- Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE														
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	10	11	12	13	14	15			
114.	1 x 40	Pakistan	West- Germany	Edible Items	11-07-1988	14-07-1988	14-07-1988	14-07-1988		3	3	-	2	2		3							
115.	2 x 20	"	"	Handi- Crafts.	28-08-1988	28-08-1988	29-08-1988	29-08-1988		-	1	-	1	1		1							
116.	1 x 40	"	Ireland	Cotton- Manuf.	13-07-1988	13-07-1988	14-07-1988	14-07-1988		-	1	-	1	1		1							
117.	1 x 20	"	Holland	"	06-07-1988	04-07-1988	07-07-1988	07-07-1988		2	3	-	1	1		3							
118.	1 x 40	"	"	"	16-07-1988	14-07-1988	18-07-1988	18-07-1988		2	4	-	2	2		4							
119.	1 x 20	"	"	"	18-09-1988	15-09-1988	18-09-1988	18-09-1988		3	3	-	-	-		3							
120.	2 x 20	"	"	Leather	07-09-1988	27-08-1988	08-09-1988	08-09-1988		11	12	-	1	1		12							
121.	1 x 20	"	Norway	Cotton- Manuf.	18-07-1988	07-07-1988	20-07-1988	20-07-1988		11	13	-	2	2		13							
122.	1 x 20	"	"	"	07-08-1988	04-08-1988	08-08-1988	08-08-1988		3	4	-	1	1		4							
123.	1 x 40	"	"	"	15-09-1988	14-09-1988	19-09-1988	19-09-1988		1	5	-	4	4		5							
124.	1 x 20	"	Kuwait	"	17-07-1988	13-07-1988	15-07-1988	18-07-1988		4	5	-	1	1		5							
125.	1 x 20	"	"	"	10-08-1988	10-08-1988	13-08-1988	13-08-1988		-	3	-	3	3		3							
126.	1 x 20	"	"	"	27-08-1988	11-08-1988	29-08-1988	29-08-1988		16	18	-	2	2		18							
127.	1 x 20	"	"	"	01-09-1988	31-08-1988	03-09-1988	03-09-1988		1	3	-	2	2		3							
128.	1 x 20	"	"	"	15-09-1988	12-09-1988	18-09-1988	18-09-1988		3	6	-	3	3		6							
129.	1 x 20	"	"	"	13-09-1988	12-09-1988	21-09-1988	21-09-1988		1	9	-	8	8		9							
130.	1 x 20	"	"	"	22-09-1988	21-09-1988	22-09-1988	22-09-1988		1	1	-	-	-		1							
131.	1 x 40	"	"	Steel	30-08-1988	06-08-1988	01-09-1988	01-09-1988		24	26	-	2	2		26							

(Contd.).

( In Days )

Sl No.	Number and Size of Container	Origin	Desti- Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	5	9	10	11	12	13	14	15	
132.	1 x 20	Pakistan	England	Cotton- Manuf.	12-07-1988	11-07-1988	14-07-1988	14-07-1988	1	3	-	2	2	3	
133.	1 x 20	"	"	"	17-07-1988	13-07-1988	18-07-1988	18-07-1988	4	5	-	1	1	5	
134.	1 x 20	"	"	"	08-08-1988	07-08-1988	10-08-1988	10-08-1988	1	3	-	2	2	3	
135.	1 x 20	"	"	"	22-08-1988	21-08-1988	22-08-1988	22-08-1988	1	1	-	-	-	1	
136.	1 x 20	"	"	"	05-09-1988	03-09-1988	08-09-1988	08-09-1988	2	5	-	3	3	5	
137.	1 x 20	"	"	"	13-09-1988	01-09-1988	13-09-1988	13-09-1988	12	12	-	-	-	12	
138.	1 x 20	"	"	"	29-09-1988	27-09-1988	29-09-1988	29-09-1988	2	2	-	-	-	2	
139.	2 x 20	"	"	Steel	07-07-1988	06-07-1988	09-07-1988	09-07-1988	1	3	-	2	2	3	
140.	1 x 20	"	"	Edible Items	02-07-1988	29-06-1988	02-07-1988	02-07-1988	3	3	-	-	-	-	
141.	1 x 20	"	"	"	16-07-1988	14-07-1988	20-07-1988	20-07-1988	2	6	-	4	4	6	
142.	1 x 20	"	"	"	30-07-1988	23-07-1988	01-08-1988	01-08-1988	17	14	-	-	-	14	
143.	1 x 20	"	"	"	10-09-1988	10-09-1988	15-09-1988	15-09-1988	-	5	-	5	5	5	
144.	2 x 20	"	"	Handi- Crafts.	07-07-1988	06-07-1988	11-07-1988	11-07-1988	1	5	-	4	4	5	
145.	1 x 40	"	Oran	Edible Items	14-07-1988	12-07-1988	17-07-1988	17-07-1988	2	5	-	3	3	5	
146.	1 x 40	"	"	Machinery	18-09-1988	17-09-1988	19-09-1988	19-09-1988	1	2	-	1	1	2	
147.	1 x 20	"	Kenya	Handi- Crafts.	23-07-1988	14-07-1988	27-07-1988	27-07-1988	9	13	-	4	4	13	

(Contd.).

( In Days )

Sl No.	Number and Size of Container	Origin	Desti- Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE																			
									7 - 6	8 - 7	9 - 8	10 - 9	11 - 10	12 - 11	13 - 12	14 - 13	15 - 14	16 - 15										
									10	11	12	13	14	15	16	17	18	19	20	21	22	23	24					
148.	1 x 20	Pakistan	Italy	Cotton- Manuf.	08-08-1988	06-08-1988	08-08-1988	08-08-1988	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
149.	2 x 20	"	"	"	07-08-1988	06-08-1988	08-08-1988	08-08-1988	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2
150.	1 x 20	"	"	Leather	18-07-1988	10-07-1988	20-07-1988	20-07-1988	8	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	10
151.	1 x 20	"	"	"	01-08-1988	18-07-1988	01-08-1988	01-08-1988	17	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	14
152.	1 x 20	"	"	"	06-08-1988	02-08-1988	08-08-1988	08-08-1988	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	6
153.	1 x 20	"	"	"	03-09-1988	27-08-1988	03-09-1988	03-09-1988	7	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7
154.	1 x 20	"	"	"	27-09-1988	27-09-1988	29-09-1988	29-09-1988	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-
155.	1 x 20	"	Thailand	Cotton- Manuf.	30-07-1988	30-07-1988	01-08-1988	01-08-1988	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2
156.	1 x 20	"	"	"	11-08-1988	11-08-1988	11-08-1988	11-08-1988	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4
157.	1 x 20	"	"	"	22-08-1988	21-08-1988	25-08-1988	25-08-1988	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2
158.	2 x 40	"	"	"	28-08-1988	27-08-1988	29-08-1988	29-08-1988	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2
159.	2 x 40	"	"	"	19-09-1988	15-09-1988	20-09-1988	21-09-1988	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5
160.	2 x 40	"	"	"	18-09-1988	17-09-1988	20-09-1988	21-09-1988	5	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6
161.	2 x 20	"	Sweden	"	22-08-1988	17-08-1988	25-08-1988	25-08-1988	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8
162.	2 x 40	"	"	"	18-09-1988	08-09-1988	19-09-1988	19-09-1988	10	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	10
163.	1 x 20	"	"	"	22-09-1988	21-09-1988	25-09-1988	25-09-1988	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4
164.	1 x 20	"	"	Rice	13-09-1988	12-09-1988	15-09-1988	15-09-1988	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3

(Contd.)



( In Days )

S. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
165.	1 x 20	Pakistan	Sweeden	Handi-Crafts.	07-08-1988	04-08-1988	08-08-1988	08-08-1988	3	4	-	1	1	1	
166.	1 x 20	"	"	"	25-08-1988	17-08-1988	27-08-1988	27-08-1988	8	10	-	2	2	10	
167.	1 x 20	"	Australia	"	01-08-1988	01-08-1988	01-08-1988	01-08-1988	-	-	-	-	-	-	
168.	1 x 20	"	"	Cotton-Manuf.	28-08-1988	25-08-1988	29-08-1988	29-08-1988	3	4	-	1	1	4	
169.	1 x 20	"	"	"	20-09-1988	15-09-1988	22-09-1988	22-09-1988	5	7	-	2	2	7	
170.	1 x 20	"	"	"	25-08-1988	10-08-1988	27-08-1988	27-08-1988	15	17	-	2	2	17	
171.	2 x 40	"	Masquat	Machinery	03-08-1988	31-07-1988	04-08-1988	04-08-1988	3	4	-	1	1	4	
172.	1 x 40	"	Bangladesh	Marble Powder	15-08-1988	15-08-1988	15-08-1988	15-08-1988	-	-	-	-	-	-	
173.	2 x 40	"	"	"	22-09-1988	22-09-1988	24-09-1988	24-09-1988	-	2	-	2	2	2	
174.	1 x 20	"	"	"	22-09-1988	22-09-1988	24-09-1988	24-09-1988	-	2	-	2	2	2	
175.	1 x 20	"	Canada	Cotton-Manuf.	08-09-1988	04-09-1988	10-09-1988	10-09-1988	4	6	-	2	2	6	
176.	1 x 20	"	Hong Kong	"	07-09-1988	28-08-1988	01-09-1988	10-09-1988	10	13	-	3	3	13	
177.	1 x 20	"	Turkey	Steel	13-09-1988	13-09-1988	18-09-1988	18-09-1988	-	5	-	5	5	5	
178.	1 x 20	"	Belgium	Leather	01-09-1988	22-08-1988	04-09-1988	04-09-1988	10	13	-	3	3	13	
179.	1 x 20	"	Spain	Handi-Craft.	02-08-1988	02-08-1988	04-08-1988	04-08-1988	-	2	-	2	2	2	
180.	1 x 20	"	Newze-land.	"	10-09-1988	08-09-1988	10-09-1988	10-09-1988	2	2	-	-	-	2	

