

# YEAR BOOK 2021-22



**GOVERNMENT OF PAKISTAN  
MINISTRY OF MARITIME AFFAIRS**

## MESSAGE



Be it the management of water dominion or development of shipping operations, be it preservation of aquatic resources or administration of sea trade, Pakistan has put its best to administer the maritime affairs.

Ports and Shipping being an indispensable sector and back-bone of the country's economy has throughout been given utmost importance by the present Government by modernizing the maritime economy infrastructure of Pakistan through various plans and policies that remained aligned with the International Conventions and standards.

More than 90% of Pakistan's trade is routed through the sea with a thousand kilometers long coastline. Pakistan has a thriving and resilient blue economy which is gearing up fast to positively impact the global blue economy.

Being Minister for Maritime Affairs, I take pride in stating that operations at Port Qasim and Karachi Port are seamless and in full swing. Gwadar Port is all set to play its revolutionary role in redefining sea trade operations. New projects like acquisition of marine services vessels for Gwadar, access of berthing facilities for boats at Gwadar mini port, dredging and many more development projects are in process. Construction of the East-Bay Expressway, Pak-China Technical & Vocational Institute and several other initiatives under CPEC would significantly enhance maritime connectivity and trade.

Pakistan National Shipping Corporation (PNSC), enjoys a global presence in the shipping world. This year PNSC has earned record profits. This growth would further enhance in future as PNSC intends to add more vessels to the fleet. Besides, we are focused on reorienting our shipbreaking industry to IMO regulations and see Pakistan as shipbreaking hub in the region.

Most importantly, the fisheries industry is at one-fourth of its potential. I wish to personally look at the welfare of fishermen for enhancing their capacities, such that we become more productive individually and institutionally to fetch our share of benefit from the gifted waters.

**(Syed Faisal Ali Sabzwari)**  
Federal Minister for Maritime Affairs

## FOREWORD



In context of development and progress of a country, the economic contribution of seaport activity is of prime significance.

A country's logistics and supply chain system not only benefit national enterprises, but also help to speed up domestic exports. Pakistan is fortunate enough to be located in such an area where there is immense promise for development of renewable resources and the sea is the backbone of the country's economy.

In pursuance of Rule 25 (2) of the Rules of Business, 1973, I present the Year Book 2021-2022 which give highlights the policies and initiatives taken by this Ministry and its supporting organizations. It also contains a gist of the major activities and milestones achieved by ministry of Maritime Affairs during the calendar year

I am confident that the publication would provide information about Ministry of Maritime Affairs and also be a reference and source material. I look forward to suggestions/observations for further improving the year book.

**(Mathar Niaz Rana)**  
SECRETARY

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## **INTRODUCTION**

Ports and Shipping being a vital sector and back-bone of the country's economy in handling its trade through sea routes, has throughout been given utmost importance by the present Government. This Ministry has been pursuing the policies envisioned by the Prime Minister and the Cabinet so as to make the sector compatible to the modern times. Though sky is the ultimate limit, yet the present Government has significantly contributed to re-invigorate this sector in terms of its operation and profiteering, whereas a lot is on the cards to be implemented to make the sector more competitive in the region.

Ministry of Maritime Affairs in Islamabad is the federal administrative authority of the Government of Pakistan primarily assigned to facilitate the ports and shipping industry of Pakistan by providing policy guidelines to encourage port development and growth in shipping while maintaining safety standards in accordance with international stipulations.

The major units of the Ministry are as follows whose brief introduction & performance has been discussed in the report:

1. Directorate General (P&S), Ports & Shipping Wing, Karachi.
2. Mercantile Marine Department, Karachi.
3. Government Shipping Office, Karachi.
4. Pakistan Marine Academy, Karachi
5. Karachi Port Trust, Karachi.
6. Pakistan National Shipping Corporation, Karachi.
7. Port Qasim Authority, Karachi.
8. Gwadar Port Authority, Gwadar.
9. Korangi Fisheries Harbour Authority, Karachi.
10. Marine Fisheries Department, Karachi.
11. Karachi Dock Labour Board, Karachi.

## **MISSION STATEMENT**

To continuously develop national ports, provide competitive shipping, enhance seaborne trade, harness marine fishing resources and develop coastal infrastructure contributing towards the prosperity of the country; Ministry of Maritime Affairs ensures transparency and meritocracy.

## **OBJECTIVES**

- To formulate and implement plans and policies in conformity with International best practices to transform the ports of Pakistan into modern, competitive, user-friendly entities.
- To make our ports transshipment hub of the region with hinterland and outstate seamless connectivity to the Central Asian Republics.
- To encourage private sector entrepreneurs to own, operate under Pakistani flag by formulating, creating favorable business friendly policies.
- To improve governance of the ports through innovative approaches of landlord ports strategies.
- To maintain safety and security standards at the ports as per International Maritime Organization (IMO) Conventions.
- To ensure and maintain quality of Pakistani seafarers in accordance with the Standard for Training Certification and Watch-keeping (STCW) 1978 Convention.
- To promote Deep Sea Fishing beyond 12 NM Territorial limits up-to 200 NM.
- To regulate export of Fish and Fisheries products and regulate Harbour Environment.

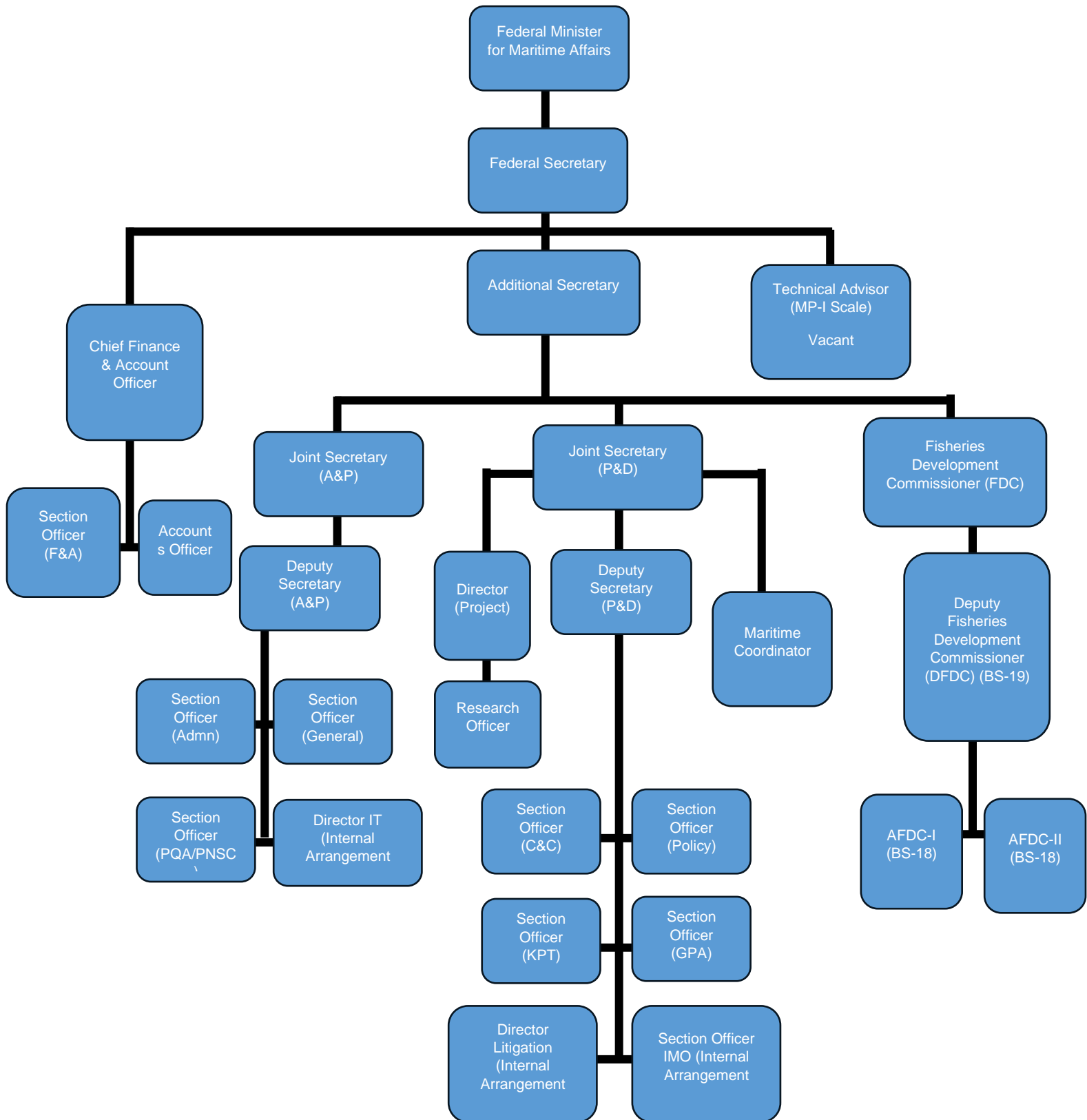
## **FUNCTIONS OF THE MINISTRY**

(As per Rules of Business, 1973)

1. National Planning, research and international aspects of –
  - i) Inland water transport; and
  - ii) Coastal shipping within the same Province.
2. Diverted cargo belonging to the Federal Government.
3. Navigation and shipping, including coastal shipping but not including shipping confined to one Province; safety of ports and regulation of matters relating to dangerous cargo.
4. Omitted vide S.R.O.294(I)/2011 (F. No. 4-5/2011-Min-I), dated 08.04.2011.
5. Light-houses, including lightships, beacons and other provisions for safety of shipping.
6. Admiralty jurisdiction; offenses committed on the high seas.
7. Declaration and delimitation of major ports and the constitution and power of authorities in such ports.
8. Mercantile marine; planning for development and rehabilitation of Pakistan merchant navy; international shipping and maritime conferences and ratification of their conventions; training of seamen; pool for national shipping.
9. Korangi Fisheries Harbour Authority, Karachi.
10. Office for promotion of Deep-Sea Fisheries Resources in Exclusive Economic Zone.
11. Fishing and Fisheries beyond territorial waters.
12. Quality Control Laboratory Karachi.
13. Marine Fisheries Research Laboratory Karachi.
14. Fisheries Training Centre/Deep Sea Fishing Vessel.
15. Oceanography and Hydrological Research.
16. Marine Biological Research Laboratory, Karachi.
17. Welfare of Seamen; seamen Hostel Karachi.



# ORGANOGRAM MINISTRY OF MARITIME AFFAIRS



# **1. DIRECTORATE GENERAL, PORTS & SHIPPING WING, KARACHI**



The office of the Directorate General Ports & Shipping Wing was established in 1961 at Karachi as a result of implementation of the recommendations enshrined in the Report of the Working Party constituted by the Cabinet to look into the affairs of Ports & Shipping industry in the country. This Wing, having both Secretariat and Technical Functions, is a part and parcel of the Ministry of Maritime Affairs, Islamabad. The objective of placement of the office in Karachi is to facilitate the Ministry based in Islamabad, specifically on administrative matters, related to the Ports and its authorities i.e. KPT, PQA & GPA, as and when referred to; including policy input on matters related to Ports & Shipping, administration of Merchant Shipping in the country, adherence to international maritime conventions, issuance of Certificate of Competency of master mariners, framing rules approval of training syllabus of all accredited merchant shipping schools/institutions, conducting survey of all ships & vessels, issuance of certificates relating to implementation of safety regulations and issuance of sea manning agents certification.

Karachi Port Trust (KPT), Port Qasim Authority (PQA), Pakistan National Shipping Corporation (PNSC), based in Karachi, Gwadar Port Authority (GPA) are autonomous organizations with their own fully empowered Boards of Directors and stipulated Rules and Regulations. The office of Directorate General, Ports & Shipping Wing, is consulted for processing cases to the Ministry for approval. Moreover, the issuance of NOCs to foreigners for visit of ports is also done by this Wing.

## **THE STATISTICAL DATA FOR YEAR 2021-22**

### **CHIEF NAUTICAL SURVEYOR**

<b>S. No</b>	<b>DESCRIPTION</b>	<b>NUMBER OF CASES</b>
01.	Applications for Examinations of Certificate of Competency processed	1028
02.	Certificate of Competency issued	172
03.	Certificates of STCW issued	921
04.	Certificates of Dangerous Cargo issued	827
05.	Verification of CoCs on hard copy/ online verification and updation of record	998
06.	Certificate of Recognition to CoC to foreign CoC holders	86
07.	Notice of Eligibility for Examination of CoC	708
08.	Surveys	245
09.	Total receipts disposed off	4821
10.	Revalidation of GMDSS Certificate and its online verification and up-dation	62

## CHIEF ENGINEER & SHIP SURVEYOR

S. No	DESCRIPTION	NUMBER OF CASES
01.	Approval for Foreign Exchange Release to PNSC	748
02.	Approval for Dry Docking	20
03.	Approval of Drawings for crafts/fishing boats	16
04.	Survey	04
05.	Allocation of Workshop and NOE for SSB/Examinations of CoCs	314
06.	Applications for Examinations of Certificate of Competency Processed	429
07.	Certificate of Competency issued	93
08.	Certificates of STCW/Dangerous Cargo issued	281
09.	Verification of CoCs / E-mails issued	16
10	Equivalency of CoC to Foreign CoC holders	35
11.	Certificate of Competency to Electro Technical Officers (ETO)	10

## FUNCTIONS

The functions of the Ports & Shipping Wing are summarized as under:

1. Formulation and implementation of plan and policies in line with the changing technology according to International Conventions and standard for improvement of Ports & Shipping and allied organizations
2. Technical and professional advice to the Government on all matters related to Ports & Shipping, Maritime Training and Maritime Affairs.
3. Dealing with various legislations: Acts, Rules, Regulations, etc. related to Ports & Shipping
4. Coordination of work with other Ministries, Divisions, Inter-Governmental Agencies, International Conferences and other consultative organizations concerning Ports & Shipping & Maritime Affairs.
5. Arrangements for holding examination of Masters, Mates and Engineers.
6. Conducting Examination for survey casualties, inspection and standards for ships' safety and operation and investigation into shipping casualties.
7. Compilation of records of all examination results, certificates of competency issued to certificated marine officers/engineers.
8. Marine environments, pollution control and legislative measures including conservation and management in the field of marine wild life.
9. Administration of Pakistan Merchant Shipping Ordinance, 2001.



## 2. MERCANTILE MARINE DEPARTMENT

Mercantile Marine Department (MMD) was established in 1930 is a sub-ordinate office of the Ministry of Maritime Affairs which is headed by Principal Officer (MP-SS) presently. The major function of this department, as a part of Maritime Administration of Pakistan, is to ensure safety of life at sea, safety of navigational and protection of Marine Environment in accordance with national and international rules and International Conventions. The department also acts as the registration authority for ships and craft under Pakistani flag and also conducts surveys and inspections of these ships & crafts. Examination for various categories of seamen is also conducted by this department as a part of Maritime Administration.

Since 1<sup>st</sup> July, 2020, Directorate of Dock Workers Safety and Lighthouses have been merged with MMD under One Cost Centre.

Mercantile Marine Department (Sub-Office at Gwadar) was established in February, 2007 and having obligatory role towards operations of the port and the allied shipping activities thereof.

### **PERFORMANCE / ACHIEVEMENT DURING THE FISCAL YEAR 2021-22.**

#### **(a) (MAIN OFFICE AT KARACHI)**

<b>S. No.</b>	<b>Indicators</b>	<b>Target</b>	<b>Achieved</b>
1.	Survey and Inspection	3000	3148
2.	Supervision of new construction & repair Evaluation etc.	50	3169
3.	Issuance of Statutory Certificates of Ships	30	02
4.	NOC for Outward Port Clearance	3900	3610
5.	Registration Change of Ownerships of Ships, Craft	1000	683
6.	Examination (Technical Personnel Inland)	1500	1106
7.	Examination of Marine Engineers Deck Officers	1200	315

#### **(b) (SUB-OFFICE AT GWADAR)**

<b>S. No.</b>	<b>Indicators</b>	<b>Target</b>	<b>Achieved</b>
1	Survey and Inspection	<b>20</b>	<b>00</b>
2	NOC for Outward Port Clearance	<b>20</b>	<b>28</b>
3.	Registration Change of Ownerships of Ships. Craft	<b>50</b>	<b>13</b>

## Revenue Receipts

<b>S. No.</b>	<b>Indicators</b>	<b>Target (Million)</b>	<b>Achieved (Million)</b>
1	Survey, Registration, Examination & Misc.	<b>60.000</b>	<b>58.003</b>
2	Light dues.	<b>600.000</b>	<b>377.470</b>



### **3. GOVERNMENT SHIPPING OFFICE**

Government Shipping Office (GSO) was established at Karachi Port on 21<sup>st</sup> May 1948. It now functions under the Ministry of Maritime Affairs and is being maintained in accordance with Chapter 3 of the Merchant Shipping Ordinance 2001.

#### **MAJOR FUNCTIONS**

1. Registration of seamen and issue the seamen service book (SSB)
2. Issue of Machine-Readable Seafarers Identification Document (MRSID)
3. Supply of crew to all Pakistani & desiring foreign ships
4. Engagement & Discharge formalities for Seamen on Ships
5. Settlement of disputes between Seamen and their employers
6. Maintain Seamen Service records and verification of records
7. Maintain discipline amongst Seamen

#### **MISSION**

1. Simplify seamen employment and discharge procedures
2. Computerized working for swift service to seamen in all matters
3. On line data arrangements for verification

#### **PERFORMANCE / ACHIEVEMENTS**

<b>YEAR</b>	<b>COMPUTERIZED SEAMAN SERVICE BOOK (SSB) ISSUED</b>	<b>MACHINE READABLE SEAFARERS IDENTITY CARD (MRSID) ISSUED</b>	<b>SEAFARERS ENGAGED ON SHIPS</b>	<b>SEAFARERS DISCHARGED FROM SHIPS</b>
2021-22	1655	1486	5772	2912



## 4. PAKISTAN MARINE ACADEMY

### INTRODUCTION

The maritime sector imports massive contribution to the national economy, hence merit recognition is important at all levels. Since ages, the only factor, which facilitated economic activities at a larger scale, is trade through sea. Not only efficient means of sea transportation is essential, but also Seafarers, who operates & maintains the cargo laden ships for timely arrival & departure, while ensuring uninterrupted trade related economic activities, are the most important and most expensive component. Hence, need of producing professionally trained & competent Seafarers is the compulsion for maritime nations. Pakistan, since independence, wisely invested in this very important sector producing much- acclaimed Seafarers.

Pakistan Mercantile Marine Academy was established in 1962 at Juldia, Chittagong (former East Pakistan), for training of Merchant Marine Cadets. In 1971, the Academy was shifted to Karachi at a temporary location and renamed as Pakistan Marine Academy (PMA). Subsequently, in 1978, it was finally shifted to current location at Hawks Bay Road, Mauripur, Karachi. In 1997, Seamen Training Centre, a training institute of Sailors was also merged with PMA.

PMA is the only public institute of Pakistan for training of Seafarers, for pre and post sea courses. It is affiliated with NED University of Engineering & Technology, Karachi, which awards Associate Degree in Nautical Science and Marine Engineering to Cadets on completion of 02 years pre-sea training.



**PMA ENTRANCE**



**A VIEW OF ADMIN BLOCK**

## **MANDATE BY MINISTRY OF MARITIME AFFAIRS, GOP**

The shape of maritime sector has changed dramatically over the last few decades; new technological changes coupled with diversified opportunities are emerging at a pace, never seen before. Thus, considering an obligation and as per directions of Federal Ministry of Maritime Affairs (Pakistan); PMA, ensures implementation of contemporary learning skills, based on maritime sector requirements and experiences shared by the active Seafarers, to meet the maritime sector demand for knowledgeable & skilled personnel. Training activities are also focused upon learners' experiences, both in theory & practical, thus assisting them to recognize the importance of specific skills being imparted for their future career. In addition to positively promote maritime awareness, PMA organizes and actively participates in relevant activities along with maintaining close coordination with local/international maritime industry.

Ministry of Maritime Affairs has mandated PMA for "Provision of Maritime Education & Training to Cadets and Sailors for onwards deployment in Maritime Sector/Shipping Industry.

In view of above, targets set by the Government for PMA are:

- a. To train and educate at least 170 Cadets (Nautical & Marine Engineering) in a year, through 2 years resident program.
- b. To train 200 General Purpose Crew/Ratings, annually.
- c. To conduct pre-sea and post-sea, IMO Mandatory Courses.

## **VISION**

A preeminent International Maritime Institute with futuristic facilities to yield global professionals in accordance with contemporary requirements of maritime industry; and international Research & Development (R&D) Center of excellence for further development of Maritime Sectors.

## **MISSION**

To produce professionally skilled and capable Human Resource in order to meet requirements of maritime sector/shipping industry



## AIM

The ultimate aim is to make academic career more flexible by articulating curricula in unison with desired professional requirements, emphasizing on core competencies and leadership qualities.

## OBJECTIVES

The main objectives of Pakistan Marine Academy are:

- a. To provide quality education in the fields of Nautical and Marine Engineering, for a successful career at sea and shore, for both cadets and sailors.
- b. To develop leadership qualities, high sense of responsibility, honour, uprightness, pride of profession, loyalty and devotion to the profession, thereby serving the country.
- c. To provide higher professional training in selected maritime disciplines and conduct mid-career courses for seafarers.

Efforts are also at advanced stages for transforming PMA into Institute of Maritime Affairs (IMA) for enhancing the scope of education-cum-training, thereby, producing professionals in the field of:

- i. Maritime Law; Finance;
- ii. Broking; Insurance;
- iii. Administrative/Ocean Management;
- iv. Energy Engineering & Automation;
- v. Marine Transport/Logistic Economics;
- vi. Physical Oceanography;
- vii. Geological & Geophysics;
- viii. Chemical Oceanography & Marine Environment; Biological Oceanography etc.,

which indeed would be beneficial for achieving desired progress in maritime fields.

## TRAINING FACILITIES

PMA provides an environment geared up for professional learning and training in a congenial academic atmosphere, supported by quality teaching and requisite practical training, through state-of-the-art infrastructure. The Academy has a magnificent civil infrastructure consisting of ingeniously designed and purpose built buildings for the administrative staff, instruction and the training activities, accommodation facilities, simulators, engineering workshop, and medical center.



**INSTRUCTIONAL BLOCK**



**PARADE GROUND/ CADETS' BLOCK**



**CLASS ROOM**



**LIBRARY**

To support training activities, PMA has state-of-the-art Bridge, Engine, ECDIS, GMDSS, Radar ARPA & High Voltage simulators; well-equipped science laboratories, engineering workshops, Fire-fighting mock-up; a well-stocked library and a modern computer and language laboratories. In addition, there are indoor/outdoor sports facilities/fields, swimming pool, auditorium, parade ground and a pier (jetty) for water-borne training facilities. A fully equipped medical center provides basic medical cover to the trainees and the residents of the campus. Residential quarters for 30 officers and about 95 staff members are also available on the campus.



**SHIP MODEL ROOM**



**COMPUTER LAB**

Experienced and dedicated teaching faculty members cater for the educational and training needs of the students. The basic training is offered on full residential basis, while pre-sea and post-sea short courses are offered for day scholars.



**FULL MISSION BRIDGE SIMULATOR**



**SWIMMING POOL**



**BOAT HANDLING**



**PASSING-OUT PARADE**



**TRAINING BOAT**



**PSC & RB COURSE**

## **LABORATORIES**

Practical work in laboratories is an essential part of the curriculum. Almost all subjects taught are augmented by practical in the laboratories. All the departments are supported by well-equipped laboratories having state-of-the-art machinery and equipment. PMA has the following laboratories:

- a. Physics Laboratory
- b. Chemistry Laboratory
- c. Computer Laboratory
- d. Language Laboratory

## **TRAINING EQUIPMENT**

PMA is well equipped with the latest training facilities in the region, which include, Full Mission Bridge and Engine Simulators, Global Maritime Distress & Safety System (GMDSS), ECDIS, RADAR/ ARPA and High Voltage Simulators, full range of Electronic Navigational Aids, Gyro Compass Working Models, Cargo Handling Working Models, Mini Planetarium, Tankers Course Laboratory, Mini Oil Recovery Skimmer, Seamanship Practical Training Room, Electrical and Mechanical Workshops, Fire-fighting training mock-up, Computer and language Laboratories.

## **ENVIRONMENT**

The Academy is situated on seaside and is at a distance of 10 kilometers from the main city, therefore, the environment is pollution free. Plantation of Mangroves has enhanced the greenery in the campus.



**A BEAUTIFUL VIEW OF JETTY**

## **FACULTY**

The Academy has a faculty comprising of permanently employed members supplemented by visiting instructors and guest scholars, as necessary. The team of instructors at PMA includes experienced naval and merchant marine officers and scholars, who mostly holds post graduate qualifications in their respective fields with having rich practical experience at sea. These include a number of graduates from World Maritime University (Malmo), as well. In addition, Academy also employs about 170 admin staff to support the training activities. This expertise enables PMA to offer a wide range of specialized courses to complement and meet contemporary needs of dynamic maritime industry.

The Academy has professional associations with universities and training institutes within Pakistan and abroad.

## **COURSES & TRAINING PROGRAMMES**

The Academy conducts Pre-Sea & Post-Sea courses as per training requirements of IMO, in accordance with STCW convention; following data is relevant in this regard:

⇒ Yearly Recruits (Pre-Sea):	170 Cadets.
⇒ Total No. of Trained Pre-Sea Cadets:	3,791
⇒ Total No. of Trained Post-Sea Training:	16,493 (Nautical & Eng.)
⇒ Total No. of Trained GPs:	2,433
⇒ Total No. of Cadets undergoing Training:	232(115 Nautical & 117 Eng.)
⇒ Total No. of Trained Short/Mandatory Courses:	110,865.

## **PRE-SEA COURSES**

### **1) 02 YEARS COURSE IN NAUTICAL/ MARINE ENGINEERING DISCIPLINE**

(Leading to award of Associate Degree in Nautical Science& Marine Engineering by the NED University of Engineering & Technology, Karachi)

#### **ADMISSION CRITERIA**

- i) Qualification: Higher Secondary School Certificate (Intermediate in Science with Mathematics, Physics, Chemistry) i.e., 12 years school education.
- ii) Age: 17-20 Years.
- iii) Medical Fitness: As per standards for Seafarers.
- iv) Entry Test
- v) Interview

### **2) 05 MONTHS GP-III TRAINING (FOR RATINGS)**

#### **ADMISSION CRITERIA**

- i) Qualification: Secondary School Certificate Holder that is 10 years school education.
- ii) Age: 18-25 Years.
- iii) Medical Fitness: As per standards for Seafarers

## **POST SEA/SHORT/MANDATORY COURSES**

1. Oil Tanker Familiarization.
2. Engine Room Simulator Course.
3. Global Maritime Distress Safety System (GMDSS).

4. Basic Fire Fighting Course.
5. Personal Survival Techniques Course.
6. Elementary First Aid Course.
7. Proficiency in Survival Craft & Rescue Boat.
8. Personal Safety & Social Responsibility
9. Tanker safety Course.

## **PERFORMANCE /ACHIEVEMENTS DURING THE YEAR 2021- 22**

Revised Associate Degree Programme (in Nautical Science and Marine Engineering) duly approved by Syndicate & Academic Council of NED University of Engineering & Technology Karachi, has been implemented from 56<sup>th</sup> Batch (January 2018 - December 2019).

The Academy conducted following programme/ courses during the above-mentioned period. Number of participants/qualified trainees is mentioned against each:

<b>S#</b>	<b>NAME OF COURSE</b>	<b>DURATION</b>	<b>NO. OF TRAINEES (2021-22)</b>
1.	Associate Degree in Nautical Science	02 Years	117
2.	Associate Degree in Marine Engineering	02 Years	115
3.	Short/Mandatory Courses:	3 to 18 days	11,144

## **CO-CURRICULAR ACTIVITIES**

Following Co-curricular activities were held during the year 2021- 22:

- a) Conducted Guest Speaker Lecture on “Human Aspect in Behavioral Management” at Pakistan Marine Academy by Capt. Adeel Farooq on 11<sup>th</sup> Dec 2021.
- b) Conducted Guest Speaker Lecture on “Pre-Interview preparation and working culture on board” at Pakistan Marine Academy by Capt. Babur Shafique on 11<sup>th</sup> Dec 2021.
- c) Conducted Guest Speaker Lecture on “Practical approach to professional development: Interactive session” at Pakistan Marine Academy by Chief Engr. Nauman Tahir on 17<sup>th</sup> Dec 2021.
- d) Conducted Guest Speaker Lecture on “Self-Accountability” at Pakistan Marine Academy by Director Quran Academy, DHA, Dr Muhammad Ilyas on 11<sup>th</sup> March 2022.
- e) Inter Divisional bilingual declamation contest was conducted on 18<sup>th</sup> March 2022.
- f) 5<sup>th</sup> PMA Bilingual Declamation Contest was conducted on 22<sup>nd</sup> March 2022.
- g) Conducted Guest Speaker Lecture on “Information Exchange for Maritime Security in Region” at Pakistan Marine Academy by Director General Pakistan Navy Concept and Doctrine Development Center Cdre. Muhammad Nauman Rafique on 15<sup>th</sup> April 2022.
- h) Conducted Guest Speaker Lecture on “Skill Gaps” at Pakistan Marine Academy by Ms. Shazia Farooqi, on 27<sup>th</sup> May 2022.
- i) Conducted dissemination Session of ICRC on UNCLOS and Armed Conflict at Sea on 29<sup>th</sup> July 2022.

## 5. KARACHI PORT TRUST



### INTRODUCTION

Karachi Port is the nation's most important economic asset bearing a proud and distinguished history. A constant and on-going development programme based on scientific maritime principles has equipped the port to ably meet both the present and future requirements of cargo-handling. This impressive pinnacle of achievement has been reached after more than a century of development work and far-sighted planning.

### HISTORY OF THE PORT

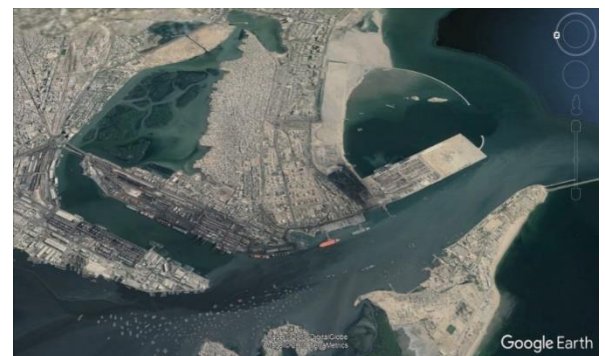
By 1852, Karachi was an established city with a population of 14,000 and a prosperous overseas trade. The modern port began to take shape in 1854, when the main navigation channel was dredged and a mole or causeway was constructed to link the main harbour with the rest of the city.

The photograph taken in 1900, with a general view along the iron Napier Mole Bridge connecting Karachi with Keamari, the landing place for all goods and passengers bound for the city. Karachi, now the capital of the Sindh province in the lower Indus valley, was once the capital of Pakistan and continues to be the country's commercial hub and largest city. Its history prior to the 19th century is largely unrecorded but it is believed to be the ancient port of Krokala on the Arabian Sea, visited by Alexander's admirals in 326 BC. Karachi is built around a bay which is a natural harbour and protected from storms by a group of small islands. The small fishing village of Karachi became a trading post when the Talpur Mirs of Sindh built a mud fort here in the 18th century, but the port remained small. It was completely transformed when its harbour was developed by the British after they conquered Sindh in the mid-19th century. The main navigable channel was dredged and the construction of a mole or causeway joining the main harbour with the rest of the city was undertaken. The Napier Mole Bridge was constructed about five years later, together with the Manora Breakwater, Keamari Groyne, Native Jetty and Chinna Creek.



### LOCATION

In the northern coast of the Arabian Sea, from the straits of Hormuz in the west and past the Indus River in the east, lies about 600 kilometres of Pakistan's serene coastline. Ideally located with well developed connections with Afghanistan, Central Asia and Western China; Karachi Port serves as gateway to the region.



### OUR VISION

“To Transform Karachi Port into a Modern, Competitive, User-Friendly Port and a Transshipment Hub of the Region with Hinterland Connectivity”

## **GOVERNANCE STRUCTURE**

Karachi Port is governed by the Ministry of Maritime Affairs. Chairman is the Chief Executive and also Chairman of KPT Board of Trustees. He is assisted by eight General Managers, responsible for the Operations, Finance, Planning and Development, Engineering, Administration, Civil Works, Real Estate Development and Information Technology Divisions. All policy decisions are vested in KPT Board of Trustees.