13. TIME DELAYS IN IMPORTS

- N.L.C -

( In Days )

Sl No.	Number and Size of Container	Origin	Desti- Nation	Type of Goods	Date of Arrival	Date of Reques t	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE									
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7				
									10	11	12	13	14	15				
1.	1 x 40	Japan	Pakistan	Spare Parts	27-06-88	22-06-88	04-07-88	04-07-88	5	12	-	7	7	7	12			
2.	1 x 40	"	"	"	23.06.88	22.06.88	04.07.88	04.07.88	1	12	-	11	11	11	12			
3.	1 x 40	"	"	"	02.7.88	06.06.88	04.07.88	04.07.88	26	28	-	2	2	2	28			
4.	1 x 20	"	"	"	26.06.88	21.06.88	07.07.88	07.07.88	5	16	-	11	11	11	16			
5.	1 x 40	"	"	"	23.06.88	10.07.88	10.07.88	10.07.88	17	-	-	17	17	17	-			
6.	1 x 40	"	"	"	18.06.88	13.06.88	11.07.88	11.07.88	5	28	-	23	23	23	28			
7.	1 x 40	"	"	"	04.07.88	06.07.88	11.07.88	11.07.88	2	5	-	7	7	7	5			
8.	2 x 40	"	"	"	26.06.88	03.07.88	12.07.88	12.07.88	7	9	-	16	16	16	9			
9.	1 x 40	"	"	"	06.07.88	10.07.88	13.07.88	13.07.88	4	3	-	7	7	7	3			
10.	1 x 40	"	"	"	10.07.88	12.07.88	17.07.88	17.07.88	2	5	-	7	7	7	5			
11.	1 x 40	"	"	"	16.07.88	23.07.88	18.07.88	18.07.88	23	25	-	2	2	2	25			
12.	2 x 20	"	"	"	25.06.88	21.06.88	18.07.88	18.07.88	4	27	-	23	23	23	27			
13.	1 x 20	"	"	"	26.06.88	26.06.88	18.07.88	18.07.88	-	22	-	22	22	22	22			
14.	1 x 40	"	"	"	16.07.88	06.07.88	19.07.88	19.07.88	13	13	-	3	3	3	13			
15.	1 x 40	"	"	"	10.07.88	10.07.88	19.07.88	19.07.88	-	9	-	9	9	9	9			
16.	1 x 20	"	"	"	09.07.88	11.07.88	19.07.88	19.07.88	2	8	-	10	10	10	8			
17.	1 x 40	"	"	"	07.07.88	10.07.88	19.07.88	19.07.88	3	9	-	12	12	12	9			
18.	1 x 40	"	"	"	09.07.88	11.07.88	19.07.88	19.07.88	2	8	-	10	10	10	8			
19.	1 x 40	"	"	"	07.07.88	10.07.88	19.07.88	19.07.88	3	9	-	12	12	12	9			
20.	1 x 40	"	"	"	07.07.88	10.07.88	19.07.88	19.07.88	3	9	-	12	12	12	9			

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( In Days )

Sl. No.	Number and Size of Container	Origin	Desti- Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
21.	2 x 40	Japan	Pakistan	Spare	25.06.88	24.06.88	21.07.88	21.07.88	1	27	-	26	26	27	
22.	1 x 40	"	"	Parts	12.07.88	02.07.88	21.07.88	21.07.88	10	19	-	9	9	19	
23.	1 x 40	"	"	"	07.07.88	18.07.88	21.07.88	21.07.88	11	3	-	14	14	3	
24.	1 x 40	"	"	"	26.06.88	21.06.88	21.07.88	21.07.88	5	30	-	25	25	30	
25.	1 x 40	"	"	"	17.07.88	21.07.88	21.07.88	21.07.88	4	-	-	4	4	-	
26.	1 x 40	"	"	"	16.07.88	23.07.88	23.07.88	23.07.88	7	-	-	7	7	-	
27.	1 x 40	"	"	"	17.07.88	19.07.88	27.07.88	27.07.88	2	8	-	10	10	8	
28.	1 x 40	"	"	"	09.07.88	26.06.88	28.07.88	28.07.88	13	32	-	19	19	32	
29.	1 x 40	"	"	"	23.07.88	12.07.88	01.08.88	01.08.88	11	20	-	9	9	20	
30.	1 x 40	"	"	"	09.07.88	12.07.88	02.08.88	02.08.88	3	21	-	24	24	21	
31.	1 x 40	"	"	"	23.07.88	31.07.88	04.08.88	04.08.88	8	4	-	12	12	4	
32.	1 x 40	"	"	"	18.07.88	28.07.88	04.08.88	04.08.88	11	7	-	17	17	7	
33.	1 x 40	"	"	"	27.07.88	31.07.88	04.08.88	04.08.88	4	4	-	8	8	4	
34.	1 x 40	"	"	"	03.08.88	03.08.88	07.08.88	07.08.88	-	4	-	4	4	4	
35.	1 x 40	"	"	"	02.08.88	02.08.88	08.08.88	08.08.88	-	6	-	6	6	6	
36.	1 x 40	"	"	"	31.07.88	31.07.88	08.08.88	08.08.88	-	8	-	8	8	8	
37.	1 x 40	"	"	"	31.07.88	01.08.88	08.08.88	08.08.88	1	7	-	8	8	7	
38.	1 x 40	"	"	"	04.08.88	07.08.88	10.08.88	10.08.88	3	3	-	6	6	3	
39.	1 x 40	"	"	"	03.08.88	03.08.88	10.08.88	10.08.88	-	7	-	7	7	7	
40.	1 x 40	"	"	"	03.08.88	07.08.88	11.08.88	11.08.88	4	4	-	8	8	4	

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE										
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7					
									10	11	12	13	14	15					
41.	1 x 40	Japan	Pakistan	Spare	23.07.88	30.07.88	15.08.88	15.08.88	7	16	-	23	23	23	16				
42.	1 x 40	"	"	Parts	31.07.88	10.07.88	16.08.88	16.08.88	10	6	-	16	16	16	6				
43.	1 x 40	"	"	"	15.08.88	30.07.88	21.08.88	21.08.88	16	22	-	6	6	6	-				
44.	1 x 40	"	"	"	09.08.88	15.08.88	21.08.88	21.08.88	6	6	-	12	12	12	6				
45.	1 x 40	"	"	"	12.08.88	27.08.88	27.08.88	27.08.88	1	10	-	11	11	11	10				
46.	1 x 40	"	"	"	21.08.88	22.08.88	28.08.88	29.08.88	1	6	1	7	8	7	7				
47.	1 x 40	"	"	"	25.08.88	29.08.88	30.8.88	30.08.88	4	1	-	5	5	1	1				
48.	1 x 40	"	"	"	21.08.88	22.08.88	30.08.88	30.08.88	1	8	-	9	9	8	8				
49.	1 x 40	"	"	"	25.08.88	27.08.88	30.08.88	30.08.88	2	3	-	5	5	3	3				
50.	1 x 40	"	"	"	28.08.88	27.08.88	30.08.88	30.08.88	1	3	-	2	2	3	147				
51.	1 x 40	"	"	"	21.08.88	22.08.88	31.08.88	31.08.88	1	9	-	10	10	9	9				
52.	1 x 40	"	"	"	23.07.88	27.07.88	03.08.88	03.08.88	4	7	-	10	10	7	7				
53.	1 x 40	"	"	"	09.08.88	09.08.88	05.09.88	05.09.88	-	27	-	27	27	27	27				
54.	2 x 40	"	"	"	21.08.88	25.08.88	07.09.88	07.09.88	4	13	-	17	17	17	13				
55.	1 x 40	"	"	"	03.09.88	07.09.88	08.09.88	08.09.88	4	1	-	5	5	1	1				
56.	1 x 40	"	"	"	21.08.88	27.08.88	22.09.88	22.09.88	6	26	-	1	1	1	26				
57.	1 x 40	"	"	"	29.08.88	22.08.88	24.09.88	24.09.88	7	33	-	26	26	26	33				
58.	1 x 40	"	"	"	15.09.88	22.09.88	27.09.88	27.09.88	7	5	-	12	12	12	5				
59.	1 x 40	"	"	"	19.09.88	22.09.88	27.09.88	27.09.88	3	5	-	18	18	18	5				
60.	1 x 40	"	"	"	29.09.88	21.09.88	29.09.88	24.09.88	8	8	-	-	-	-	8				