## **BOARD OF TRUSTEES**

The Board comprises eleven (11) Trustees including Chairman.

Six (06) Trustees including Chairman and one associated with Labour Unions are appointed by the Federal Government.

1. Chairman (Ex-officio)
2. COMKAR Pak Navy (Ex-officio)
3. Rep. from KPT Labour Union (Ex-officio)
4. Private Member (appointed by the FG)
5. Private Member (appointed by the FG)
6. Private Member (appointed by the FG)

Five (05) Trustees, after they are elected / nominated by the respective bodies will be notified by Federal Government i.e.

1. Chamber of Commerce & Industry Karachi
2. Karachi Chamber of Commerce & Industry
3. Karachi Cotton Association
4. Pakistan Ship Owners Association
5. Karachi Municipal Corporation

## **FACILITIES AT KARACHI PORT**

### **PORT OPERATIONS**

The containerized cargo started coming to Karachi Port from 1973. The American President Line had for the first time given service within a fortnight to bring 100 containers from US whose arrival was inaugurated by the then Prime Minister. Since then cargo freight has mostly shifted to containerized form and is growing every year.

KPT is poised to become the regional shipment hub, and its 3 world-class terminals serve major shipping lines connecting to ports all over the world. Spread out over almost 33 square kilo meters, KPT is a state of the art port with easy access for ships calling port.



The Port itself consists of three wharves. The East Wharf has 17 multipurpose berths (Berth No. 1 to 17), the West Wharf (Berth No. 18 to 30) has 13 berths and South Wharf has 4 berths. Each of the wharves has a dedicated container terminal with a designed depth of 13-16 meters. The Karachi Port Trust has three oil piers to handle liquid cargo.

## CONTAINER FACILITIES



Karachi International Container Terminal, Pakistan International Container Terminal and South Asia Pakistan Terminal are the three dedicated Container Terminals located on the port developed in collaboration with private partnership and equipped with the latest cargo handling equipment.



## WAREHOUSING FACILITIES

KPT provides; at each berth, warehousing and clearance of cargo services provided are dangerous for immediate uploading and storage yards, oil tankages, bulk container freight stations.



facilities for transit, storage, and containers. Additional cargo handling, packing stations packaging of dry goods, custom cargo stacking areas and



## LIQUID CARGO TERMINAL

KPT has three dedicated liquid cargo piers used for the handling of petroleum and non-petroleum products. These terminals are equipped with the most modern loading and unloading facilities and safety measures.



## SHIP MAINTENANCE & REPAIR

KPT has its own dry dock facility at Manora that enables quick boat repair and maintenance. For more extensive work or for larger ships, a shipyard run by Karachi Shipyard and Engineering Works is also located near the Port.



## PORT SAFETY & SECURITY

KPT is committed to the utmost safety and security of goods and personnel. A sophisticated system of radars, buoys, and technology systems are employed to monitor incoming vessels and guide them to their berthing space. Additionally, the dedicated Port Security Force, Port Technology Units, Marine Pollution Control Department and Fire Fighting Unit at Karachi Port Trust work round the clock to protect the Karachi Port, its cargo and its users.





## DREDGING & RECLAMATION WORK

Dredging is a constant activity of a port and is conducted to maintain required level of depth at all times within the port channel to facilitate shipping lines and vessels calling Karachi Port. Due to high and low tides, the flow of tidal current brings siltation inside the channel which gradually reduces the depth inside the port channel. KPT has a flotilla of dredgers and is the sole port of Pakistan to have this facility. The Port has over the years remained in constant pursuit to acquire latest dredgers to meet its requirements.



## ACHIEVEMENTS

### KPT welcomes First ever Uzbekistan Export Shipment

Pakistan International Container Terminal welcomes Pakistan's first ever Export Shipment of Uzbekistan on 13<sup>th</sup> May 2022. Honorable Federal Minister Syed Faisal Ali Subzwari has graced the inaugural trade event which is obviously a landmark achievement for PICT.



### Federal Minister Syed Faisal Ali Sabzwari witnessed the Hajj Balloting 2022

Hajj Ballot 2022 for 2 officers and 18 employees was held in KPT Head Office on 10<sup>th</sup> May 2022. Honorable Federal Minister Maritime Affairs, Syed Faisal Ali Sabzwari has graced the occasion and appreciated the noble gesture of KPT management. Minister Faisal Sabzwari also congratulated the successful aspirants in presence of CBA members.



Following successful Officers and employees will perform Hajj in 2022

S.No	Name	Designation	Department
1	Mr. Shafi Muhammad,	Ag. General Manager RED/Project Manager (M)	P&D
2	Dr. Ghazala Javed,	Lady Medical Officer	Medical
3	Mr. M. Saleem,	Carpenter	CM&EE
4	Mr. Zamir Hussain	Reveter	CM&EE
5	Mr. Muhammad Rafiq	Reveter	CM&EE
6	Mr. Arshad Khitab	Cargoman	Traffic
7	Mr. M. Imtiaz Ali Sheikh	Traffic Supervisor-II	Traffic
8	Mr. Subhanallah Khan	Junior clerk	Traffic
9	Abdul Qadir	Khalasy	Engineering
10	Malik Abdul Kareem	Gangman	Engineering
11	Mr. Muhammad Ali	Lascar	Port
12	Mr. Shoukat khan	Lascar	Port
13	Mr. Muhammad Yousuf	ASI	PSF
14	Mr. Liaquat Ali	Sr. Havaladar	PSF
15	Mr. Abul Bayan	Assistant	Secretariat
16	Mr. Abdul Ghafoor	Sorter	Finance
17	Mr. Abdul Nasir	ASI	PIO

18	Mr. Muhammad Jahangir Zia	Sr. Havaladar	PIO
19	Mr. Abdul Qayyum	Sr. Clerk	HR
20	One Nominee from CBA	-	-

## Minister for Maritime Affairs announced Motor Boat Engines for Fishermen

Ministry of Maritime Affairs celebrated World Ocean Day on 8<sup>th</sup> June 2022 at a local hotel. Federal Minister for Maritime Affairs, Senator Faisal Ali Subzwari announced to provide 2000 motor boat engines for Rs. 500m along with a floating jetty with the cost Rs. 267m to fishermen in Gwadar by the end of this year.

The Minister while speaking at the event, highlighted

the Development of Blue Economy (BE) Policy and Roadmap as a special agenda of the Ministry of Maritime Affairs and appreciated the efforts of World Bank for conducting a detailed study on Blue Economy that will surely be beneficial for policy making in future. While addressing, he stated that the purpose of the event is to create awareness in the people of Pakistan about the potential of our ocean as an important asset for sustainable economic growth as well as to take collective action to advance the sustainable utilization of our ocean. The Minister reiterated that the Federal Government and Ministry of Maritime Affairs are and will remain committed to and be more active, efficient and available for all the stakeholders associated with the Blue Economy of Pakistan.



## Reconstructed Oil Pier-III becomes operational

Oil Pier-III at KPT became fully operational on 4<sup>th</sup> August 2021 after reconstruction which hasn't been maintained for decades. After its reconstruction, KPT becomes capable of handling 24 million tons of liquid cargo annually.



## SOP Signed to handle Dirty Cargo

Special Assistant to Prime Minister on Maritime Affairs Mr. Mehmood Moulvi & Chairman KPT witnessed the signing of Dirty Cargo handling Standard Operating Procedure (SOP). Mr. Tariq Haleem, Chairman Stevedoring Conference and Mr. Azam Memon, Traffic Manager, signed the SOP on 5th July 2021.



## Extensive Dredging Allows Deeper Draft Vessels to Berth at KPT

Dredging of berths and channel of Karachi Port has been accorded priority since January 2021 so as to maintain designed depths for more and diverse cargo handling. The BHD ALI dredger is also carrying out night operations for greater output and cumulatively dredged approximately 160,000 cubic meters during the period from 1st January 2021 to 31st August 2021, with substantial savings to KPT, and has achieved designed depths of 11m (berths # 1, 4 & 5), 13m (berths # 6, 7, 10 & 11), 10m (berth # 20 & 21) and 13m (Oil Piers 1 & 3).

This fast-track dredging operation has enabled KPT to accommodate deeper draft vessels, improve turnaround time, safer berthing alongside berths, reduce demurrage charges and enhance revenue generation in line with the vision of Federal Minister of Maritime Affairs, Syed Ali Haider Zaidi, to facilitate shipping and business community and general public as well.

It is pertinent to mention that Cutter Suction Dredger namely MINHAL has been deployed in China Creek after the year 2015, which has also enhanced the depth and tidal flow in the creek as well as the mangroves thereby improving marine habitat.

### **Agreement for Housing Finance signs between KPT & HBFC**

Karachi Port Trust has signed an agreement with House Building Finance Company (HBFC) Limited at KPT Head Office on 3rd December 2021. Mr. Nadir Mumtaz Warraich, Chairman KPT and Mr. Imran Ahad, MD and CEO HBFC, have signed agreement in the presence of Minister of Maritime Affairs, Syed Ali Haider Zaidi and other senior executives of both the organizations.



Syed Ali Haider Zaidi, Minister for Maritime Affairs, has shown delightedness while watching KPT and other entities like Port Qasim Authority and PNSC under MoMA joining hands with HBFC to provide housing finance solutions for their employees. Home ownership remains a dream and a desire for every Pakistani, and it's great to see these institutions coming together to help fulfill dreams, Mr. Ali Zaidi said.

### **Freight train service launched to link Karachi port with rest of Pakistan**

In accordance with the vision of Prime Minister Imran Khan regarding uplifting business activities in Pakistan a Freight Train Service has been inaugurated for the transportation of containers from Karachi Port Trust to upcountry destinations. In this connection, a ceremony was held at South Asia Pakistan Terminal on 24th January 2022, where Governor Sindh Mr. Imran Ismail, Minister for Railways Mr. Azam Sawati, Minister for Maritime Affairs Syed Ali Haider Zaidi, Special Assistant to Prime Minister Mr. Mehmood Baqi Moulvi and other distinguished guests have graced the occasion.



Governor Sindh inaugurated the Freight Train Services and appreciated the joint venture of KPT and PR to facilitate the business community. The Minister for Maritime Affairs Ali Haider Zaidi said that the development of Karachi will make both the province Sindh and the country Pakistan prosperous.

Minister for Railway Mr. Azam Sawati said that the South Asia Pakistan Terminal is expected to handle 3.1 million containers/annum, this huge potential of cargo can be tapped to generate revenue of Rs 6 billion/annum for Pakistan Railways. This rail connectivity will not only expand the port hinterland but it will also drastically curtail the container traffic from the cities, ultimately reducing traffic congestions.

### **KPT Steps ahead SCB towards Digitalization**

The first ever online payment by Karachi Port Trust (KPT) in collaboration with the Standard Chartered Bank was achieved successfully on 24th January 2022 to commence online transactions from KPT. Online payments will ensure swift & timely payments to all KPT vendors and increases efficiency thereby in payment processing.

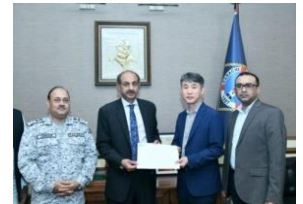
In yet another first for KPT, starting in January this year all royalty income receivables by KPT has become digital. Online digital receipts of royalty payments will provide additional interest income annually. KPT is going into digitalization mode in a segmented manner.

## **KPT successfully resolved Outstanding Container Storage Charges issue with Terminal Operators**

Karachi International Container Terminal and Pakistan International Container Terminals resolved a decade old matter of outstanding dues pertaining to container storage charges. In this connection, Mr. CS KIM Chief Executive Officer KICT, along with Mr. Naveed Qureshi, CFO KICT, visited KPT Head Office on 11th March 2022.



On the same issue, PICT CEO Mr Khurram Khan & his team has visited KPT Head Office earlier on 9th March 2022 for the settlement of outstanding dues matter pertaining to temporary container storage charges. Rear Admiral Zubair Shafiq GM (OPs) KPT, TM Azam Memon & KPT Traffic & Accounts Dept personnel were also present during the occasion.



## **BHD ALI Completed 285000 Cubic Meter**



Dredger BHD ALI completed 285,000 cubic meters of dredging last year. To commemorate the 1st anniversary of dredger “BHD Ali” during a ceremony was held, on 20th January 2022, aboard dredger which became operational after 7 years. Chairman KPT Mr. Nadir Mumtaz appreciated the dedicated efforts of KPT Officers & Staff.

For facilitation of general public BHD Ali commenced dredging at Keamari Boat Basin, North side. The Islanders have become the first beneficiaries with the commencement of deeper draft boats loading larger quantities of essential provisions. The dredging at Keamari Boat Basin has taken place after 24 years.



## **PICT received RORO Vessel Jolly Quarzoj after 20 years**

KPT container terminal PICT received a maiden call of RORO vessel JOLLY QUARZOJ on 2nd February 2022. The arrival at Karachi Port, after around 20 years, is a landmark achievement & advantageous to exporters besides taking maritime activities in Pakistan to the next level.



## **DEVELOPMENTS**

### **Completed / In Progress/Future Projects**

#### **Storage Silos of Wheat, Corn, Cereals Seeds & Grain**

KPT management has decided to construct the dedicated storage silos for wheat, corn, cereals, seeds & grains (Import/Export) with most modern and efficient handling and storage equipment on EPC model. The silos will receive cargo from vessels of carrying capacity around 75000 DWT. The storage capacity of silos is 50,000 metric tonnes each on East & West wharves.

M/s Indus Associated Consultants (Pvt) Ltd have been awarded the contract to prepare the EPC document for the project which will be submitted by them in 60 days.

#### **Reconstruction of Oil Pier-I**

Oil Pier-I is the oldest of all three oil piers at KPT. Built in 1978, the structure was designed to handle tankers of up to 16,500 to 75,000 DWT.

The conditional survey of OP-I was carried out and it was concluded that the structure is rapidly deteriorating due to chloride corrosion of the reinforcement. KPT Management planned to reconstruct OP-I, the new terminal will provide all required modern liquid cargo handling facilities and would be able to handle ships up to 100,000 DWT. M/s Inros Lackner of Germany in JV/Int Venture with M/s Techno Consultant were hired as design of the Oil Pier.

Due to lack of financial resources and since the project would be an energy lifeline for the country and a national strategic asset to enhance the economy, the project has been submitted for PSDP funding.

#### **Reconstruction of Boat Basin Jetty Phase-II**

KPT management has decided to reconstruct the Jetty at Boat Basin Keamari after it was rendered dangerous for use in 1998. The Consultancy and top supervision was awarded to M/s Zaheeruddin Consultants Pvt Ltd and M/s Iqbal & Sons is hired for the execution of works. The project falls under the umbrella of Corporate Social Responsibility of KPT. The scope of the project entails:-

- a. Dismantling old jetty and structures
- b. Construction of New Jetty, Parking Shed, Waiting Area and Allied Structures for public utility
- c. Firefighting systems
- d. Construction of new trenches for relocation of product pipelines
- e. Rehabilitation of wharves and clock tower

Work awarded to M/s Iqbal & Sons at a cost of PKR 625 Million and work was commenced in February 2022.

- Contractor Mobilized at site
- 100% soil investigation completed
- Test index pile completed
- Piling of structure is in progress

#### **Construction of Connectivity Bridge between East & West Wharves at Karachi Port**

The project consist of following major activities:

- Construction of bridge specifically for heavy traffic movement of East & West Wharves.
- Piling works in the existing creek/port channel
- Roadwork

- Drainage works
- Road Lighting
- Traffic signs

Its work was awarded to M/s CCECC-Usmani (JV) at a cost of PKR 2.319 Billion which commenced on 26th January 2022.

**Progress:**

- Contractor mobilized at site
- 100% soil investigation completed
- 100% Bathymetric survey completed

**Supply of four Shipping Tugs (New/Unused) each with 75 tonnes (Minimum) astern sustainable pull capacity**

Port operational requirement for provision of obligatory services, the supply contract was awarded to a Turkish firm M/s Uzmar. Contract Agreement was signed on 18th August 2020. All 4 ASD Tugs have been handed over to KPT.

**Feasibility study of Hydraulic Regime at Karachi Port**

Feasibility Study for determining the existing hydraulic regime in the Karachi Port area of jurisdiction and for improving Marine Ecosystem while considering previous and future development projects. Letter of Award has been issued to M/s HR Wallingford, UK (JV) with M/s Techno-Consult International (Pvt) Ltd, Pakistan. Signing of Consultancy Agreement is underway.

**CARGO / CONTAINER HANDLING & SHIPS MOVEMENT AT KARACHI PORT**

For the Financial year 2021-22

<b>CARGO / CATEGORY</b>	<b>FIGURES</b>
<b><u>I M P O R T S (Million Tons)</u></b>	
Dry General Cargo	17.457
Dry Bulk Cargo	4.016
<b>Total Dry Cargo</b>	<b>21.473</b>
Liquid Bulk Cargo	14.067
<b>TOTAL</b>	<b>35.540</b>
<b><u>E X P O R T S (Million Tons)</u></b>	
Dry General Cargo	11.032
Dry Bulk Cargo	4.135
<b>Total Dry Cargo</b>	<b>15.167</b>
Liquid Bulk Cargo	1.002
<b>TOTAL</b>	<b>16.169</b>
<b><u>TOTAL IMPORTS &amp; EXPORTS (Million Tons)</u></b>	
Dry General Cargo	28.489
Dry Bulk Cargo	8.151
<b>Total Dry Cargo</b>	<b>36.640</b>
Liquid Bulk Cargo	15.069
<b>GRAND TOTAL</b>	<b>51.709</b>
<b><u>C O N T A I N E R   H A N D L I N G (TEUs in Million)</u></b>	
No. of Import	1.092
No. of Export	1.113
<b>TOTAL TEUs</b>	<b>2.205</b>
<b><u>S H I P   M O V E M E N T (In Nos.)</u></b>	
Container Ships	861
Bulk Cargo Ships	233
Gen. Cargo Ships	211
Oil Tankers	526
<b>TOTAL</b>	<b>1,831</b>

## EVENTS

### **Federal Minister for Maritime Affairs, Syed Faisal Ali Subzwari, visited KPT Head Office**

Federal Minister for Maritime Affairs, Syed Faisal Ali Subzwari, visited KPT Head Office on 21st April 2022, for introductory briefing after taking Oath as Minister Maritime Affairs. The Honorable Minister was given warm reception by Chairman KPT and GM's upon arrival.

The Hon' Minister, Syed Faisal Ali Subzwari, was introduced with senior management by the then Chairman KPT. During presentation in the Conference Hall Hon' Minister was briefed about organization setup, port operations, ongoing and future projects planned by the port. Chairman KPT and his

team expressed strong resolve to work under the dynamic leadership of Hon' Minister for the development of the Port and maritime sector. Later, the visit concluded with his remarks submission on visitor's book.



### **Marine Pollution Board meeting at KPT Head Office**

Federal Minister for Maritime Affairs Syed Faisal Ali Sabzwari chaired the Marine Pollution Board meeting at KPT Head Office on 9th May 2022. The meeting was attended by senior ministry officers, representatives of Government of Sindh, PMSA, Chairman PQA & KPT officials.



Federal Minister for Maritime Affairs Syed Faisal Ali Sabzwari desired that the issue of Marine Pollution be addressed at the earliest and necessary coordination required should be undertaken by all the stakeholders.

### **Federal Secretary Maritime Affairs Mr. Mathar Niaz Rana's Visited KPT**

Federal Secretary Maritime Affairs Mr Mathar Niaz Rana visited KPT Head Office for the first time after taking his charge in Ministry of Maritime Affairs on 30th June 2022. A briefing on port infrastructure covering port operation and projects was arranged for the orientation of the Federal Secretary during his visit. During the briefing views were exchanged on KPT projects and the Federal Secretary directed KPT to encourage participation of private sector more in port development projects. He further informed about Ministry's intent to resolve issues and problems faced by KPT.



Later, the General Manager Engineering Rear Admiral Adnan Khaliq presented KPT Crest to the Federal Secretary Mr Mathar Niaz Rana to conclude the proceeding of the day.



Later, the Federal Secretary Mr Mathar Niaz Rana also took round of Karachi Port to witness the ongoing port operations.

A day prior to his visit at KPT Head Office, the Federal Secretary visited deep-water port terminal on 29th June 2022 to gain familiarity with the port terminal operations. The Federal Secretary exchanged views with the SAPT management, in the presence of KPT General Managers, with regards to further improvement and development in key areas while addressing concerned problems and issues they face.



### Syed Syedain Raza Zaidi, DG Ports & Shipping, takes additional charge of Chairman KPT

Syed Syedain Raza Zaidi, DG Ports & Shipping takes KPT on 24th May 2022. Syed Syedain Raza Zaidi is Service. He joined Civil Services in 1994. He carried serving in different departments of federal and recent postings include Director General (Ports and Korangi Fisheries Harbour Authority, Chairman Port Commissioner Inland Revenue, Federal Board of as Additional Commissioner of Income Tax, Implementation & Coordination (S&GAD), Secretary (Admn) Health Department, Government of Finance, Government of Sindh, Deputy Director Investigations National Accountability Bureau (NAB) Sindh, Deputy Commissioner of Income Tax & Assistant Executive Engineer Irrigation Department, Government of Punjab. He is also a member of Gwadar Port Authority Management Board and PNSC Board of Directors.



additional charge of Chariman an officer of Inland Revenue rich and diverse experience of provincial governments. His Shipping), Managing Director Qasim Authority and Revenue. He has also served Additional Secretary, Government of Sindh, Deputy Sindh, Deputy Secretary Government of Sindh, Deputy Secretary National Accountability Bureau (NAB) Sindh, Deputy Commissioner of Income Tax & Assistant Executive Engineer Irrigation Department, Government of Punjab. He is also a member of Gwadar Port Authority Management Board and PNSC Board of Directors.

### Chairman KPT Visited at Dredger Abul & Dredger Ali

The Honorable Chairman KPT visited Dredger Abul and Dredger Ali on Sunday 19th June 2022. He thoroughly discussed about the



operation and maintenance activity of these dredgers. During the interactive session, he appreciated the efforts of the officers and crew working onboard dredgers. Chairman KPT Syedain Raza Zaidi inspected BHD ALI and TSHD ABUL dredgers today. Mr. Wajid Hussain (CMEE-I) briefed the Hon' Chairman about dredging operations of KPT. Later, the Chairman KPT also visited the deep-water port terminal SAPT.

The Pakistan Delegation of Maritime Affairs attended IMO Assembly Session in UK

The Pakistan delegation headed by the Minister for Maritime Affairs Syed Ali Haider Zaidi along with Secretary Maritime Affairs Mr. Rizwan Ahmed, Chairman KPT Mr. Nadir Mumtaz



Warraich and Chairman Port Qasim Rear Admiral Syed Hassan Nasir Shah HI(M) attended the biennial IMO Assembly Session held in London from 6 - 15 December 2021.

Federal Minister for Maritime Affairs Syed Ali Haider Zaidi met separately with his counterparts of Qatar, Malaysia, UK and Maldives, on the sidelines of the International Maritime Organization Assembly meeting in London on 9th December 2021. During the meeting, avenues of mutual interest with special focus on cooperation in maritime affairs, capacity building and port infrastructure development, Port management and development as well as training and capacity building and processing of visas for seafarers have come under discussion.



Minister Zaidi apprised the Ministers of the steps being taken by Pakistan to advance the maritime sector including promotion of Green & Clean Shipping.

International Maritime Organization is a specialized agency of the United Nations responsible for harmonizing rules and advancing cooperation among Member States on maritime issues. Pakistan has been an active member of the Organization since 1958.

### Quarterly Oil Spill Response Exercise

KPT conducted Quarterly Oil Spill Response exercise which took place at Oil Pier at Karachi Port on 7th March 2022 along with relevant stakeholders.



KPT regularly conducts such Oil Spill Response exercises to maintain a safe environment for handling POL & Non-POL products at its facilities. The mock exercise includes deployment of equipment such as solid floatation booms, Weir type skimmers, dispersant & spray systems.



### Port Security Force Activities conducted Mock Drills

A Mock drill was carried out by Karachi Port Security Force at KPT Head Office jointly with Pakistan Rangers on 24th February 2022.

The purpose of the joint drill between KPT Port Security Force & Pakistan Rangers was to remain prepared for

any untoward incidents at KPT Head Office as well as to have closer liaison of Port Security Force with other law enforcing agencies. Taking due cognizance of the prevailing security threats to the port infrastructure, KPT Port Security Force also conducted a joint antiterrorist drill with Pakistan Navy SSG & Pak Marines in port area on 11th February 2022.



The prevailing security situation & future course of action to thwart potential maritime threats came under discussion during the meeting of the Commander SSG with Chairman KPT accompanied with GM

(Operations). Aim of such drills is to rehearse various tactics to ensure a coordinated response in case of an actual incident. The exercise involved hostage rescue and extraction.

### Lady PSF Passing Out Ceremony held at SSU HQ,

An anti-terrorist demo drill by KPT's PSF lady constables & SSU SWAT teams was carried out on 1st March 2022.

Chairman KPT Mr. Nadir Mumtaz along with Rear Admiral Zubair Shafique HI(M) General Manager (Ops) KPT, Dr Maqsood Memon DIG SSU Police & Captain Emran Rashid Khan PN Commandant Port



Security Force witnessed the ceremony in which lady PSF personnel were awarded certificates on successful completion of their training. Chairman KPT appreciated the drill and distributed certificates on the occasion & exhorted the female Port Security Force personnel to maintain high standards of professionalism to protect the Port & its assets.

Chairman KPT also appreciated the facilities developed at SSU being first responder. Moreover, Chairman KPT thanked Dr Maqsood Memon DIG SSU for arranging training of KPT's female PSF & desired long term collaboration amongst institutions.

### Amphibious Security Drill conducted at Harbour

KPT Port Security Force conducted Amphibious Security Drills in the Harbour on 4th March 2022. Recently inducted PSF Lady Personnel Force also took part in the exercise. Water cannon and splicing of ropes maneuvers were carried out as well.

PSF Boats, Tug boats and Pilot boats were deployed with PSF personnel on board to handle any attempt to block the channel. KPT Port Security Force remains vigilant 24/7 the Port and its assets. PSF and the technical personnel manning the crafts synchronized their response mechanism.



## CORPORATE SOCIAL RESPONSIBILITIES

### World Maritime Day Celebrated

In pursuance to the Pakistan's elections contest for Category C of the International Maritime Organization (IMO) in October 2021,



Ministry of Maritime Affairs is celebrated World Maritime Day 2021 by organizing a seminar at Beach Luxury Hotel, Karachi. World Maritime Day is observed every year on the last Thursday of September to celebrate the International Maritime Organization's founding in 1958. In year 2021 we are being celebrating the 73rd anniversary of IMO.

The theme of this year's World Maritime Day was "Seafarers: At the core of shipping's future". The seminar seeks to increase the visibility of seafarers by drawing attention to the invaluable contribution seafarers in international trade and economy.

### **International Webinar On Marine Pollution Management**

Karachi Port Trust organized an International Webinar on Marine Pollution Management: Issues and Remedies at KPT Head Office on 18th September 2021. International & national speakers participated in this event through Zoom. Messages of Syed Ali Haider Zaidi, Federal Minister for Maritime Affairs, Special Assistant to Prime Minister Mr. Mehmood Moulvi and Secretary Ministry of Maritime Affairs Mr. Rizwan Ahmed were appreciated by the participants.



Summing up the recommendations of eminent marine scholars during the closing session Chairman KPT, highlighted that Pakistan is a Maritime nation having 1100 kilometers of coastline and possessing diverse living and non-living marine resources. These resources are providing livelihood to the local communities. However, any form of Marine Pollution is detrimental to the juvenile fish population thereby depleting fish stocks.

The Prime Minister of Islamic Republic of Pakistan, Mr. Imran Khan, has declared the year 2020 as "Year of Blue Economy". In this regard, Pakistan is moving towards sustainable shipping industry.

Pakistan is also a candidate in Category-C for International Maritime Organization elections this year.

It is recommended that Karachi and Gwadar should have extensive maritime faculty in universities being coastal cities. Human Resource capacity enrichment will increase employment generation in maritime sector including fishing, ship building, boat building, port and container logistics and expanding port infrastructure. This will help to promote ease of doing business in accordance with present government policy. The pollution free beaches would attract aquatic sports, national and marine tourism.

Chairman KPT said that some business sectors of blue economy have immense potential for Pakistan and unimaginable depth as sea ports ensure food and energy security. Substantial research in maritime sector is the need of the hour in diverse areas including digitalization to further revitalize Karachi's economy in specific and rest of the country as well. Mr. Nadir Mumtaz further added that encroachment along harbor and coastal areas also contributes to coastal degradation.

Toxicity in any harbour is corrosive for craft and port infrastructure. All maritime stakeholders should work together to upgrade Karachi Port as a Green port of the region complimented by renewable energy sources. Holistic integrated approach and enhanced access to marine areas to facilitate citizens is the need of the hour.

In this connection KPT Chair was established in Bahria University, a few years back, with an aim to develop linkage between academia and operational activities at the sea ports.

Chairman KPT Mr. Nadir Mumtaz accompanied by General Manager Operations, Rear Admiral Zubair Shafique HI(M) presented mementos to speakers to conclude the proceedings of the day.

## KPT Rescued Panama Registered LPG Gas Tanker Yodla

A Panama registered LPG Gas Tanker Yodla (121 mtrs – 4.5 mtrs. draft) that stranded 52 NM from Karachi Port, on 14th August 2021, due to engine failure and loss of both anchors called for towing vessel help at 4:00 am. The ill-fated vessel drifted towards shallow waters. Sensing the gravity of situation, the than Dy. Conservator along with his team devised a plan and beyond the call of duty boarded on the vessel and risking their lives on an uncontrolled ship. After a rhetoric struggle they managed to rescue and pulled the ship out of danger.



## Road Construction at LALAZAR

As part of public service, KPT has laid drainage line and CC paver of Envicrete make of size 200 x 800 x 80mm to resolve broken/damaged road pavements in Lalazar on 1st November 2021.

KPT laid about 160 RFT 12" dia sewerage pipeline connecting port manholes system, outside Khamis Gate, due to non functioning manholes of KMC at East Wharf Keamari, to solve the drainage problems for the convenience of Port users & general public.



## REFERENDUM FOR CBA

In the light of SIRA 2013, Registrar of Trade Union conducted Referendum in KPT for the determination of CBA on 30th December 2021. In which all the registered unions have participated which the KPT's Muttahida Workers Front (Star Union) have won while bagging 1387 votes. The Registrar of Trade of Union will issue CBA Certificate to Muttahida Workers Front soon to operate as CBA for a period of two years.



## Annual Exams Results of KPT Schools 2020-21

As the academic sessions were affected by Covid-19 due to limited academic sessions, yet the students of KPT Schools secured 100% passing ratio with 24 A-1 and 25 A-Grades in SSC Part-II Examinations.

## MEDICAL FACILITIES PROVIDED BY KPT

### KPT takes an Active Part in National Vaccination Campaign

To reinforce National Vaccination Drive, as per the guidelines of National Command Operation Center (NCOC), KPT has launched a Vaccination Drive under supervision of Brig Tariq Bashir TI(M), General Manager (Administration), Incharge Maritime Vaccination Coordination Cell (MVCC). In this connection, KPT established four Covid-19 Vaccination Centers in KPT School Keamari, KPT Industrial Home Keamari, KPT KG School Manora, and KPT Hospital. KPT Mobile Vaccination Teams routed all



over Karachi and crossed the benchmark figure of 154,600 vaccinations of general public as part of the National COVID-19 vaccination drive till 30th September 2021. KPT deployed two special vaccination teams for adjoining Islands as proactive participation to enhance the COVID vaccination rate in Port's surrounding areas as well. KPT established three more Covid-19 vaccination centers in KPT Izhar Abbasi Hospital to further facilitate speedy vaccination in Keamari area.

Karachi Port Trust adopted a unique Reach out strategy by establishing Mobile Vaccination Teams to reach general public and vaccinate them at their door steps. To fulfill this task KPT launched 25 Mobile vaccination teams for wider coverage of Karachi and to continuously participate to support National Vaccination Campaign. KPT is endeavoring to increase MVT's in the near future.

KPT has also initiated a national awareness campaign via television commercials and promotional advertisements in widely circulating newspapers.

Federal Minister for Maritime Affairs Syed Ali Haider Zaidi and Special Assistant to Prime Minister on Maritime Affairs Mr. Mehmood Baqi Moulvi also visited the free medical camps and vaccination vans of KPT and appreciated the efforts of Karachi Port Trust to combat the pandemic.