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
61.	1 x 40	Japan	Pakistan	Spare	05.09.88	08.09.88	26.09.88	26.09.88	3	18	-	21	21	18	
62.	1 x 40	"	"	Parts Machinery	18.06.88	18.06.88	06.07.88	06.07.88	-	18	-	18	18	18	
63.	1 x 40	"	"	"	04.07.88	06.07.88	12.07.88	12.07.88	2	6	-	8	8	6	
64.	1 x 40	"	"	"	10.07.88	21.06.88	13.07.88	13.07.88	19	22	-	3	3	22	
65.	1 x 40	"	"	"	03.08.88	03.08.88	07.08.88	07.08.88	-	4	-	4	4	4	
66.	2 x 20	"	"	"	04.08.88	07.08.88	09.08.88	09.08.88	6	2	-	5	5	2	
67.	1 x 40	"	"	"	07.08.88	09.08.88	05.09.88	05.09.88	2	27	-	29	29	27	
68.	1 x 40	"	"	"	03.09.88	03.09.88	05.09.88	05.09.88	-	2	-	2	2	2	
69.	1 x 40	"	"	"	20.09.88	20.08.88	21.09.88	21.09.88	-	1	-	1	1	1	
70.	1 x 40	"	"	"	17.09.88	10.09.88	22.09.88	22.09.88	7	12	-	5	5	12	
71.	1 x 40	"	"	"	24.09.88	24.09.88	29.09.88	29.09.88	-	5	-	5	5	5	
72.	1 x 20	"	"	"	06.07.88	20.06.88	07.07.88	07.07.88	16	17	-	1	1	17	
73.	1 x 20	"	"	"	06.07.88	20.06.88	07.07.88	07.07.88	16	17	-	1	1	17	
74.	1 x 40	"	"	Chemical	25.06.88	28.06.88	10.07.88	10.07.88	3	12	-	15	15	12	
75.	1 x 40	"	"	"	23.06.88	28.06.88	10.07.88	10.07.88	5	12	-	17	17	12	
76.	1 x 40	"	"	"	06.07.88	06.07.88	13.07.88	13.07.88	-	7	-	7	7	7	
77.	1 x 40	"	"	"	16.07.88	29.05.88	19.07.88	19.07.88	48	51	-	3	3	51	
78.	1 x 40	"	"	"	09.08.88	17.08.88	22.08.88	22.08.88	8	5	-	13	13	5	
79.	1 x 40	"	"	"	10.08.88	03.08.88	29.08.88	29.08.88	7	26	-	19	19	26	
80.	1 x 40	"	"	"	16.08.88	30.08.88	30.08.88	30.08.88	14	-	-	14	14	-	

contd.....

( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE														
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7									
									10	11	12	13	14	15									
81.	2 x 40	Japan	Pakistan Chemical	5	18.08.88	17.08.88	04.09.88	04.09.88	1	18	-	17	17	17	18								
82.	1 x 40	"	"	"	04.09.88	05.09.88	08.09.88	08.09.88	1	3	-	4	4	4	3								
83.	1 x 40	"	"	"	12.09.88	27.08.88	14.09.88	14.09.88	6	18	-	2	2	2	18								
84.	1 x 40	"	"	"	20.09.88	01.09.88	21.09.88	21.09.88	19	20	-	1	1	1	20								
85.	1 x 40	"	"	"	04.07.88	05.07.88	06.07.88	06.07.88	1	1	-	2	2	2	1								
86.	1 x 40	"	"	Plastic	26.06.88	16.07.88	18.07.88	18.07.88	20	2	-	22	22	22	2								
87.	1 x 40	"	"	"	04.06.88	05.07.88	27.07.88	27.07.88	32	22	-	23	23	23	22								
88.	2 x 40	"	"	"	10.07.88	16.07.88	17.08.88	17.08.88	6	32	-	38	38	38	32								
89.	1 x 40	"	"	"	25.06.88	16.07.88	17.07.88	17.07.88	21	1	-	22	22	22	1								
90.	1 x 40	"	"	"	30.08.88	15.08.88	30.08.88	30.08.88	15	15	-	-	-	-	15								
91.	1 x 40	"	"	"	27.08.88	27.08.88	01.09.88	01.09.88	-	5	-	5	5	5	5								
92.	1 x 40	"	"	"	18.06.88	22.06.88	03.09.88	03.09.88	4	73	-	77	77	77	73								
93.	1 x 40	"	"	"	01.09.88	30.07.88	10.09.88	10.09.88	2	11	-	9	9	9	11								
94.	1 x 40	"	"	"	21.08.88	27.08.88	15.09.88	15.09.88	6	19	-	25	25	25	19								
95.	1 x 40	"	"	"	03.09.88	13.09.88	26.09.88	26.09.88	10	13	-	23	23	23	13								
96.	1 x 20	"	"	"	04.09.88	14.09.88	27.09.88	27.09.88	10	13	-	23	23	23	13								
97.	2 x 40	"	"	Iron and	17.07.88	23.06.88	18.07.88	18.07.88	24	25	-	1	1	1	25								
98.	1 x 40	"	"	Steel	16.07.88	25.06.88	21.07.88	21.07.88	21	26	-	5	5	5	26								
99.	2 x 40	"	"	"	13.07.88	18.07.88	01.08.88	01.08.88	5	14	-	19	19	19	14								
100.	1 x 40	"	"	"	04.08.88	01.09.88	11.08.88	11.08.88	3	10	-	7	7	7	10								

contd....

( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
									10	11	12	13	14	15	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
101.	1 x 40	Japan	Pakistan	Iron & Steel	21.08.88	27.08.88	30.08.88	30.08.88	6	3	-	9	9	3	
102.	1 x 40	"	"	"	27.09.88	28.09.88	04.09.88	04.09.88	1	7	-	8	8	7	
103.	1 x 40	"	"	"	07.09.88	07.09.88	10.09.88	10.09.88	-	3	-	3	3	3	
104.	1 x 40	"	"	Rubber	23.07.88	20.07.88	01.08.88	01.08.88	3	11	-	9	9	11	
105.	1 x 40	"	"	"	07.08.88	10.08.88	03.09.88	03.09.88	3	24	-	27	27	24	
106.	1 x 40	"	"	Medicine	09.08.88	27.08.88	03.09.88	03.09.88	18	7	-	25	25	7	
107.	1 x 40	"	"	"	09.07.88	17.07.88	22.08.88	22.08.88	8	5	-	13	13	5	
108.	1 x 40	"	"	Leather	02.07.88	25.06.88	21.07.88	21.07.88	7	26	-	19	19	26	
109.	1 x 40	"	"	"	02.07.88	25.06.88	21.07.88	21.07.88	7	26	-	19	19	26	
110.	1 x 40	"	"	"	26.06.88	25.06.88	21.07.88	21.07.88	1	26	-	25	25	26	
111.	1 x 40	"	"	"	17.07.88	21.06.88	17.07.88	17.07.88	26	26	-	-	-	26	
112.	1 x 40	"	"	"	18.06.88	11.06.88	03.09.88	03.09.88	7	84	-	77	77	84	
113.	1 x 40	"	"	"	14.09.88	17.09.88	28.09.88	28.09.88	3	11	-	14	14	11	
114.	1 x 40	"	"	"	30.08.88	31.08.88	01.09.88	01.09.88	1	1	-	2	2	1	
115.	1 x 40	"	"	Hard Ware	26.06.88	22.06.88	11.07.88	11.07.88	-	19	-	15	15	19	
116.	1 x 40	"	"	"	23.07.88	27.07.88	07.08.88	07.08.88	4	11	-	23	23	11	
117.	1 x 40	"	"	"	20.09.88	20.09.88	21.09.88	21.09.88	-	1	-	1	1	1	
118.	1 x 20	"	"	Paper	04.07.88	10.07.88	01.08.88	01.08.88	6	22	-	28	28	22	
119.	1 x 40	"	"	"	09.07.88	10.07.88	01.08.88	01.08.88	1	22	-	23	23	22	
120.	1 x 20	"	"	"	15.08.88	15.08.88	22.08.88	22.08.88	-	7	-	7	7	7	

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
121.	1 x 40	Japan	Pakistan	Paper	22.08.88	15.08.88	04.09.88	04.09.88	7	20	-	13	13	20	
122.	1 x 40	"	"	"	23.07.88	12.07.88	03.08.88	03.08.88	11	22	-	11	11	22	
123.	1 x 40	China	"	Spare Part	02.07.88	05.07.88	06.07.88	06.07.88	3	1	-	4	4	1	
124.	2 x 40	"	"	"	19.06.88	20.06.88	11.07.88	11.07.88	1	21	-	2	2	21	
125.	1 x 40	"	"	"	12.06.88	12.06.88	11.07.88	11.07.88	-	29	-	29	29	29	
126.	1 x 40	"	"	"	29.06.88	20.06.88	18.07.88	18.07.88	9	28	-	19	19	28	
127.	2 x 40	"	"	"	11.07.88	25.06.88	19.07.88	19.07.88	16	24	-	8	8	24	
128.	1 x 40	"	"	"	23.07.88	30.07.88	31.07.88	31.07.88	7	1	-	8	8	1	
129.	1 x 40	"	"	"	04.08.88	07.08.88	11.08.88	11.08.88	3	4	-	7	7	4	
130.	1 x 40	"	"	"	04.08.88	09.08.88	11.08.88	11.08.88	5	2	-	7	7	2	
131.	4 x 20	"	"	"	10.08.88	03.08.88	17.08.88	17.08.88	7	14	-	7	7	14	
132.	1 x 40	"	"	"	13.08.88	16.08.88	22.08.88	22.08.88	4	6	-	9	9	6	
133.	1 x 40	"	"	"	21.08.88	22.08.88	28.08.88	29.08.88	1	6	1	7	8	7	
134.	4 x 40	"	"	"	25.08.88	27.08.88	29.08.88	29.08.88	2	2	-	4	4	2	
135.	1 x 40	"	"	"	04.08.88	09.08.88	11.08.88	11.08.88	5	2	-	7	7	2	
136.	4 x 40.	"	"	Machinery	29.06.88	16.06.88	30.06.88	02.07.88	13	14	2	1	3	16	
137.	2 x 40	"	"	"	30.06.88	16.06.88	02.07.88	02.07.88	14	16	-	2	2	16	
138.	5 x 40	"	"	"	02.07.88	16.06.88	03.07.88	03.07.88	16	17	-	1	1	17	
139.	1 x 40	"	"	"	04.07.88	21.06.88	06.07.88	06.07.88	13	15	-	22	22	15	
140.	3 x 40	"	"	"	04.07.88	05.07.88	06.07.88	06.07.88	1	1	-	2	2	1	