### **KPT provides Free Inoculation to Seafarers onboard Ships**

In order to eradicate the corona virus, Karachi Port has started vaccinating not only the Karachiites, but also all the seafarers of ships calling at port. In this regard, crew members of various ships arrived at Karachi Port has received free COVID 19 vaccination by KPT. KPT also handed over the vaccination cards, duly signed by KPT authorized Medical personnel to Masters of the ships.



According to the vessel Captain, Karachi is the second port after US where such facility is being provided.

### **Free Medical Camps**

KPT organizes free medical camps on monthly basis. During the financial years, various Free Medical Camps were organized and a large number of patients from Baba, Bhit and Shamspir Islands and other nearby areas were treated clubbed with special vaccination team for Covid-19 inoculations of residents.

Most patients were diagnosed skin, lungs related diseases, gastrointestinal issues & chronic diseases like HTN and diabetes. Different Lab Tests were also carried out.



### **Anti Encroachment Activities**

Anti-Encroachment Department conducts day to day operations and removes/demolishes house walls, structures, foundations on KPT Land. During 2021-22, around 32500 square yards of KPT's precious land have recovered, 48 persons and 19 vehicles were apprehended from Sikandarabad, Hijrat Colony, Machar Colony and Docks Colony and handed over to KPT Police Station and lodged 32 FIRs against the culprits.

Syed Zahir Hussain, Assistant Manager AE and Mr. Muhammad Naeem Arain, Assistant Sub Inspector of Anti Encroachment Department have been selected as Best Officer and Best Employee for the Year 2020 from Honorable Chairman KPT.

A gathering took place in KPT officer lounge to appreciate the performance of anti-encroachment team in removing encroachment from KPT land. The Chairman



appreciated the Anti

Encroachment Department and exhorted the dedication of General Manager (RED) and his dedicated team of officers and personnel in protection of port title land.

## **TRAINING & DEVELOPMENTS**

Training and Development of Human Resources are the Integral part and function of organizational Development Department. Courses/activities undertaken are given below:

### **5 Days Course on EHSMS Awareness and EHS Policy**

Organization Development Department conducted sessions EHSMS course on regular basis. In this quarter, three sessions of EHSMS have taken place in which participants from various departments received trainings.



### **Awareness Session on United Nations Security Council Resolution (UNSCR) Guidelines**

As per the requirement of United Nations, KPT Staff College has arranged two awareness sessions on 15th July 2021 and 28th September 2021. The Awareness regarding UNSCR Rules are mandatory for all officers and employees of KPT.

In addition to above mentioned courses, KPT Staff College also conducted short courses on Conflict Management, New E&D Rules 2020, Introduction to Dredging Operation, Moral Motivation, SIRA-2013, Labour Laws, Skills in Goal Setting, Time Management, Workplace Ethics, Awareness Program against the Harassment of Women and Oil and Chemical Spill Response including stakeholders management during this quarter.



### **Training and Education**

Following courses were conducted at KPT Staff College in this quarter of 2021

1. Introduction to Dredger
2. UNSCR (3 Sessions)
3. Seminar on “World Maritime Day” and “Hum News Documentary”
4. Significance of Hard and Soft skills in 21st Century
5. EHSMS (2 sessions)
6. “The Message” film in Urdu Version shown to KPT School Students
7. Cargo Handling
8. Awareness of Modern Security
9. Rehabilitation of Breasting Dolphins – OP-III
10. New CACS Project by M/s NADRA
11. Emerging Subject Areas/Discipline/Trends and Scholarship Opportunities Abroad
12. Self-Motivation Skills at Senior Staff Level
13. Fire Fighting Course
14. Blue Economy – Prospects for Economic Development of Pakistan

### **Work Life Stress Seminar organized at KPT Staff College**

A 02 days “Work Life Stress seminar” was organized at KPT Staff College from 16th to 17th February 2022. The seminar was organized



jointly by KPT and Karwan e Hayat Psychiatric & Rehabilitation KHI. The seminar was well attended by KPT Officers and employees besides other public health & medical professional professionals.

Mementos were given to the distinguished speakers of the sessions as a token of appreciation by KPT & Karwan e Hayat Psychiatric & Rehabilitation Center.



### Seminar on Professionalism in Shipping

A seminar on "Professionalism in Shipping" was held at KPT Staff College on 10th March 2022. Participants of the Seminar were comprised of Maritime Professionals. In the seminar, the profession of Chartered Shipbrokers was also elucidated to the nautical cadets and marine professionals.



### Seminar on Women Empowerment

KPT conducted seminar on "Women Empowerment" on occasion of International Women Day at KPT Staff College on 8th March 2022. Lady officers and employees of KPT attended the Seminar at KPT Staff College. During the occasion issues faced by women workforce in KPT were highlighted. All the participants have agreed that KPT provides a professional environment to all officers & employees.



### Seminar on Blue Economy Potential

KPT organized a seminar on "Blue Economy Potential" at KPT Staff College.

Participants of the seminar hailed from maritime professionals, academia and university students and they evinced keen interest in the proceedings.

Chairman KPT shared that high level exchange of visits has taken place between Federal Minister for Maritime Affairs Syed Ali Haider Zaidi and his counterparts for CAR's to access and divert their external trade to Karachi Port.

Chairman KPT highlighted that Secretary General IMO in a meeting with Federal Minister for Maritime Affairs at IMO Headquarters in London spoke at length about the need to realize the transshipment potential of Karachi Port.

The Guest Speaker, Cdre. (R) Anjum Sarfaraz during an interactive session underlined the avenues available to maritime sector of Pakistan. The learned speaker having previously worked in KPT & Pakistan Navy, stressed upon Maritime Tourism development to be the game changer to spur the maritime economy.

At the conclusion of the seminar on the potential of the Blue Economy of Pakistan the Chairman KPT presented souvenir to the guest speaker Cdre (R) Anjum Sarfaraz.





The Prime Minister of the Islamic Republic of Pakistan declared the year 2020 as the Year of the Blue Economy. Many maritime initiatives were launched by Karachi Port Trust.

### **Seminar on Port Management (Pics)**

KPT has planned an initiative to develop a center of Maritime Excellence in collaboration with universities. In this connection, as an integral segment of KPT's initiative, Maritime Training Institute held a 03 days Seminar on Port Management at KPT Staff College from 26th January 2022. KPT officials & students from IBA attended the said module.

Topics of the seminar included Container & Freight Logistics, Terminal Administration, Dry Cargo Chartering, UNSCR Sanctions, Marine law & Marine Insurance.

The Seminar concluded with distribution of souvenirs to trainers & award of certificates amongst participants of seminar.

### **Seminar on Beyond Borders**

A seminar titled "BEYOND BORDERS" was conducted on 12th May 2022 at KPT Staff College, Lalazar. Chairman KPT, GM (A), KPT officers, academia from Karachi University and reps of Container terminals participated.

This is a pioneer event in the paradigm of stress management in Maritime sector. Madam Afsha Saeed has designed this module to cater to modern maritime environment.

The closing ceremony of seminar titled "BEYOND BORDERS" took place today at KPT Staff College, Lalazar. Chairman KPT, GM (A), KPT officers, academia from Karachi University, Karawan Hayat and reps of Container terminals participated.

This was a pioneer event in the paradigm of stress management in Maritime sector. Madam Afshan Saeed had designed this module to cater to modern maritime environment. Certificates of participation were distributed later.



## **SPORTS NEWS**

### **KPT Gold Cup Invitation Football Tournament**

KPT organizes & sponsors sports events at its sports facilities to encourage the youth of the Port city of Karachi to participate in healthy outdoor activities-

Continuing this wonderful endeavor to promote sports activities, KPT Gold Cup Invitation Football Tournament was held at KPT Sports Complex Football Ground from 2nd March to 23rd March 2022. 16 Top class Football Clubs participated in the event.

Chairman KPT Mr. Nadir Mumtaz formally inaugurated the tournament opening match which was held between Sharafi Muhammadan FC and Phool Patti Star.

The Tournament concluded with Shahid Memorial Football Club defeating Madho Muhammadan Football Club on penalty shootout by 4 : 3 goals at KPT Sport's Complex Football Ground. A large number of spectators enjoyed all matches of the tournament. Specially, the zeal of the crowd during the final match was worth mentioning.



Both the teams could not score during the regular match interval. Mr. Raziq, Mr. Tariq, Mr. Musharraf & Mr. Muhammad Jan scored goals on penalty kick from Shahid Memorial. Mr. Muhammad Adeel, Mr. Hassan Balo and Masood Khan scored goals on penalties from Madho Muhammadan. Special Assistant to Prime Minister for Maritime Affairs Mr. Mahmood Baqi Moulvi, Chief Guest, distributed prize money of Rs.500,000/- to the winning team, Rs.200,000/- to the runner up & trophies during the occasion along with Chairman KPT.

## First Ladies Wushu Martial Arts, Kick Boxing and Boxing Friendly Tournament

KPT organized a First Ladies Wushu Martial Arts, Kick Boxing and Boxing Friendly Tournament at KPT's newly established Sports Center Keamari in two sessions from 26th February 2022.

MNA Mr. Abdul Shakoor Shad graced the occasion as Chief Guest. Chairman KPT Mr. Nadir Mumtaz and other Senior Officials of KPT also attended the event.

Girls participating in the tournament hailed from various localities of the Port city of Karachi including Lyari, Nazimabad & Keamari. The boxers displayed their finesse & skills during WUSHU Kick Boxing Boxing tournament.

The audience comprised of a sizeable number of Ladies. Veteran fighters were also recognized by the KPT management for their contribution in training the fighters.

Chairman KPT encouraged the youth to learn martial arts and boxing at KPT Sports Center Keamari to inculcate discipline. He stressed on healthy outdoor sports being extremely important for youth.

Chief Guest Hon' MNA Mr Abdul Shakoor Shad and Chairman KPT Mr. Nadir Mumtaz distributed cash awards & prizes among winners & runners up of the second session.

In the second session, fights of boys and girls in boxing and Wushu Kick Boxing also took place.



## First KPT Females Tennis Tournament continues at KPT Sports Complex

For the sake of women empowerment, KPT has taken initiatives to facilitate women in sports to exhibit their talent. In this connection, First KPT Female Tennis League 2022 commences from 12th February 2022 at KPT Sports Complex.

After successful conduction of leagues matches, Finals of the 1st KPT Females Tennis League took place on 27th March 2022 at KPT Sports Complex Tennis Courts followed by the Closing Ceremony. Chairman KPT appreciated the high standard of tennis displayed by the women tennis players in finals.

Chairman KPT stressed on the importance of sports & outdoor healthy activities. KPT encourages women participation in sports & regularly organizes tournaments for women. Chairman KPT distributed trophies &

cash awards to winning & runners up tennis players.

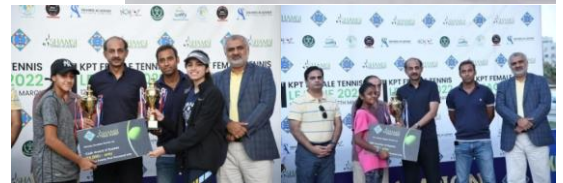
Large number of spectators & tennis enthusiasts witnessed the final of the 1st Female Tennis League Tournament played at KPT Sports Complex.

In 1st KPT Female Tennis League Doubles Final Hania & Natalia defeated Zainab & Inaya by 8-1 to clinch the winner's trophy.

In 16 and Under category, Inaya Sayeed

clinched winner's trophy defeating Ehsal Zain by **4-1, 2-4 & 10-8**.

In 12 and Under category, Eschelle Asif clinched the winner's trophy defeating Parizeh Haroon by **4-1 & 5-3**.



In ladies' singles final category, Natalia Zaman clinched the winner's trophy defeating Eraj Batool by **6-4&6-3**.

## Soft Opening of KPT Sports Centre at Keamari

During the ceremony at KPT Sports Centre Keamari, Adriatic display of Wushu & Kick Boxing were witnessed by SAPM Maritime Affairs Mr. Mehmood Moulvi.

SAPM Maritime Affairs Mr Mehmood Moulvi highlighted the importance of sports and laid stress on youth involvement in healthy sports activities while addressing a gathering that came to witness the soft opening of KPT SPORTS CENTRE KEAMARI on 2nd December 2021. The SAPM Mr Mehmood Moulvi was accompanied by Chairman KPT, KPT GMs besides other senior officials of KPT and local community personnel.

During the occasion, the SAPM Mr Mehmood Moulvi also visited the KPT BOYS & GIRLS SECONDARY SCHOOL KEAMARI and later the Keamari Football Ground to conclude the proceedings.



## KPT Provides its Sports Complex for KBC Interschool Indoor Rowing Regatta 2021

Karachi Boat Club Interschool Indoor Rowing Regatta took place on 29th November 2021 at KPT Sports Complex. Boys and girls in categories Under-13, Under-15, Under-17, Under-20 and Under-23 have participated besides the open event category.

Chairman KPT Mr. Nadir Mumtaz, along with General Manager Administration Brig. Tariq Bashir and General Manager Finance Mr. Kavin Roy graced the occasion.



More than 400 students from 16 educational institutes have participated in this tournament.

The competition was won by Karachi Grammar School bagging 11 Gold, 10 Silver and 9 Bronze medals. Centre for Advance Studies & Ceder College clinched 2nd and 3rd positions respectively.

## AKD National Women Volleyball Championship

AKD National Women Volleyball Championship commences at KPT Sports Complex. Nine Teams of various government and private sectors participated in championship.

The final of AKD National Women Volleyball Championship played between WAPDA & ARMY on 6th November 2021 which was keenly watched by sports enthusiasts. WAPDA's all Players performed very well and clinched the trophy by defeating ARMY.

In semifinals, Army defeated Punjab in straight sets and WAPDA defeated Higher Education Commission (HEC).



## KPT Cup Invitation Football Tournament

KPT Cup Invitation Football Tournament 2021 was organized at KPT Sports Complex from 5th October to 24th October 2021. The inaugural match was played between Azam Sports and Jalal Murad FC. Mr Sohail



Anwar General Manager CW/E was the Chief Guest of inaugural Ceremony of the tournament. Special Assistant to Prime Minister Mr. Mehmood Moulvi, was chief guest in the Final match. The Final was played between Lal Baksh Memorial & National Soccer FC. The thrilling competition between finalists was conducted on penalty kicks which was keenly watched by the Chief Guest and thousands of spectators. Lal Bakhs Memorial clinched the trophy by 3:1 goals. Both the team drew in regular match interval 0:0 goals. Mr. Mahmood Moulvi (SAPM) presented Trophies to the winning team and runner up teams. He also appreciated the legendary football players of KPT by presenting momentos, in recognition to their outstanding performances for KPT as well as for Pakistan.

Later, Special Assistant to Prime Minister, Mr. Mahmood Moulvi, planted a Neem Tree sapling at KPT Sports Complex in pursuance of Prime Minister's Clean & Green Pakistan campaign.

Mr. Imran Sheikh, CEO JS Bank also appreciated this healthy initiative from KPT and presented gifts and cash awards to the players to encourage the youth to participate in healthy activities.

## **KPT Ranking Table Tennis Tournament held at KPT Sports Complex**

A 05 Days KPT Ranking Table Tennis Tournament commenced at KPT Sports Complex from 20th - 24th November 2021 concluded with Hareem Anwar defeating Farah Salman by 4-0 in best of seven finals of Women Final whereas in Men's feature Saim Adnan defeated Kaif Riaz by 4-1 in best of seven final.



The Chief Guest, PRO KPT, Mr. Shariq Amin Farooqui highlighted the importance of such tournaments as mandatory for the national buildup. He said that it helps in talent hunt of players that could wear the national colour and represent Pakistan in international sporting events. He distributed cash awards and trophies to the winners and runners up of KPT Ranking Table Tennis Tournament during the closing ceremony held on 24th November at the KPT Sports Complex along with KPT Manager Sports Mr. Hassan Askari.

## **KPT Organized Snooker Tournament**

In final of the 1st KPT Snooker Tournament 2022, Zulfiqar Abdul Qadir defeated Jawed Ansari by 5-2 frames to clinch the tournament concluded at KPT Sports Complex, West Wharf Road, Karachi.

Frame wise scores of Zulfiqar Abdul Qadir against opponent remained at 23/74, 80/21, 72/29, 101/9, 59/51, 71/78 and 77/17.



Winner Zulfiqar Abdul Qadir is awarded Trophy and cash prize Rs 50,000/- and trophy for the longest break of the tournament. Runner Up Jawed Ansari received cash prize Rs 30,000/- from Chief Guest Chairman KPT during the occasion.

Renowned Sports Journalist and Sports Programme Anchor Naseem Rajput were also present on the occasion and received Invarex Souvenir from the Country Head Invarex Agha Saud Baber.

## **KPT All Sindh Badminton Championship 2022**

Chief Guest and GM Admin KPT Brig Tariq Bashir opened the First **KPT ALL SINDH BADMINTON CHAMPIONSHIP 2022** at KPT SPORTS COMPLEX on 13th June 2022.



Exhibition mixed doubles match played at KPT SPORTS COMPLEX during the opening ceremony of First KPT All Sindh Badminton Championship 2022.

First KPT All Sindh Badminton Championship 2022 concluded on 17th June 2022. The championship featured matches in all categories of men and women.

Chief Guest General Manager Admin KPT Brigadier Tariq Bashir distributed cash prizes and shields and trophies among winners and runners up of each category.



## 6. PAKISTAN NATIONAL SHIPPING CORPORATION

### **INTRODUCTION**

Pakistan National Shipping Corporation (PNSC) the National Flag carrier enjoys a global presence in the shipping world. It undertakes business operations in an internationally competitive environment, competes even for transportation of Pakistani imports/exports and earns most needed foreign exchange for the country by managing a fleet of thirteen (13) ships. PNSC has evolved into an industrial provider of maritime freight and related services, transporting all type of cargoes on several geographical routes covering almost entire world.

PNSC's fleet is a mix of double hull Aframax tankers, LR-1 product tankers, Panamax, Supramax, Handymax and Handy size bulk carriers, all of modern vintage, having a total deadweight (DWT) carrying capacity of 1,045,957 metric tons. The said LR-1 product tankers have been added into PNSC's fleet to strengthen it by diversifying into clean petroleum products segment.

### **VISION / MISSION STATEMENT**

To be a prominent player in global shipping by maintaining diversified marine assets, providing reliable & efficient shipping services to overseas and Pakistan's sea borne trade, maintaining relationship of integrity and trust with our customers, partners, employees, safeguarding interests of our stakeholders and contributing towards betterment of national economy, society and the environment.

### **STRATEGIC OBJECTIVES & GOALS**

The strategic objectives & goals of PNSC are as under:

- Persistent growth by strategic investment and diversification in marine sectors according to past performance and future outlook of industry.
- To be optimally profitable, viable, commercial organization and contribute to the national economy by securing a reasonable return on capital and minimize outflow of national foreign reserves.
- Ensure steady supplies to Pakistan defence forces in time of peace & war.
- To do highly ethical, environment friendly and socially responsible business practices.
- Ensuring that every employee feels proud of being part of PNSC team.
- To provide its clientele safe, secure, reliable and efficient shipping services.
- To practice & believe in Equal Opportunity for every one in every aspect of business.

## ACTIVITIES

During FY2021-22, PNSC and its vessel-owning subsidiary companies lifted 11.97 million freight tons of cargo.

A comparative of sector-wise cargo lifting of FY 2021-22 is as under:

	Unit of Measurement	2022	2021
Dry Cargo (Bulk Carrier)	Million tons	1.316	1.535
Liquid Cargo (Tanker)	Million tons	10.655	9.554
Slot Charter			
- Break Bulk	Higher of MT or CBM (W/M)	0.026	0.009
- Containerized Cargo	Thousand TEUs	2.159	1.734

PNSC Group has significantly increased net profit after tax to Rs. 5,649 million, an increase of 149% as compared to the last year's profit after tax Rs.2,265 million. Major reason for increase in profitability is increase in group revenue from owned tanker vessels by 52% (Rs.12,772 million v/s Rs.8413 million last year), while there is increase of Rs.6,283 million (Rs.7,019 million v/s Rs. 736 million last year) in revenue from foreign chartered segment.

- Group expenditure increased by 99%. Fleet direct expenses for FY 2021-22 are Rs. 19,579 million as against Rs. 9,786 million. The increment is primarily due to increase in the Group's revenue by 117%.
- Gross Profit of Rs. 8,000 million was achieved as against Rs. 2,871 million last year thereby showing an extraordinary increase of 179%.
- The administration expenses in FY 2021-22 are Rs.1,216 million as compared to the Rs.1,034 million corresponding period last year, thus increasing by 17%.
- Earnings per share of the Pakistan National Shipping Corporation Group of Companies was impressive Rs. 42.75 as against Rs. 17.14 last year.

## ACHIEVEMENTS AND PROGRESS

Following table depicts the comparison of fiscal position of PNSC for the year 2021-22 & 2020-21:

DESCRIPTION	FISCAL POSITION:	
	2021-22 (Rs. In '000)	2020-21 (Rs. In '000)
Operating Revenue	27,714,195	12,788,561
Operating Expenditure	(19,713,292)	(9,917,093)
Gross Profit	8,000,903	2,871,468
Administration expenses	(1,216,633)	(1,034,518)
Impairment loss / (reversal) on financial assets - net	(929,525)	285,266
Other Expenses	(423,127)	(216,557)
Other income	1,396,178	1,094,139
Finance cost	(530,658)	(557,607)
Profit before Taxation	6,297,138	2,442,191
Taxation	(647,248)	(177,165)
<b>Profit after Taxation</b>	<b>5,649,890</b>	<b>2,265,026</b>

## PNSC FLEET STRENGTH

Vessel Name	Built	Date of Induction	Deadweight (MT)	Length Overall (M)	Beam (M)	Gross Tonnage (MT)
<b>Four Aframax Crude Oil Tankers</b>						
M.T. QUETTA	JAPAN 2003	10-Jul-08	107,215	246.80	42.00	58,118
M.T. LAHORE	JAPAN 2003	23-Feb-10	107,018	246.80	42.00	58,157
M.T. KARACHI	JAPAN 2003	21-Apr-10	107,081	246.80	42.00	58,127
M.T. SHALAMAR	JAPAN 2006	1-Dec-14	105,315	228.60	42.00	55,894
M.T. MARDAN	JAPAN 2007	3-Aug-22	107,123	246.80	42.00	58,168
M.T. SARGODHA	JAPAN 2008	11-Aug-22	107,123	246.80	42.00	58,168
<b>Two Clean Product LR-1 Tankers</b>						
M.T. BOLAN	KOREA 2013	25-Mar-19	74,919	220.89	32.24	42,411
M.T. KHAIRPUR	KOREA 2012	16-Apr-19	74,986	220.89	32.24	42,411
<b>Five Dry Bulk Carriers</b>						
M.V. CHITRAL	JAPAN 2003	25-Oct-10	46,710	185.73	30.95	26,395
M.V. MALAKAND	JAPAN 2004	27-Dec-10	76,830	225.00	32.20	40,040
M.V. HYDERABAD	JAPAN 2004	21-Apr-11	52,951	188.50	32.26	29,365
M.V. SIBI	JAPAN 2009	18-May-11	28,442	169.37	27.20	17,018
M.V. MULTAN	JAPAN 2002	26-Sep-12	50,244	189.80	32.26	27,986
	<b>TOTAL</b>		<b>831,711</b>			<b>455,922</b>

## FLEET EXPANSION PLAN

PNSC, keeping in view the global shipping market prospects, is moving towards a fleet expansion program whereby it is increasing number of vessels managed by the Group.

PNSC has recently added two (02) Aframax Crude Oil Tankers to its current fleet to meet the country's overgrowing energy demands. Accordingly, one (1) Ultramax Bulk Carrier and one (1) chemical tanker are all planned for procurement in upcoming financial year; 2022-2023, which will increase the number of vessels from 13 to 15.

## **PNSC'S STRATEGIC INITIATIVES / PROJECTS UNDER PNSC'S SHORT, MEDIUM- AND LONG-TERM POLICIES**

The Corporation is currently pursuing various new initiatives/projects, under its short-, medium- and long-term policies to diversify its revenue stream. These include the following:

PNSC continues to take steps to attract new customers for maximum utilization of its cargo carrying capacity and is dedicated to service existing Contracts of Affreightment for Pakistan's domestic oil refineries as well as increase commitment on quality of service.

PNSC aims to tap into assured cargo carriage requirements for Pakistan, for its tankers, with the goal to transport up to 40% of clean petrochemical products imported into Pakistan. Similarly, the Corporation also intends to increase dry bulk operations, reducing its dependency on the tanker segment, targeting long term contracts, particularly from public sector entities.

In order to diversify its operations, PNSC's goal is to penetrate into new markets domestically, such as palm oil, LNG and LPG transportation. The Corporation has also taken measures to enter into the Marine Services Business, including Stevedoring. In this regard, PNSC has incorporated a dedicated subsidiary company, i.e. Pakistan Marine and Shipping Services Company (Private) Limited (PMSSC), to undertake Stevedoring operations at Karachi Port Trust (KPT). As part of this strategy, PMSSC has also started to undertake Agency operations for Trading Corporation of Pakistan and other lines.

PNSC also intends to expand the NVOCC and slot business by targeting public sector entities, for its share of cargo transportation, as enshrined in Pakistan Merchant Marine Policy 2001 (as amended).

In order to boost its environmental credentials, PNSC aims to be a carbon neutral organization by 2050, which includes the Corporation's vessels as well as its shore operations.

### **PNSC'S ROLE**

PNSC is a shipping company which undertakes international operations by transporting petroleum products from the Middle East to sea ports in Pakistan for domestic consumption and through global carriage of dry bulk commodities on transnational routes. PNSC has also remained strategic cargo carrier for Pakistan and its defence sector in time of hostility, war and peace. The majority of PNSC's revenue streams are pegged to international freight indices, inextricably linking the Corporation and creating a dependency on the health of the global economy.

PNSC operates internationally and complies with the regulatory requirement of international maritime conventions that have global acceptability and recognition.

PNSC is also engaged in streamlining the trade processes, providing amicable solutions to the customers and engages all stakeholders in decision making to strengthen the national fleet and maritime industry of Pakistan.



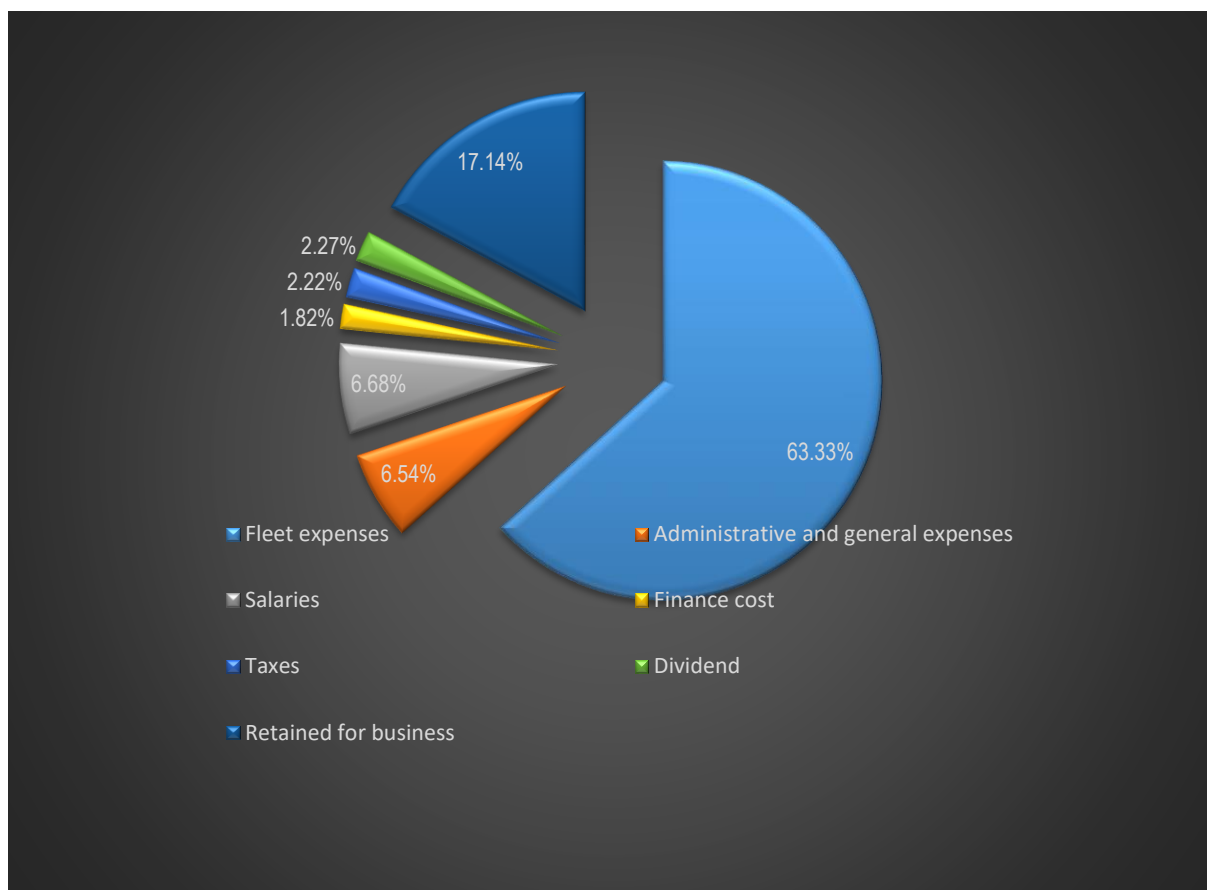
## Pakistan National Shipping Corporation (Group)

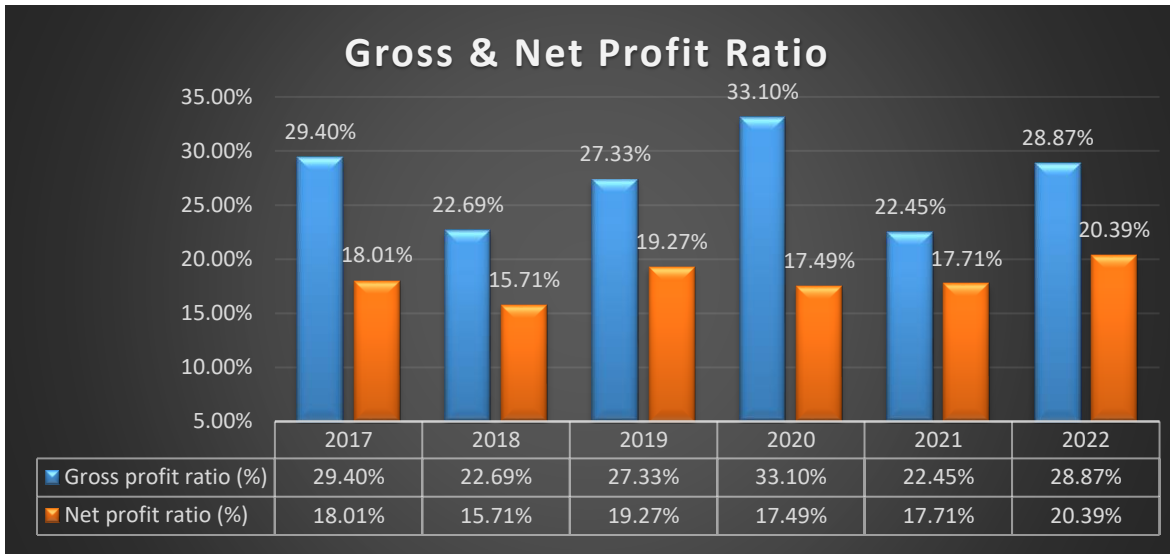
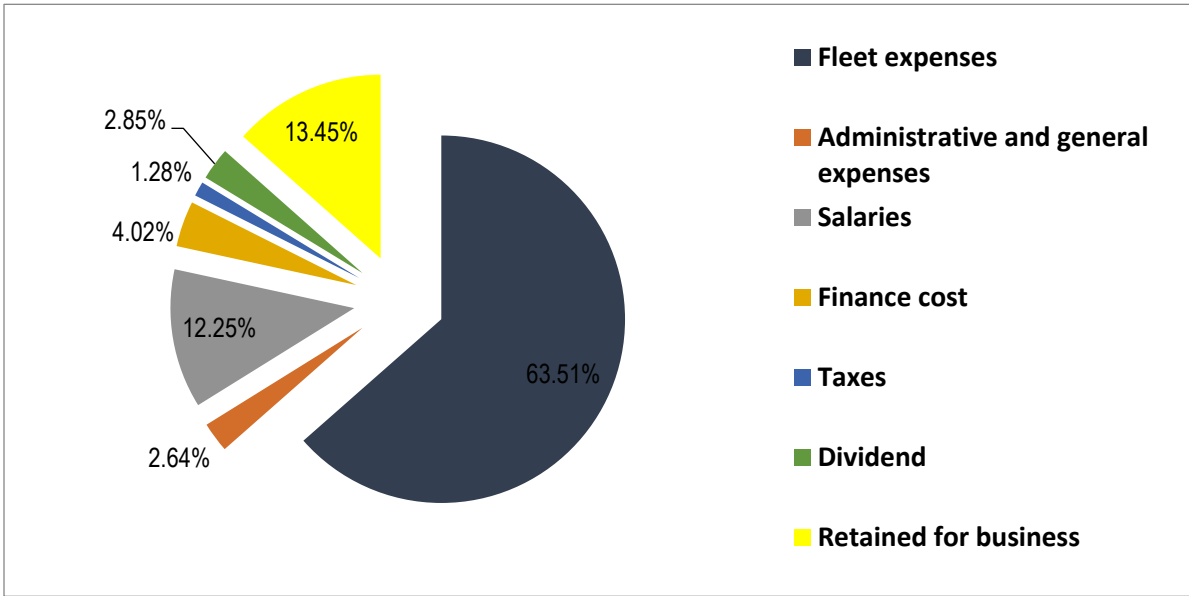
### Value Added Statement