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE														
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7									
									10	11	12	13	14	15									
141.	1 x 20	China	Pak. Machinery	5	16.06.88	20.06.88	06.07.88	06.07.88	4	16	-	20	20	20	16								
142.	1 x 40	"	"	"	23.06.88	19.06.88	06.07.88	06.07.88	4	17	-	13	13	13	17								
143.	1 x 40	"	"	"	23.06.88	19.06.88	06.07.88	06.07.88	10	17	-	7	7	7	17								
144.	3 x 40	"	"	"	06.07.88	22.06.88	06.07.88	06.07.88	14	13	-	-	-	-	14								
145.	1 x 40	"	"	"	13.06.88	19.06.88	06.06.88	06.07.88	6	17	-	23	23	23	17								
146.	4 x 40	"	"	"	22.06.88	25.06.88	07.07.88	07.07.88	3	12	-	15	15	15	12								
147.	1 x 40	"	"	"	03.07.88	21.06.88	07.07.88	07.07.88	12	16	-	9	9	9	16								
148.	2 x 20	"	"	"	06.07.88	20.06.88	11.07.88	11.07.88	5	28	-	5	5	5	21								
149.	1 x 20	"	"	"	16.07.88	21.06.88	17.07.88	17.07.88	25	26	-	1	1	1	26								
150.	1 x 40	"	"	"	26.06.88	29.06.88	19.07.88	19.07.88	4	20	-	23	23	23	20								
151.	2 x 40	"	"	"	27.07.88	30.07.88	03.08.88	03.08.88	3	4	-	7	7	7	4								
152.	1 x 40	"	"	"	06.08.88	06.08.88	06.08.88	06.08.88	-	-	-	-	-	-	-								
153.	1 x 20	"	"	"	16.08.88	11.08.88	17.08.88	17.08.88	5	6	-	1	1	1	6								
154.	2 x 20	"	"	"	21.08.88	25.06.88	22.08.88	22.08.88	57	58	-	1	1	1	58								
154.	1 x 40	"	"	"	27.07.88	08.08.88	22.08.88	22.08.88	12	14	-	26	26	26	14								
155.	3 x 40	"	"	"	21.08.88	25.08.88	27.08.88	27.08.88	4	2	-	6	6	6	2								
156.	3 x 40	"	"	"	25.08.88	27.08.88	28.08.88	28.08.88	2	1	-	3	3	3	1								
157.	3 x 40	"	"	"	20.08.88	10.09.88	10.09.88	10.09.88	20	-	-	20	20	20	-								
158.	2 x 20	"	"	"	05.09.88	21.08.88	10.09.88	10.09.88	15	20	-	5	5	5	20								
159.	1 x 20	"	"	"	15.09.88	12.08.88	18.09.88	18.09.88	3	6	-	3	3	3	6								
160.	3 x 40	"	"	"	21.09.88	28.08.88	21.09.88	21.09.88	24	24	-	-	-	-	24								

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE														
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7									
									10	11	12	13	14	15									
201.	1 x 40	Tiawan Pak.	Pak.	Plastic	26.09.88	24.09.88	27.09.88	27.09.88	2	3	-	1	1	1	3								
202.	1 x 40	"	"	Ircr & Steel	15.08.88	15.08.88	03.09.88	03.09.88	-	19	-	19	19	19	19								
203.	1 x 40	"	"	"	18.09.88	18.09.88	19.09.88	19.09.88	-	1	-	1	1	1	1								
204.	1 x 40	"	"	Rubber	19.06.88	22.06.88	06.07.88	06.07.88	3	14	-	17	17	17	14								
205.	1 x 40	"	"	"	19.06.88	22.06.88	06.07.88	06.07.88	3	14	-	17	17	17	14								
206.	1 x 40	"	"	"	30.08.88	17.08.88	01.09.88	01.09.88	13	15	-	2	2	2	15								
207.	1 x 40	"	"	"	05.09.88	08.09.88	10.09.88	10.09.88	3	2	-	5	5	5	2								
208.	1 x 40	"	"	"	23.07.88	14.07.88	27.07.88	27.07.88	9	13	-	4	4	4	13								
209.	1 x 40	"	"	Medicine	26.09.88	24.09.88	27.09.88	27.09.88	2	3	-	1	1	1	3								
210.	1 x 40	"	"	Tractor	17.07.88	12.07.88	21.07.88	21.07.88	5	9	-	4	4	4	9								
211.	1 x 40	"	"	"	06.08.88	07.08.88	10.08.88	10.08.88	1	3	-	4	4	4	3								
212.	1 x 40	"	"	"	16.08.88	17.08.88	21.08.88	21.08.88	1	4	-	5	5	5	4								
213.	1 x 40	"	"	"	23.07.88	28.07.88	01.08.88	01.08.88	5	4	-	9	9	9	4								
214.	1 x 40	"	"	Leather	21.06.88	27.06.88	07.08.88	07.08.88	6	41	-	47	47	47	41								
215.	1 x 40	"	"	"	13.08.88	28.07.88	16.08.88	16.08.88	16	19	-	3	3	3	19								
216.	2 x 40	"	"	"	13.08.88	30.08.88	16.08.88	16.08.88	14	17	-	3	3	3	17								
217.	1 x 40	"	"	"	03.09.88	03.09.88	10.09.88	10.09.88	-	7	-	7	7	7	7								
218.	1 x 40	"	"	"	08.08.88	24.09.88	28.09.88	28.09.88	47	4	-	51	51	51	4								
219.	1 x 40	"	"	"	17.07.88	01.08.88	03.08.88	03.08.88	15	2	-	17	17	17	2								
220.	1 x 40	"	"	Polyester	14.09.88	10.09.88	20.09.88	20.09.88	4	10	-	6	6	6	10								

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
221.	1 x 40	Tiawan	Pak. Polyester		19.06.88	16.08.88	16.08.88	16.08.88	58	-	-	58	58	-	
222.	1 x 20	W.Germany	" Spare Part		05.07.88	15.06.88	06.07.88	06.07.88	20	21	-	1	1	21	
223.	1 x 20	"	"		21.05.88	20.06.88	07.07.88	07.07.88	20	17	-	47	47	17	
224.	2 x 40	"	"		26.06.88	31.06.88	10.07.88	10.07.88	25	40	-	15	15	40	
225.	1 x 40	"	"		27.06.88	22.06.88	02.08.88	02.08.88	5	41	-	36	36	41	
226.	1 x 40	"	"		26.06.88	21.06.88	02.08.88	02.08.88	5	42	-	37	37	42	
227.	1 x 40	"	"		23.07.88	31.07.88	10.08.88	10.08.88	8	10	-	18	18	10	
228.	1 x 20	"	"		28.08.88	30.08.88	03.09.88	03.09.88	2	4	-	6	6	4	
229.	1 x 40	"	"		16.08.88	22.08.88	10.09.88	10.09.88	6	19	-	25	25	19	
230.	1 x 40	"	"		26.08.88	12.09.88	24.09.88	24.09.88	17	12	-	29	29	12	
231.	1 x 40	"	"		15.09.88	18.09.88	24.09.88	24.09.88	3	6	-	9	9	6	
232.	1 x 40	"	"		26.09.88	24.09.88	27.09.88	27.09.88	2	3	-	1	1	3	
233.	1 x 40	"	"		30.8.88	05.09.88	28.09.88	28.09.88	6	23	-	29	29	23	
234.	1 x 40	"	" Machinery		15.08.88	17.08.88	25.08.88	25.08.88	2	8	-	10	10	8	
235.	1 x 40	"	"		21.08.88	28.08.88	31.08.88	31.08.88	7	3	-	10	10	3	
236.	1 x 40	"	"		20.09.88	20.09.88	27.09.88	27.09.88	-	7	-	7	7	7	
237.	2 x 40	"	"		05.09.88	04.09.88	07.09.88	07.09.88	1	3	-	2	2	3	
238.	1 x 40	"	" Iron & Steel		09.07.88	09.07.88	11.07.88	11.07.88	-	2	-	2	2	2	
239.	1 x 20	"	"		14.09.88	12.09.88	14.09.88	14.09.88	2	2	-	-	-	2	
240.	1 x 40	"	"		13.09.88	14.09.88	18.09.88	18.09.88	-	3	-	3	3	3	

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
261.	1 x 40	Hong Kong	Pak.	Spare Part	16.07.88	22.06.88	19.07.88	19.07.88	24	27	-	3	3	27	
262.	1 x 20	"	"	"	16.07.88	10.07.88	20.07.88	20.07.88	6	10	-	4	4	10	
263.	1 x 20	"	"	"	09.07.88	23.06.88	21.07.88	21.07.88	16	28	-	12	12	28	
264.	1 x 40	"	"	"	11.07.88	18.07.88	21.07.88	21.07.88	7	3	-	10	10	3	
265.	2 x 40	"	"	"	18.07.88	19.07.88	23.07.88	23.07.88	1	4	-	5	5	4	
266.	3 x 40	"	"	"	23.07.88	25.06.88	31.07.88	31.07.88	28	36	-	8	8	36	
267.	1 x 40	"	"	"	09.07.88	09.07.88	02.08.88	02.08.88	-	24	-	24	24	24	
268.	1 x 40	"	"	"	18.07.88	19.07.88	04.08.88	04.08.88	1	16	-	17	17	16	
269.	1 x 40	"	"	"	17.07.88	19.07.88	04.08.88	04.08.88	2	16	-	18	18	16	
270.	1 x 40	"	"	"	18.07.88	28.07.88	04.08.88	04.08.88	11	7	-	17	17	7	
271.	1 x 20	"	"	"	01.08.88	25.06.88	08.08.88	08.08.88	37	44	-	7	7	44	
272.	1 x 40	"	"	"	16.07.88	16.07.88	10.08.88	10.08.88	-	24	-	24	24	24	
273.	1 x 40	"	"	"	04.08.88	07.09.88	11.08.88	11.08.88	3	4	-	7	7	4	
274.	1 x 40	"	"	"	15.08.88	16.08.88	21.08.88	21.08.88	1	5	-	6	6	5	
275.	1 x 40	"	"	"	27.07.88	28.07.88	27.08.88	27.08.88	31	30	-	31	31	30	
276.	1 x 40	"	"	"	22.08.88	27.08.88	28.08.88	28.08.88	5	1	-	6	6	1	
277.	1 x 40	"	"	"	25.08.88	27.08.88	28.08.88	29.08.88	2	1	1	3	4	2	
278.	1 x 40	"	"	"	25.08.88	28.08.88	29.08.88	29.08.88	3	1	-	4	4	1	
279.	1 x 40	"	"	"	21.08.88	29.08.88	30.08.88	30.08.88	8	1	-	9	9	1	
280.	1 x 40	"	"	"	10.9.88	10.09.88	15.09.88	15.09.88	-	5	-	5	5	5	

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti- Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
									10	11	12	13	14	15	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
301.	1 x 40	Hong Kong	Pak.	Plastic	08.09.88	08.09.88	15.09.88	15.09.88	-	7	-	7	7	7	
302.	2 x 20	"	"	Iron & Steel	28.07.88	10.08.88	16.08.88	16.08.88	13	6	-	19	19	6	
303.	1 x 40	"	"	"	21.08.88	25.08.88	29.08.88	29.08.88	4	4	-	8	8	4	
304.	1 x 40	"	"	Tractor	07.09.88	07.09.88	20.09.88	20.09.88	-	13	-	13	13	13	
305.	1 x 40	Singapore	"	Spare Part	30.06.88	22.06.88	04.07.88	04.07.88	9	12	-	4	4	12	
306.	1 x 40	"	"	"	19.06.88	20.06.88	04.07.88	04.07.88	-	14	-	15	15	14	
307.	1 x 40	"	"	"	26.06.88	23.06.88	03.07.88	03.07.88	3	10	-	7	7	10	
308.	1 x 20	"	"	"	04.07.88	21.06.88	06.07.88	06.07.88	13	15	-	2	2	15	
309.	1 x 40	"	"	"	07.07.88	25.06.88	11.07.88	11.07.88	12	16	-	4	4	16	
310.	1 x 20	"	"	"	09.07.88	12.07.88	16.07.88	16.07.88	3	4	-	7	7	4	
311.	1 x 40	"	"	"	30.07.88	27.07.88	30.7.88	31.07.88	3	3	1	-	1	4	
312.	1 x 40	"	"	"	03.08.88	23.06.88	03.08.88	03.08.88	41	41	-	-	-	41	
313.	1 x 40	"	"	"	16.07.88	25.06.88	09.08.88	09.08.88	9	45	-	24	24	45	
314.	1 x 40	"	"	"	07.08.88	07.08.88	10.08.88	10.08.88	-	3	-	3	3	3	
315.	2 x 40	"	"	"	15.08.88	11.08.88	16.08.88	16.08.88	4	5	-	1	1	5	
316.	1 x 40	"	"	"	19.07.88	02.08.88	17.08.88	17.08.88	14	16	-	29	29	15	
317.	1 x 40	"	"	"	06.08.88	16.08.88	21.08.88	21.08.88	10	5	-	15	15	5	
318.	1 x 40	"	"	"	11.08.88	14.06.88	27.08.88	27.08.88	58	74	-	16	16	74	
319.	1 x 40	"	"	"	22.08.88	25.08.88	28.08.88	29.08.88	3	3	1	6	7	4	
320.	1 x 40	"	"	"	13.08.88	15.08.88	29.08.88	29.08.88	2	14	-	16	16	14	

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( In Days )

Si No.	Number and Size of Container	Origin	Desti- Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE														
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7									
									10	11	12	13	14	15									
321.	1 x 40	Singapore	Pak.	Spare Part	30.08.88	17.08.88	03.09.88	03.09.88	13	17	-	-	4	4	17	17							
322.	1 x 40	"	"	"	22.08.88	25.08.88	04.09.88	04.09.88	3	10	-	-	13	13	10	10							
323.	1 x 40	"	"	"	21.08.88	17.08.88	08.09.88	08.09.88	4	21	-	-	17	17	21	21							
324.	1 x 40	"	"	"	29.08.88	07.09.88	19.09.88	19.09.88	9	12	-	-	21	21	12	12							
325.	3 x 40	"	"	"	12.09.88	17.09.88	29.09.88	29.09.88	5	12	-	-	17	17	12	12							
326.	1 x 40	"	"	"	30.08.88	31.08.88	14.09.88	14.09.88	1	14	-	-	15	15	14	14							
327.	1 x 20	"	"	Machinery	06.07.88	03.07.88	18.07.88	18.07.88	3	15	-	-	12	12	15	15							
328.	1 x 40	"	"	"	28.07.88	30.07.88	01.08.88	01.08.88	2	2	-	-	4	4	2	2							
329.	1 x 40	"	"	"	21.08.88	25.08.88	31.08.88	31.08.88	4	6	-	-	10	10	6	6							
330.	1 x 40	"	"	"	22.08.88	21.08.88	31.08.88	31.08.88	1	10	-	-	9	9	10	10							
331.	1 x 40	"	"	"	28.08.88	17.08.88	12.09.88	12.09.88	11	26	-	-	15	15	26	26							
332.	1 x 40	"	"	Chemical	10.07.88	22.06.88	11.07.88	11.07.88	18	19	-	-	1	1	19	19							
333.	1 x 40	"	"	"	23.07.88	23.07.88	23.07.88	23.07.88	-	-	-	-	-	-	-	-							
334.	1 x 40	"	"	"	23.07.88	23.07.88	23.07.88	23.07.88	-	-	-	-	-	-	-	-							
335.	1 x 40	"	"	"	23.07.88	27.07.88	04.08.88	04.08.88	4	8	-	-	12	12	8	8							
336.	1 x 20	"	"	"	04.08.88	04.08.88	04.08.88	04.08.88	-	-	-	-	-	-	-	-							
337.	1 x 20	"	"	"	04.08.88	01.08.88	04.08.88	04.08.88	3	3	-	-	-	-	3	3							
338.	1 x 40	"	"	"	04.08.88	01.08.88	13.08.88	13.08.88	3	12	-	-	9	9	12	12							
339.	1 x 20	"	"	"	27.08.88	21.08.88	01.09.88	01.09.88	6	11	-	-	5	5	11	11							
340.	1 x 40	"	"	"	10.09.88	05.09.88	12.09.88	12.09.88	5	7	-	-	2	2	7	7							

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
									10	11	12	13	14	15	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
361.	1 x 40	U.P.	Pak.	Spare	19.09.88	15.09.88	21.09.88	21.09.88	4	6	-	2	2	6	
362.	1 x 40	"	"	Part	19.09.88	15.09.88	21.09.88	21.09.88	4	6	-	2	2	6	
363.	1 x 20	"	"	"	15.09.88	12.09.88	20.09.88	22.09.88	3	8	2	5	7	10	
364.	1 x 20	"	"	Machinery	07.09.88	10.09.88	20.09.88	20.09.88	3	10	-	13	13	10	
365.	2 x 20	"	"	"	17.09.88	18.09.88	19.09.88	20.09.88	1	1	(1)	2	3	3	
366.	1 x 40	"	"	"	03.07.88	21.06.88	22.09.88	22.09.88	12	93	-	18	18	93	
367.	1 x 40	"	"	"	28.08.88	17.08.88	12.09.88	12.09.88	11	26	-	15	15	26	
368.	1 x 40	"	"	Chemical	01.09.88	03.09.88	08.09.88	08.09.88	2	5	-	7	7	5	
369.	1 x 40	"	"	"	01.09.88	15.08.88	08.09.88	08.09.88	17	24	-	7	7	24	
370.	1 x 40	"	"	Medicine	10.08.88	10.08.88	01.09.88	01.09.88	-	22	-	22	22	22	
371.	1 x 40	"	"	Tractor	02.07.88	20.06.88	03.07.88	03.07.88	2	13	-	1	1	13	
372.	1 x 40	"	"	"	28.08.88	31.08.88	13.09.88	15.09.88	3	13	-	16	16	13	
373.	1 x 40	"	"	"	01.09.88	03.09.88	04.09.88	04.09.88	2	1	-	3	3	1	
374.	1 x 20	"	"	Paper	07.09.88	08.09.88	08.09.88	08.09.88	1	-	-	1	1	-	
375.	1 x 20	Belgium	"	Spare	04.07.88	23.06.88	10.07.88	10.07.88	11	17	-	5	5	17	
376.	1 x 20	"	"	Part	04.07.88	14.06.88	10.07.88	10.07.88	20	26	-	5	5	26	
377.	3 x 40	"	"	"	17.07.88	17.07.88	08.09.88	08.09.88	-	53	-	53	53	53	
378.	3 x 40	"	"	"	17.07.88	17.07.88	08.09.88	08.09.88	-	53	-	53	53	53	
379.	1 x 40	"	"	"	05.09.88	07.09.88	08.09.88	08.09.88	2	1	-	3	3	1	
380.	1 x 40	"	"	Machinery	07.08.88	09.08.88	05.09.88	05.09.88	2	27	-	29	29	27	