Wealth Generated	2022		2021	
	Rs. In '000	%	Rs. In '000	%
	(Reclassified)			
Income from shipping business	23,572,426	80.98%	12,019,367	86.58%
Other operating activities	3,902,755	13.40%	548,578	3.95%
Rental income	239,014	0.82%	220,616	1.59%
Other operating income	1,396,178	4.80%	1,094,139	7.88%
	<b>29,110,373</b>	<b>100.0%</b>	<b>13,882,700</b>	<b>100.0%</b>

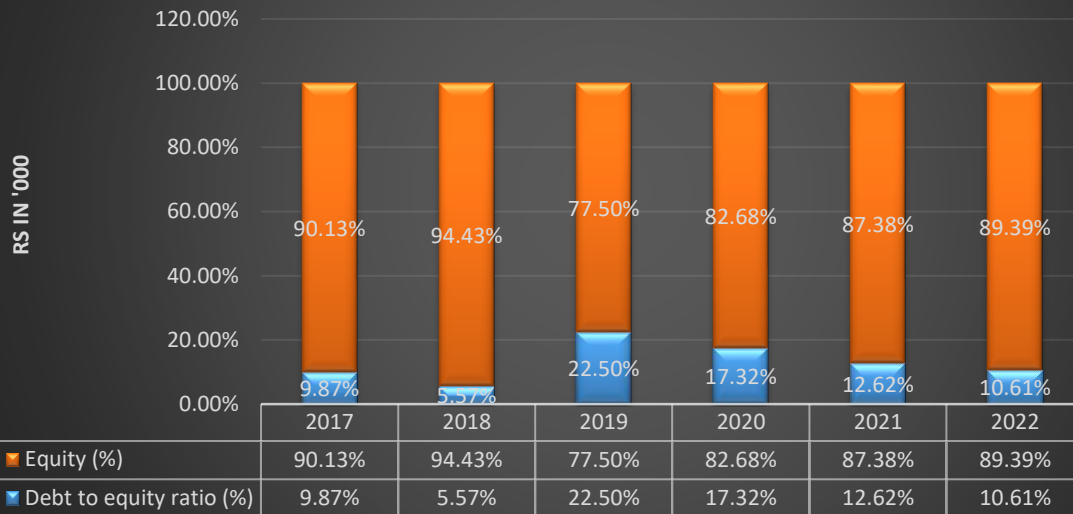
  

Wealth Distributed				
Fleet expenses	18,434,170	63.33%	8,816,272	63.51%
Administrative and general expenses	1,902,937	6.54%	366,703	2.64%
Salaries	1,945,470	6.68%	1,701,063	12.25%
Finance cost	530,658	1.82%	557,607	4.02%
Taxes	647,248	2.22%	177,165	1.28%
Dividend	660,317	2.27%	396,190	2.85%
Retained for business	4,989,573	17.14%	1,867,700	13.45%
	<b>29,110,373</b>	<b>100.0%</b>	<b>13,882,700</b>	<b>100.0%</b>





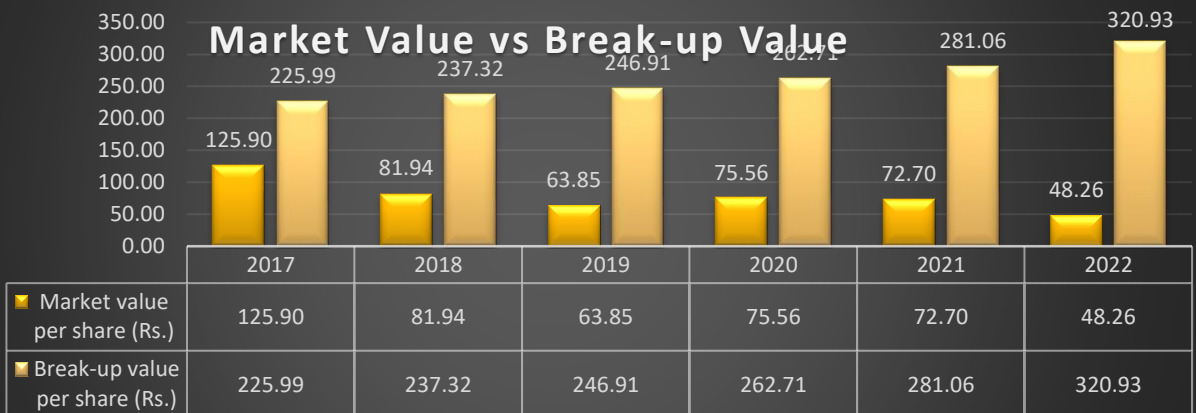
## Debt to equity

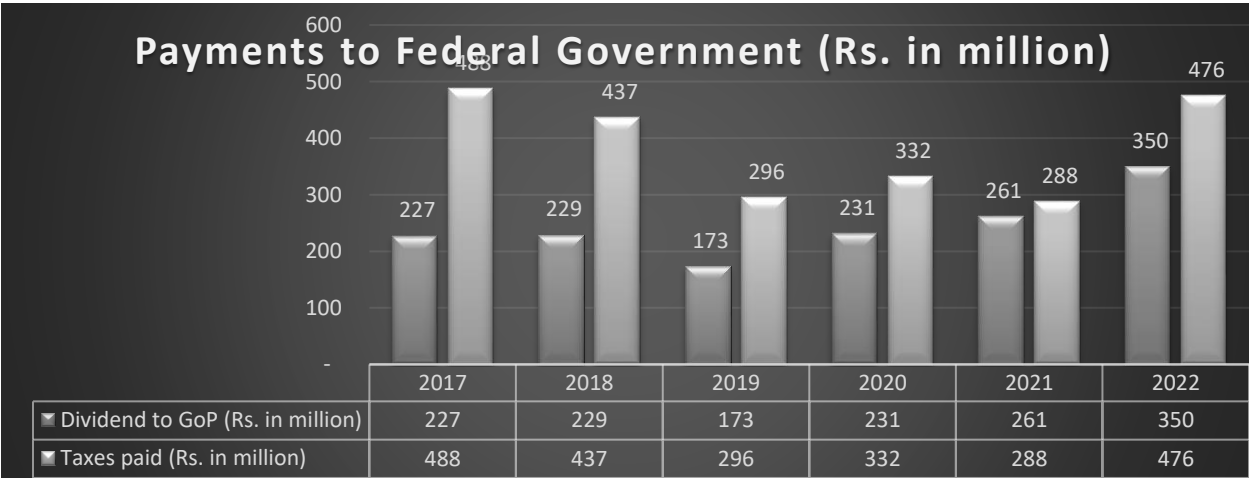
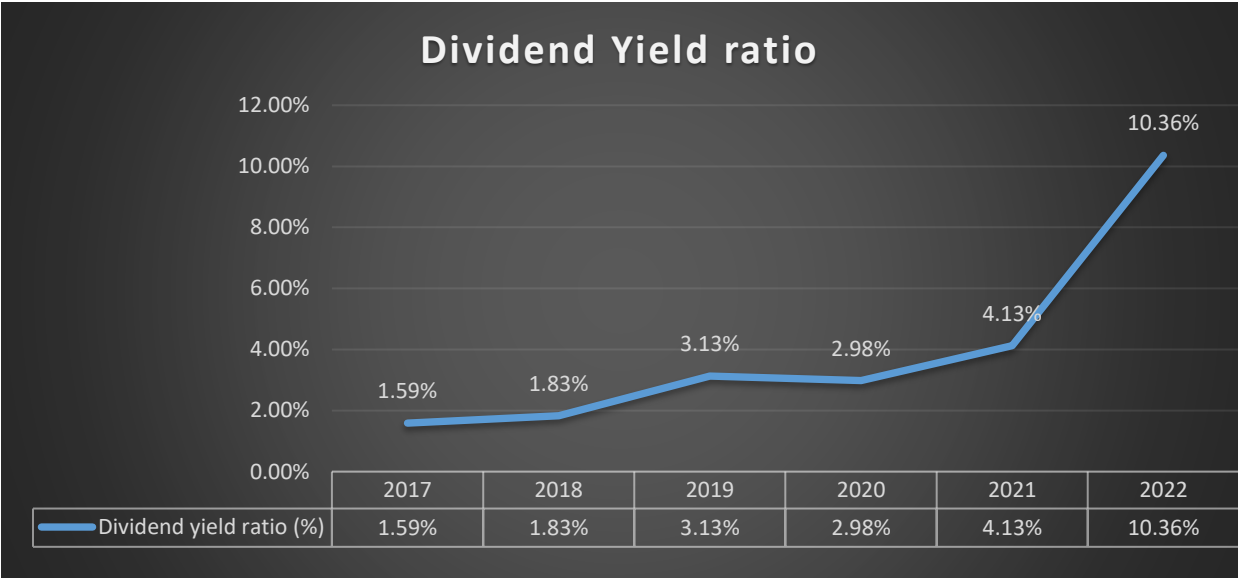
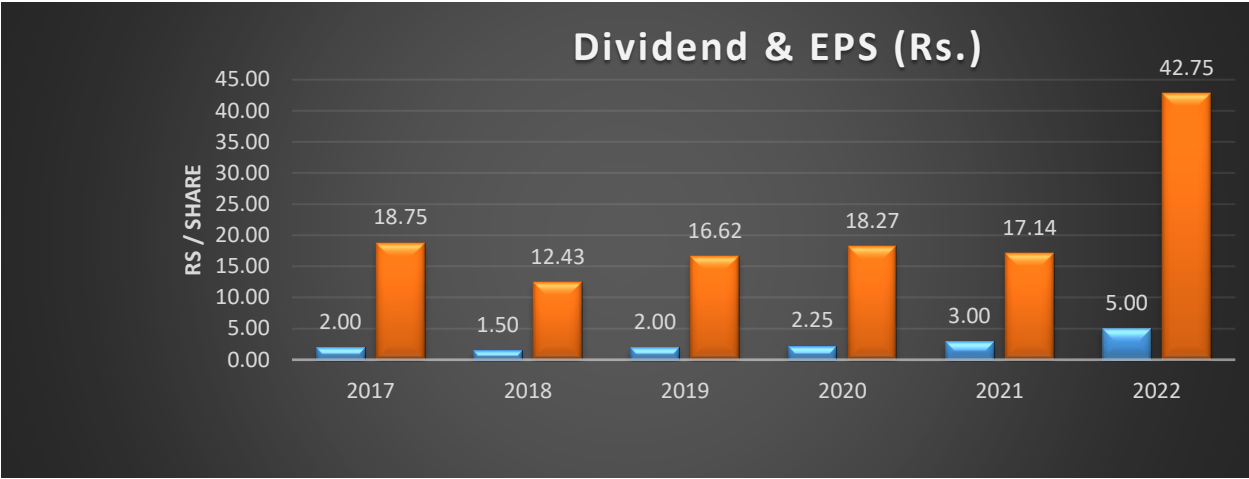