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE														
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7									
									10	11	12	13	14	15									
381.	1 x 40	Belgium	Pak.	Machinery	01.09.88	29.08.88	12.09.88	12.09.88	3	14	-	11	11	14	14								
382.	1 x 20	"	"	"	04.07.88	14.06.88	10.7.88	10.07.88	20	26	-	5	5	26	26								
383.	1 x 40	"	"	"	26.06.88	18.07.88	28.07.88	28.07.88	22	10	-	32	32	10	10								
384.	1 x 40	"	"	"	27.07.88	28.07.88	05.09.88	05.09.88	1	39	-	40	40	39	39								
385.	1 x 40	"	"	"	07.08.88	09.08.88	05.09.88	05.09.88	2	27	-	29	29	27	27								
386.	1 x 40	"	"	Chemical	16.08.88	16.08.88	22.08.88	22.08.88	-	6	-	6	6	6	6								
387.	1 x 40	"	"	"	16.08.88	16.08.88	22.08.88	22.08.88	-	6	-	6	6	6	6								
388.	1 x 40	"	"	"	13.09.88	10.09.88	21.09.88	21.09.88	3	11	-	8	8	11	11								
389.	2 x 20	"	"	Plastic	30.08.88	31.08.88	01.09.88	01.09.88	1	1	-	2	2	1	1								
390.	1 x 40	"	"	Iron & Steel	24.09.88	15.09.88	24.09.88	24.09.88	9	9	-	-	-	9	9								
391.	1 x 40	"	"	Tractor	21.08.88	27.08.88	28.08.88	28.08.88	6	1	-	7	7	1	1								
392.	1 x 40	"	"	"	30.08.88	01.09.88	05.09.88	05.09.88	2	4	-	6	6	4	4								
393.	1 x 20	"	"	Leather	02.07.88	22.06.88	10.07.88	10.07.88	10	18	-	8	8	18	18								
394.	2 x 40	"	"	"	02.07.88	22.06.88	10.07.88	10.07.88	10	18	-	8	8	18	18								
395.	1 x 40	"	"	"	17.08.88	17.08.88	30.08.88	30.08.88	-	13	-	13	13	13	13								
396.	1 x 40	Romania	"	Spare Part.	11.06.88	20.06.88	04.07.88	04.07.88	9	14	-	23	23	14	14								
397.	1 x 40	"	"	"	11.06.88	15.06.88	04.07.88	04.07.88	4	19	-	23	23	19	19								
398.	1 x 40	"	"	"	07.07.88	10.07.88	20.07.88	20.07.88	3	10	-	13	13	10	10								
399.	1 x 40	"	"	"	20.06.88	23.06.88	20.07.88	20.07.88	3	27	-	-	-	27	27								
400.	1 x 40	"	"	"	03.09.88	11.09.88	17.09.88	17.09.88	8	6	-	14	14	6	6								

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE									
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	10	11	12	13
421.	1 x 40	U.S.A.	Pak.	Spare	02.08.88	08.08.88	03.09.88	03.09.88	6	26	-	-	32	32	26			
422.	1 x 40	"	"	Part	06.08.88	17.08.88	21.09.88	21.09.88	11	35	-	-	46	46	35			
423.	1 x 40	"	"	"	04.08.88	10.08.88	31.08.88	31.08.88	6	21	-	-	27	27	21			
424.	1 x 40	"	"	Machinery	06.07.88	18.06.88	11.07.88	11.07.88	18	23	-	-	5	5	23			
425.	1 x 40	"	"	"	28.06.88	23.06.88	14.07.88	14.07.88	5	21	-	-	16	16	21			
426.	1 x 40	"	"	"	18.06.88	08.06.88	18.07.88	18.07.88	10	40	-	-	30	30	40			
427.	2 x 40	"	"	"	02.07.88	03.07.88	20.07.88	20.07.88	1	17	-	-	18	18	17			
428.	1 x 40	"	"	"	16.07.88	17.07.88	31.07.88	31.07.88	1	14	-	-	15	15	14			
429.	2 x 40	"	"	"	21.08.88	30.08.88	02.09.88	02.09.88	9	4	-	-	13	13	4			
430.	2 x 40	"	"	"	10.09.88	13.07.88	20.09.88	20.09.88	49	59	-	-	10	10	59			
431.	1 x 40	"	"	"	01.09.88	13.09.88	18.09.88	18.09.88	12	5	-	-	17	17	5			
432.	1 x 40	"	"	Chemical	06.07.88	08.06.88	11.07.88	11.07.88	29	3	-	-	5	5	33			
433.	1 x 40	"	"	Plastic	09.08.88	09.08.88	11.08.88	11.08.88	-	2	-	-	2	2	2			
434.	1 x 20	"	"	"	25.08.88	23.08.88	10.09.88	10.09.88	2	18	-	-	16	16	18			
435.	2 x 40	"	"	"	08.09.88	08.09.88	15.09.88	15.09.88	-	7	-	-	7	7	7			
436.	1 x 40	"	"	Iron &	13.07.88	11.07.88	17.07.88	17.07.88	2	6	-	-	4	4	6			
437.	1 x 40	"	"	Steel	13.07.88	11.07.88	17.07.88	17.07.88	2	6	-	-	4	4	6			
438.	1 x 40	"	"	"	21.08.88	25.08.88	29.08.88	29.08.88	4	4	-	-	8	8	4			
439.	2 x 40	"	"	"	08.09.88	08.09.88	15.09.88	15.09.88	-	7	-	-	7	7	7			
440.	2 x 40	"	"	Medicine	21.08.88	11.08.88	21.08.88	21.08.88	10	10	-	-	-	-	10			

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
									10	11	12	13	14	15	
481.	2 x 40	U.K.	Pak.	Machinery	16.06.88	26.06.88	03.07.88	03.07.88	-	7	-	7	7	7	7
482.	1 x 40	"	"	"	27.08.88	08.08.88	24.09.88	24.09.88	19	47	-	28	28	28	47
483.	1 x 40	"	"	Chemical	27.06.88	28.06.88	14.07.88	14.07.88	1	16	-	17	17	17	16
484.	1 x 40	"	"	"	08.08.88	09.08.88	11.08.88	11.08.88	1	2	-	3	3	3	2
485.	1 x 40	"	"	"	18.06.88	29.06.88	22.08.88	22.08.88	11	65	-	54	54	54	65
486.	1 x 40	"	"	"	21.08.88	22.08.88	28.08.88	28.08.88	1	6	-	7	7	7	6
487.	1 x 40	"	"	Plastic	12.07.88	30.06.88	11.08.88	11.08.88	12	42	-	30	30	30	42
488.	1 x 40	"	"	Iron &	19.07.88	22.06.88	21.07.88	21.07.88	3	29	-	2	2	2	29
489.	2 x 40	"	"	Steel	26.06.88	27.06.88	06.07.88	06.07.88	1	9	-	10	10	10	9
490.	1 x 40	"	"	"	17.07.88	25.06.88	21.07.88	21.07.88	22	26	-	4	4	4	26
491.	1 x 40	"	"	Household Goods	16.07.88	17.07.88	18.07.88	18.07.88	1	1	-	8	8	8	1
492.	2 x 20	"	"	Tractor	25.06.88	02.07.88	14.07.88	14.07.88	7	12	-	19	19	19	12
493.	1 x 40	"	"	"	19.06.88	25.06.88	14.07.88	14.07.88	6	19	-	25	25	25	19
494.	1 x 40	"	"	"	07.07.88	20.06.88	16.07.88	16.07.88	17	26	-	9	9	9	26
495.	1 x 40	"	"	"	11.07.88	25.06.88	16.07.88	16.07.88	16	21	-	5	5	5	21
496.	1 x 40.	"	"	"	25.06.88	02.07.88	19.07.88	19.07.88	7	17	-	24	24	24	17
497.	1 x 40	"	"	"	30.07.88	30.07.88	02.08.88	02.08.88	-	2	-	2	2	2	2
498.	1 x 40	"	"	"	30.07.88	31.07.88	02.08.88	02.08.88	1	2	-	3	3	3	2
499.	1 x 40	"	"	"	30.07.88	30.07.88	02.08.88	02.08.88	-	3	-	3	3	3	3
500.	1 x 40	"	"	"	31.07.88	03.08.88	08.08.88	08.08.88	3	5	-	14	14	14	5

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
501.	1 x 40	U.K.	Pak.	Tractor	08.08.88	09.08.88	15.08.88	15.08.88	1	6	-	7	7	6	
502.	1 x 40	"	"	"	25.08.88	27.08.88	28.08.88	28.08.88	2	1	-	3	3	1	
503.	1 x 40	"	"	"	21.08.88	22.08.88	29.08.88	29.08.88	1	7	-	8	8	7	
504.	1 x 40	"	"	"	24.09.88	27.09.88	28.09.88	28.09.88	3	1	-	4	4	1	
505.	1 x 40	"	"	Oil and Grease	17.09.88	15.09.88	27.09.88	27.09.88	2	12	-	10	10	12	
506.	1 x 20	U.A.E.	"	Spare Part	28.05.88	31.05.88	25.08.88	25.08.88	3	86	-	89	89	86	
507.	1 x 40	"	"	"	03.09.88	08.09.88	15.09.88	15.09.88	5	7	-	12	12	7	
508.	1 x 40	"	"	Machinery	04.09.88	05.09.88	07.09.88	07.09.88	1	2	-	3	3	2	
509.	1 x 20	"	"	Household Goods	04.07.88	04.07.88	05.07.88	05.07.88	-	1	-	1	1	1	
510.	1 x 20	"	"	"	07.07.88	07.07.88	07.07.88	07.07.88	-	-	-	-	-	-	
511.	1 x 20	"	"	"	09.07.88	09.07.88	11.07.88	11.07.88	-	2	-	2	2	2	
512.	1 x 20	"	"	"	03.08.88	04.08.88	08.08.88	08.08.88	1	4	-	5	5	4	
513.	1 x 40	"	"	"	21.08.88	25.08.88	29.08.88	29.08.88	4	4	-	8	8	4	
514.	1 x 40	"	"	"	04.09.88	07.09.88	08.09.88	08.09.88	3	1	-	4	4	1	
515.	1 x 40	"	"	"	13.09.88	15.09.88	18.09.88	18.09.88	-	3	-	3	3	3	
516.	1 x 40	"	"	"	15.09.88	21.09.88	21.09.88	21.09.88	6	-	-	6	6	-	
517.	1 x 40	"	"	"	15.09.88	21.09.88	21.09.88	21.09.88	6	-	-	6	6	-	
518.	1 x 40	"	"	"	20.09.88	25.09.88	26.09.88	26.09.88	5	1	-	6	6	1	
519.	4 x 20	"	"	Rubber	20.08.88	28.08.88	31.08.88	31.08.88	8	3	-	1	1	3	
520.	3 x 40	"	"	"	06.08.88	10.08.88	03.09.88	03.09.88	4	24	-	27	27	24	

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE					
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
601.	1 x 20	Indonesia	Pak.	Rubber	23.07.88	28.07.88	08.08.88	08.08.88	4	11	-	16	16	11
602.	1 x 20	Sri Lanka	"	Rubber	28.08.88	30.08.88	14.09.88	14.09.88	2	15	-	15	15	15
603.	1 x 40	Holland	"	Chemical	07.08.88	15.08.88	04.08.88	04.08.88	8	20	-	28	28	20
604.	1 x 20	"	"	Medicine	17.09.88	18.09.88	18.09.88	18.09.88	1	-	-	1	1	-











( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE														
									7 - 6	8 - 7	9 - 8	10	11	12	13	14	15						
81.	1 x 20	England	Pakistan	Tractor	14-9-1988	17-9-1988	20-9-1988	20-9-1988	3	3	-	6	6	6	3	3	3						
82.	5 x 40	"	"	Parts	14-9-1988	17-9-1988	20-9-1988	20-9-1988	3	3	-	6	6	6	3	3	3						
83.	2 x 40	"	"	"	14-9-1988	17-9-1988	20-9-1988	20-9-1988	3	3	-	6	6	6	3	3	3						
84.	2 x 40	"	"	"	15-9-1988	17-9-1988	20-9-1988	20-9-1988	2	3	-	5	5	5	3	3	3						
85.	2 x 20	"	"	"	14-9-1988	17-9-1988	20-9-1988	20-9-1988	3	3	-	6	6	6	3	3	3						
86.	2 x 20	"	"	"	15-9-1988	17-9-1988	20-9-1988	20-9-1988	2	3	-	5	5	5	3	3	3						
87.	1 x 20	"	"	"	14-9-1988	17-9-1988	20-9-1988	20-9-1988	3	3	-	6	6	6	3	3	3						
88.	2 x 20	"	"	"	14-9-1988	17-9-1988	20-9-1988	20-9-1988	3	3	-	6	6	6	3	3	3						
89.	1 x 20	"	"	"	14-9-1988	17-9-1988	20-9-1988	20-9-1988	3	3	-	6	6	6	3	3	3						
90.	2 x 20	"	"	"	14-9-1988	14-9-1988	21-9-1988	21-9-1988	-	7	-	7	7	7	7	7	7						
91.	1 x 20	"	"	"	14-9-1988	14-9-1988	21-9-1988	21-9-1988	-	7	-	7	7	7	7	7	7						
92.	1 x 20	"	"	"	14-9-1988	14-9-1988	21-9-1988	21-9-1988	-	7	-	7	7	7	7	7	7						
93.	4 x 20	"	"	"	13-9-1988	14-9-1988	21-9-1988	21-9-1988	1	7	-	8	8	8	7	7	7						
94.	2 x 20	"	"	"	07-9-1988	17-9-1988	21-9-1988	21-9-1988	10	4	-	14	14	14	4	4	4						
95.	2 x 20	"	"	"	14-9-1988	14-9-1988	21-9-1988	21-9-1988	-	7	-	7	7	7	7	7	7						
96.	2 x 20	"	"	"	28-8-1988	18-9-1988	22-9-1988	22-9-1988	21	4	-	25	25	25	4	4	4						
97.	3 x 20	"	"	"	28-8-1988	17-9-1988	22-9-1988	22-9-1988	20	5	-	25	25	25	5	5	5						
98.	1 x 20	"	"	"	28-8-1988	14-9-1988	22-9-1988	22-9-1988	20	5	-	25	25	25	5	5	5						
99.	1 x 20	"	"	"	29-8-1988	15-9-1988	22-9-1988	22-9-1988	17	7	-	24	24	24	7	7	7						
100.	6 x 20	"	"	"	29-8-1988	13-9-1988	22-9-1988	22-9-1988	15	9	-	24	24	24	9	9	9						

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( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
101.	4 x 20	England	Pakistan	Tractor	29-8-1988	13-9-1988	22-9-1988	22-9-1988	15	9	-	24	24	9	
102.	6 x 20	"	"	Paipts.	29-8-1988	13-9-1988	22-9-1988	22-9-1988	15	9	-	24	24	9	
103.	1 x 20	"	"	House-Hold Goods	12-7-1988	16-7-1988	21-7-1988	21-7-1988	4	5	-	9	9	5	
104.	1 x 20	"	"	"	01-8-1988	03-8-1988	04-8-1988	04-8-1988	2	1	-	3	3	1	
105.	1 x 20	"	"	"	10-8-1988	29-8-1988	01-9-1988	01-9-1988	19	3	-	22	22	3	
106.	1 x 20	"	"	"	17-8-1988	28-8-1988	12-9-1988	13-9-1988	20	12	-	32	32	12	
107.	1 x 20	"	"	Electric Goods.	19-7-1988	15-8-1988	22-8-1988	22-8-1988	27	7	-	34	34	7	
108.	1 x 20	"	"	"	23-8-1988	12-9-1988	14-9-1988	14-9-1988	20	2	-	22	22	2	
109.	1 x 20	China	"	Machinery	28-6-1988	20-6-1988	03-7-1988	04-7-1988	8	13	1	5	6	14	
110.	1 x 20	"	"	"	30-6-1988	21-6-1988	07-7-1988	07-7-1988	10	16	-	7	7	16	
111.	1 x 20	"	"	"	13-6-1988	19-5-1988	07-7-1988	09-7-1988	25	4	2	24	26	51	
112.	6 x 20	"	"	"	14-7-1988	10-7-1988	19-7-1988	19-7-1988	4	9	-	5	5	9	
113.	1 x 40	"	"	"	11-7-1988	12-7-1988	28-7-1988	28-7-1988	1	16	-	17	17	16	
114.	1 x 40	"	"	"	04-8-1988	27-7-1988	07-8-1988	09-8-1988	13	16	2	3	4	17	
115.	1 x 20	"	"	"	22-8-1988	21-8-1988	29-8-1988	29-8-1988	1	8	-	7	7	8	
116.	1 x 40	"	"	"	01-9-1988	28-8-1988	05-9-1988	05-9-1988	4	8	-	4	4	8	
117.	1 x 20	"	"	House Hold Goods	18-7-1988	28-7-1988	28-7-1988	28-7-1988	10	-	-	10	10	-	
118.	1 x 40	Canada	"	Machinery	27-8-1988	29-8-1988	13-9-1988	13-9-1988	2	15	-	17	17	15	
119.	3 x 40	"	"	"	10-8-1988	29-8-1988	13-9-1988	13-9-1988	19	15	-	34	34	15	
120.	1 x 40	"	"	"	27-8-1988	29-8-1988	13-9-1988	13-9-1988	2	15	-	17	17	15	

(Contd.)

( In Days )

Sl. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
121.	1 x 40	Canada	Pakistan	Machinery	25-9-1988	29-9-1988	29-9-1988	29-9-1988	4	-	-	4	4	-	
122.	2 x 40	"	"	"	28-9-1988	29-9-1988	29-9-1988	29-9-1988	1	-	-	1	1	-	
123.	5 x 40	"	"	"	28-9-1988	29-9-1988	29-9-1988	29-9-1988	1	-	-	1	1	-	
124.	2 x 40	"	"	Plstic	01-9-1988	20-9-1988	24-9-1988	24-9-1988	19	4	-	23	23	4	
125.	2 x 40	"	"	"	01-9-1988	20-9-1988	26-9-1988	26-9-1988	19	6	-	25	25	6	
126.	1 x 40	West-Germany	"	Machinery	08-6-1988	23-5-1988	02-7-1988	03-7-1988	16	40	1	25	26	40	
127.	1 x 40	"	"	"	14-7-1988	19-7-1988	25-7-1988	25-7-1988	5	6	-	11	11	6	
128.	1 x 20	"	"	"	27-7-1988	22-6-1988	03-8-1988	03-8-1988	35	42	-	7	7	42	
129.	1 x 20	"	"	"	03-7-1988	22-6-1988	03-8-1988	03-8-1988	11	42	-	30	30	42	
130.	1 x 20	"	"	"	27-7-1988	27-6-1988	03-8-1988	03-8-1988	30	37	-	7	7	37	
131.	1 x 20	"	"	"	14-7-1988	22-6-1988	03-8-1988	03-8-1988	22	42	-	20	20	42	
132.	1 x 20	"	"	"	03-7-1988	22-6-1988	03-8-1988	03-8-1988	11	42	-	31	31	42	
133.	1 x 20	"	"	"	20-7-1988	27-7-1988	04-8-1988	04-8-1988	7	8	-	15	15	8	
134.	1 x 20	"	"	"	27-7-1988	03-8-1988	06-8-1988	06-8-1988	7	3	-	10	10	3	
135.	1 x 20	"	"	"	08-8-1988	06-8-1988	21-8-1988	21-8-1988	2	16	-	13	13	16	
136.	1 x 20	"	"	House Hold Goods	27-7-1988	30-7-1988	31-7-1988	31-7-1988	3	1	-	4	4	1	
137.	1 x 40	"	"	Plastic	27-7-1988	30-7-1988	31-7-1988	01-8-1988	3	1	1	4	5	2	
138.	1 x 20	"	"	Compound	14-7-1988	18-7-1988	19-7-1988	19-7-1988	4	-	1	4	5	1	
139.	1 x 20	Japan	"	Machinery	18-6-1988	23-6-1988	05-7-1988	05-7-1988	5	12	-	17	17	12	
140.	4 x 20	"	"	"	26-6-1988	29-6-1988	11-7-1988	12-7-1988	3	12	1	15	16	13	

(Contd.)

( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
141.	1 x 40	Japan	Pakistan	Machinery	22-8-1988	25-8-1988	30-8-1988	31-8-1988	3	6	-	9	9	6	
142.	2 x 20	"	"	"	06-8-1988	28-8-1988	05-9-1988	05-9-1988	22	8	-	30	30	8	
143.	1 x 40	"	"	"	01-9-1988	27-8-1988	08-9-1988	08-9-1988	5	12	-	7	7	12	
144.	1 x 20	"	"	"	30-6-1988	13-9-1988	18-9-1988	18-9-1988	75	5	-	80	80	5	
145.	1 x 20	"	"	Tape-Recorder	17-6-1988	21-8-1988	27-8-1988	27-8-1988	4	37	-	41	41	37	
146.	1 x 40	"	"	Plastic	03-9-1988	19-9-1988	24-9-1988	24-9-1988	16	5	-	21	21	5	
147.	1 x 20	Switzerland	"	Machinery	09-7-1988	06-7-1988	18-7-1988	18-7-1988	3	12	-	9	9	12	
148.	2 x 20	"	"	"	02-8-1988	21-7-1988	07-8-1988	08-8-1988	12	17	-	5	6	8	
149.	1 x 20	"	"	"	21-7-1988	07-8-1988	08-8-1988	08-8-1988	12	17	1	5	6	16	
150.	1 x 20	"	"	Plastic	11-7-1988	06-7-1988	12-7-1988	13-7-1988	5	6	1	1	2	2	
151.	1 x 20	"	"	"	09-7-1988	06-7-1988	13-7-1988	13-7-1988	3	7	-	4	4	7	
152.	8 x 20	"	"	"	04-7-1988	06-7-1988	13-7-1988	13-7-1988	2	7	-	9	9	7	
153.	1 x 20	"	"	"	09-7-1988	06-7-1988	18-7-1988	18-7-1988	3	12	-	9	9	12	
154.	1 x 20	"	"	Polyester	13-9-1988	17-9-1988	21-9-1988	21-9-1988	4	4	-	8	8	4	
155.	1 x 40	U.S.A.	"	Machinery	17-7-1988	18-7-1988	01-8-1988	01-8-1988	1	14	-	15	15	14	
156.	1 x 20	"	"	"	17-7-1988	18-7-1988	01-8-1988	01-8-1988	1	14	-	15	15	14	
157.	1 x 20	"	"	"	21-8-1988	22-8-1988	26-9-1988	26-9-1988	1	4	-	5	5	4	
158.	1 x 20	"	"	"	10-9-1988	12-9-1988	18-9-1988	18-9-1988	2	6	-	8	8	6	
159.	1 x 20	"	"	Electric Goods.	11-5-1988	02-6-1988	02-7-1988	04-7-1988	22	30	2	52	54	32	

(Contd.)



( In Days )

Sl. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE														
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7									
									10	11	12	13	14	15									
160.	1 x 40	U.S.A.	Pakistan	Seed of Flowers	22-8-1988	25-8-1988	30-8-1988	30-8-1988	3	5	-	8	8	8	5								
161.	2 x 40	"	"	"	22-8-1988	17-8-1988	30-8-1988	30-8-1988	5	12	-	8	8	8	13								
162.	1 x 20	Kuwait	"	Machinery	02-7-1988	25-6-1988	07-7-1988	09-7-1988	7	12	2	5	7	7	14								
163.	2 x 20	"	"	Scrap	21-7-1988	03-7-1988	28-8-1988	28-8-1988	18	25	-	37	37	37	56								
164.	1 x 20	"	"	"	06-7-1988	03-7-1988	28-8-1988	28-8-1988	3	56	-	53	53	53	65								
165.	2 x 40	"	"	"	02-7-1988	03-7-1988	28-8-1988	28-8-1988	1	25	-	56	56	56	25								
166.	8 x 40	"	"	"	02-7-1988	03-7-1988	28-8-1988	28-8-1988	1	25	-	56	56	56	25								
167.	1 x 20	Italy	"	"	26-6-1988	23-6-1988	09-7-1988	10-7-1988	3	16	1	13	14	14	17								
168.	1 x 40	Holland	"	"	17-7-1988	14-7-1988	20-7-1988	20-7-1988	3	6	-	3	3	3	6								
169.	1 x 20	"	"	Compound	18-6-1988	11-6-1988	11-7-1988	11-7-1988	7	30	-	23	23	23	30								
170.	1 x 20	France	"	Machinery	04-8-1988	03-8-1988	11-8-1988	13-8-1988	1	8	2	7	9	9	10								
171.	1 x 40	Taiwan	"	"	16-8-1988	21-8-1988	01-9-1988	01-9-1988	5	11	-	16	16	16	11								
172.	2 x 20	"	"	Tappe Recorder	23-7-1988	30-7-1988	31-7-1988	31-7-1988	7	1	-	8	8	8	1								
173.	1 x 40	"	"	"	23-8-1988	12-9-1988	14-9-1988	14-9-1988	20	2	-	22	22	22	2								
174.	2 x 40	"	"	Compound	11-7-1988	12-7-1988	13-7-1988	16-7-1988	1	1	3	2	5	5	4								
175.	1 x 20	Malaysia	"	Machinery	10-9-1988	13-9-1988	21-9-1988	21-9-1988	3	8	-	11	11	11	8								
176.	1 x 20	Singapore	"	House Hold Goods.	30-6-1988	06-7-1988	09-7-1988	09-7-1988	6	3	-	9	9	9	3								
177.	1 x 20	"	"	"	22-7-1988	25-7-1988	30-7-1988	30-7-1988	3	5	-	8	8	8	7								
178.	1 x 20	Saudi Arabia	"	"	03-7-1988	25-6-1988	05-7-1988	05-7-1988	8	10	-	2	2	2	10								

(Contd.)



( In Days )

S. No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
198.	1 x 20	U.A.E.	Pakistan	House Hold Goods.	10-9-1988	13-9-1988	21-9-1988	21-9-1988	3	8	11	11	11	8	
199.	1 x 40	"	"	"	25-8-1988	14-9-1988	21-9-1988	21-9-1988	20	7	-	27	27	7	
200.	1 x 40	"	"	"	27-8-1988	25-9-1988	27-9-1988	27-9-1988	29	2	-	31	31	2	
201.	4 x 20	"	"	"	13-9-1988	26-9-1988	29-9-1988	29-9-1988	13	3	-	16	16	3	
202.	1 x 20	"	"	Tape Recorder	15-8-1988	27-8-1988	13-9-1988	14-9-1988	12	17	1	29	30	18	
203.	6 x 20	Hong Kong	"	Scrap	21-7-1988	07-8-1988	10-8-1988	10-8-1988	14	3	-	20	20	3	
204.	1 x 20	"	"	"	21-7-1988	07-8-1988	10-8-1988	10-8-1988	14	3	-	20	20	3	
205.	1 x 20	"	"	House Hold Goods.	09-7-1988	12-7-1988	13-7-1988	13-7-1988	3	1	-	4	4	1	
206.	1 x 20	"	"	Tape Recorder	17-8-1988	06-8-1988	08-9-1988	08-9-1988	11	2	-	22	22	2	
207.	1 x 20	"	"	Medicines	19-9-1988	21-9-1988	22-9-1988	22-9-1988	2	1	-	3	3	1	
208.	1 x 20	Spain	"	House Hold Goods	20-8-1988	20-8-1988	04-8-1988	04-8-1988	-	5	-	10	10	5	
209.	2 x 20	"	"	Polyster	12-8-1988	12-8-1988	15-9-1988	15-9-1988	-	34	-	34	34	34	
210.	1 x 20	"	"	"	12-8-1988	12-8-1988	15-9-1988	15-9-1988	-	34	-	34	34	34	
211.	1 x 20	Newzealand	"	Wool	13-6-1988	30-7-1988	09-8-1988	09-8-1988	18	10	-	26	26	10	
212.	2 x 20	Belgium	"	Plastic	14-9-1988	17-9-1988	29-9-1988	29-9-1988	10	21	-	31	31	21	
213.	1 x 20	"	"	Medicines	13-9-1988	14-9-1988	16-9-1988	18-9-1988	1	2	2	3	5	4	
214.	1 x 20	Korea	"	Plastic	13-9-1988	18-9-1988	26-9-1988	26-9-1988	5	8	-	13	13	8	
215.	2 x 20	"	"	"	21-9-1988	17-9-1988	27-9-1988	27-9-1988	27	10	-	37	37	10	

(Contd.)

( In Days )

Sl No.	Number and Size of Container	Origin	Desti-Nation	Type of Goods	Date of Arrival	Date of Request	Date of Custom Clearance	Date of Departure	TIME DIFFERENCE						
									7 - 6	8 - 7	9 - 8	8 - 6	9 - 6	9 - 7	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
216.	1 x 20	Denmark	Pakistan	Medicines	29-8-1988	08-9-1988	29-9-1988	29-9-1988	10	21	-	31	31	21	
217.	1 x 20	Australia	"	Polyster	13-8-1988	19-9-1988	20-9-1988	20-9-1988	37	1	-	38	38	1	