## Debt Management

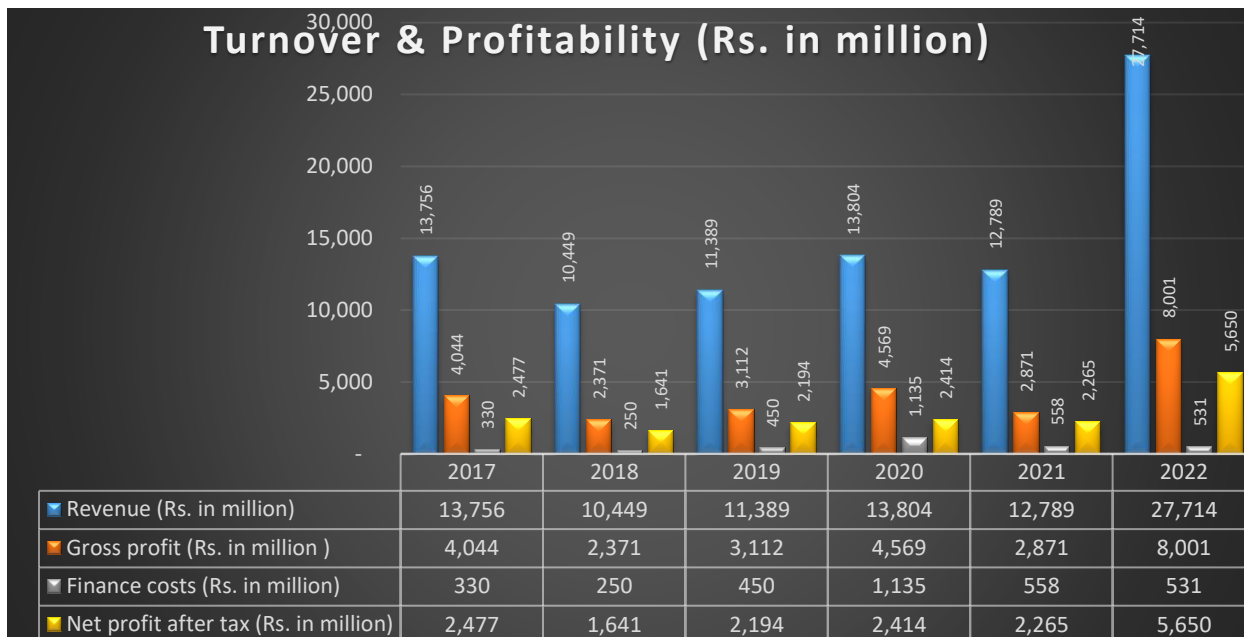


## Market Value vs Break-up Value

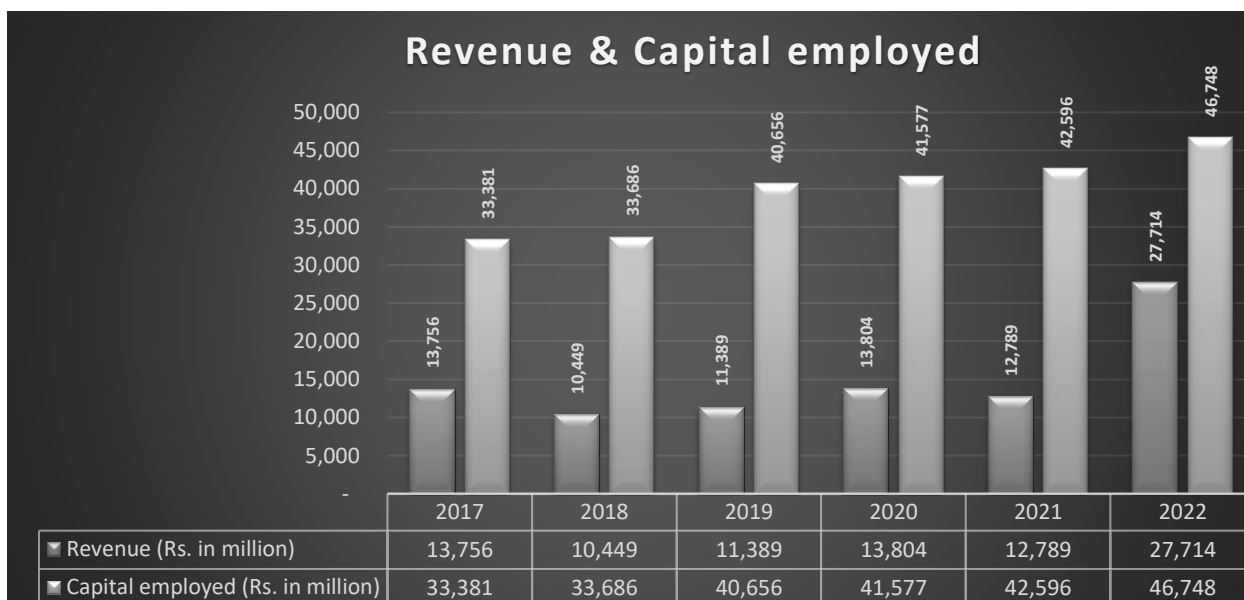




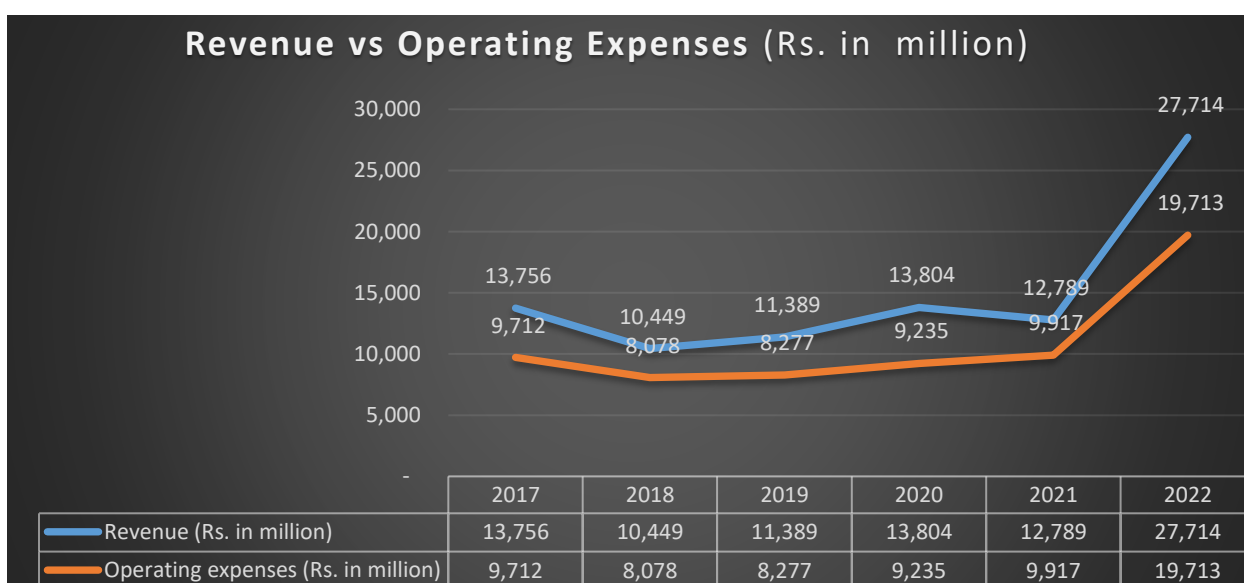
## Turnover & Profitability (Rs. in million)



## Revenue & Capital employed



## Revenue vs Operating Expenses (Rs. in million)

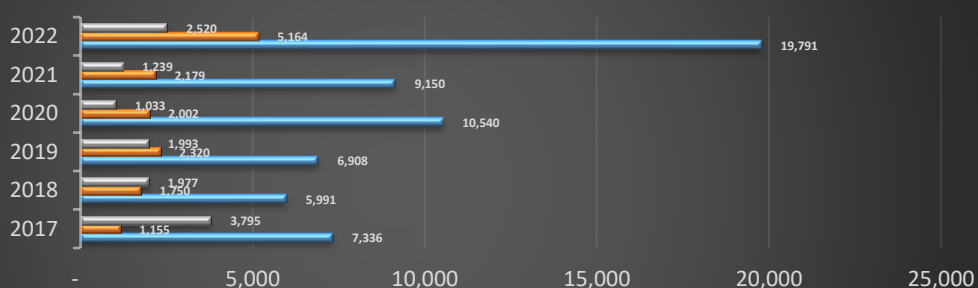


## Fixed Assets & Revenue (Rs. in million)



	2017	2018	2019	2020	2021	2022
Property plant & equipment (Rs. in million)	23,196	22,158	29,838	28,674	27,773	26,708
Revenue (Rs. in million)	13,756	10,449	11,389	13,804	12,789	27,714

## Revenue by Segment (Rs. in million)



	2017	2018	2019	2020	2021	2022
Slot Charter (Rs. in million)	3,795	1,977	1,993	1,033	1,239	2,520
Dry Bulk (Rs. in million)	1,155	1,750	2,320	2,002	2,179	5,164
Liquid cargo (Rs. in million)	7,336	5,991	6,908	10,540	9,150	19,791

## No. of days performed by vessels



	2017	2018	2019	2020	2021	2022
No. of days performed by owned vessels	3,022	3,245	3,342	3,710	3,849	3,818

## 7. PORT QASIM AUTHORITY



### TRADE HIGHLIGHTS 2021/22

The port achieved **55.150** million tonnes in the fiscal year 2020/21 & recorded a significant growth of 10.86 % in Exports.

PQA maintained its significant position and remained busiest port in Pakistan and handled 55.150 million tonnes of cargo throughput during the fiscal year 2021/222, showing decline of 4.9% against the record cargo handling in 2020/21, the decline is mainly in Coal (20%), LNG (4.7%), LPG (54%), Palm oil (10.5%), Project cargo (34.5%) Containers (3%) and Cement (39.7%) during the year.

However, the growth is registered in Petroleum product, Bitumen, Steel coil, Containers (TUEs), Chemicals and Grain at 25%, 63%, 164%, 2%, 7% and 14.3% respectively. Traffic volume also showing an increase of 1% when compared with revised planned targets for 2021/22.

During the year port achieved a significant growth of 10.86 percent in export trade and touched highest record level since commissioning.

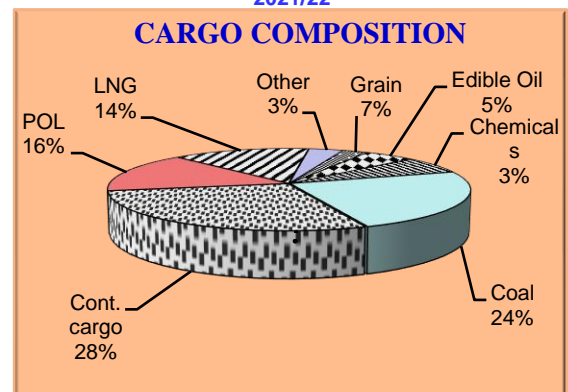
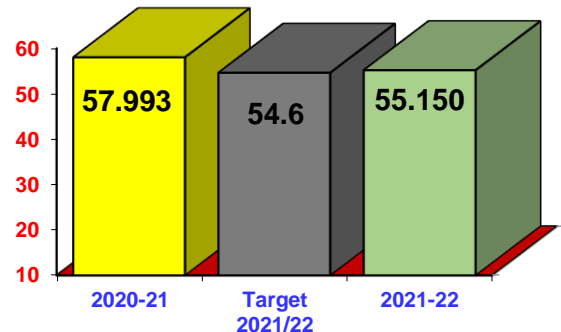
Cargo composition graph shows that Containerized cargo throughput is highest cargo which represented 28% of total cargo, the second largest imported cargo was the Coal represented 24% of total throughput, and third largest cargo was the POL which represented 16% of total cargo throughput.

### IMPORTS

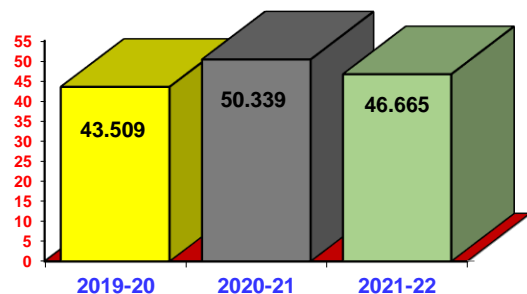
In term of imports and exports, imports accounted for 84.6% and exports 15.4% of total trade.

The volume of import cargo during the year 2021/22 stood at 46.665 million tonnes, as against the 50.330 million tonnes handled during corresponding period last year, showing decline of 7.28%.

The major non-containerized imports were Coal, LNG, POL, Chemicals, Palm oil and Grain. The Coal imports was the highest imported cargo which represented over **28.1%** of total import cargo, the second largest imported cargo was the containerized cargo which represented 20% and LNG was the largest third imported cargo represented 17% of total imports.



Graphic View of imports



## EXPORTS

A remarkable increase of 10.86% was recorded at the port in export cargo throughput during the financial year 2021/22 as compared to 7.653 million tonnes handled during corresponding period 2020/21.

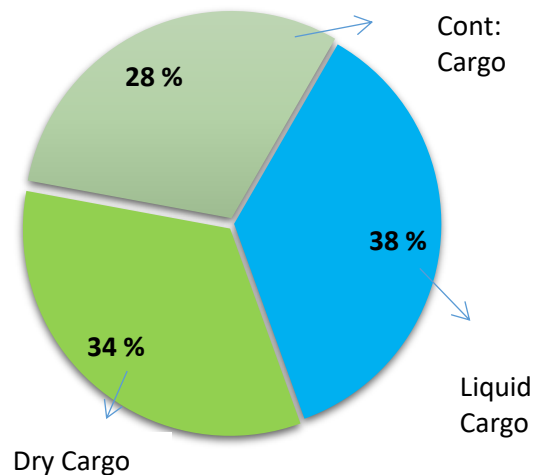
During the year, export hit a record export trade in the history of the port, where a cargo volume of 8.565 million tonnes handled and also surpassed the last highest export throughput of 8.4 million tonnes which recorded in 2014/15.

Export cargo comprised 6.451 million tonnes (75.3%) containerized traffic, 2.114 million tonnes (24.7%) non-containerized cargo.

The main non-containerized export commodities were the Cement, Rice, Corn, Talcum Powder, General cargo, Bitumen and Crude oil.

### TRADE BY CARGO TYPE

Out of 55.150 million tonnes, the Liquid cargo (Oil, Chemicals and Gas) was handled 21.014 million tonnes (38%), dry cargo (bulk and break-bulk cargo) was 18.556 million tonnes (34%), & containerized cargo remained 15.150 million tonnes (28%), as against the 2020/21, Liquid cargo increased by 5.2%, containerized segment shows a drop off 3% and dry cargo demonstrate decline of 14 percent.



### SEABORNE TRADE

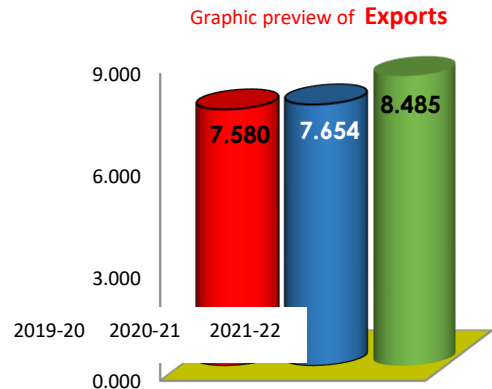
PQA is the largest logistics and industrial port in Country and busiest port of Pakistan, led from the front in boosting maritime sector as it occupied the major share in the overall port traffic during the fiscal year 2021/22. Port Qasim remained first busiest port of Pakistan, by handling over 55.150 million tonnes of cargo throughput which is largest volume of annual cargo throughput as compared to 51.709 million tonnes of cargo throughput of Karachi Port, showing an increase of 6.6 percent.

### CONTAINER TRADE

Container trade throughput 1.282 million TEUs is the highest annual container throughput since commissioning was handled at the port in the financial year 2021/22.

Container trade recorded growth of almost 2% over the 2020/21, Containerized imports recorded 0.646 TEUs and Containerized exports handled 0.630 TEUs.

Out of 1.282 million TEUs, full containers were 1.090 million TEUs, empty containers were 0.186 TEUs and 0.006 million TEUs of transshipment.





The brake up of containers shows that full containers recorded 302,915 of 20's and 393,677 of 40's, and empty containers were 74,053 of 20's and 55,916 of 40's, while transshipment were 390 of 20's and 2,09 of 40's recorded at the port.

## **SHIP CALLINGS**

Ship-Callings showing a minor decline of 1% during the under-review period, where a total of 1,691 ships have been visited at Port, which is comprises 616 Container ships, 451 bulk/break-bulk cargo ships, 316 Oil tankers, 136 Chemicals carriers, 125 LNG carriers and 47 LPG ships.

## **FUTURE PROJECT/ PROPOSALS**

### **ESTABLISHMENT OF LNG TERMINALS**

To Establish the LNG terminals, Port Qasim referred to Ministry of Maritime Affairs to solicit approval of the federal Government and Provisional along with Projects Guideline-2019 were sent to the five (05) companies (i) Tabeer Energy (Pvt) Ltd, (ii) Engro/Elengy Terminal Pakistan Ltd,(iii) ENERGAS Terminal (Pvt) Ltd, (iv) Pakistan Gasport Limited (PGPCL) & (V) Global Energy Infrastructure Pakistan (GEIP)on 05.09, 2019.

In response only two firms M/s Tabeer Energy (Pvt) Ltd. and M/s ENERGAS Terminals (Pvt) Ltd Submitted their acceptance to the Provisional Lol and Project Guideline -2019. Both the firms submitted their Technical and financial Proposals along with partial concession fee of US dollar 02 million to PQA on 29.11. 2019.

PQA appointed foreign LNG Consultant M/s DNV.GL for providing Consultancy Services for project planning, bidding and implementation stage.

This issue of regulatory approval pertaining to OGRA and Sui Companies under Ministry of Energy (Petroleum Division), related to the LNG Terminals developers are still pending /unresolved.

### **02 MULTI-PURPOSE BERTHS**

PQA Board on 21st Feb. has approved to establish two (02) Multipurpose and (01) integrated Container Terminal at Port Qaim on BOT basis. Each

Multipurpose terminal having 250 meters quay length spread over 15 acres will be developed to handled the general and break bulk cargo.

Federal Cabinet accord the approval the case, PQA advertised Request for Proposal for appointment of consultant on 2nd May 2021. The constant has been selected, approval for Federal Government has been obtained and consultancy contact agreement is under negotiation.

### **INTEGRATED CONTAINER TERMINAL**

PQA Board on 21st Feb. 2020 has approved to establish two (02) Multipurpose and (01) Integrated Container Terminal at Port Qaim on BOT basis. Federal Cabinet accord the PQA advertised Request for Proposal for appointment of consultant on 2nd May 2021. The constant has been selected, approval for Federal Government has been obtained and consultancy contact agreement is under negotiation.

Each Multipurpose terminal having 250 meters quay length spread over 15 acres will be developed to handled the general and break bulk cargo.

Keeping in view the market demand and on request of Ministry of Petroleum & Natural Resources, PQA is expanding the petroleum products facilitates at Port Qasim Authority through private sector participation on BOT basis. The Project will be by way of a new jetty. In this connection, advertisement was floated in the

leading newspapers and RFP uploaded on PQA website and PPRA website for procurement of consultancy services. In response single bid was received. Appointment of Consultant is in process.

## **2<sup>nd</sup> OIL TERMINAL**

PQA master plan provides the provisions of 2nd Oil Terminals to be established on prevailing landlord concept on 30years BOT basis through private sector investment. PQA is in process for advertisement of NIT for appointment of Consultant and uploading of REP in this regard at PQA and PPRA websites.

## **8. GWADAR PORT AUTHORITY**



Gwadar Port is located on the shores of the Arabian Sea in the Western province of Balochistan. It is about 630 km away from Karachi and 120 km from the Iranian border. Gwadar Port is located at the mouth of the Persian Gulf, just outside the Strait of Hormuz, near the key shipping routes in and out of the Persian Gulf.

Gwadar Port is in the process of becoming the Gateway Port for Pakistan as well as the region and a world-class maritime hub. Gwadar Port the first Deep Sea Port in the country, complementing and supplementing to the two vibrant ports i.e. Karachi Port and Port Qasim in order to stimulate economic growth of Balochistan in particular and Pakistan in general by utilizing the available resources of the country and also providing an outlet for land-locked Central Asian Republics (CARs), Western China and Afghanistan through transit trade and offering transshipment facilities. In doing so, the development of both Gwadar City and Gwadar Port will make significant contribution to the socio-economic development of the country in the near future.

### **PORT OPERATIONS AND RENOVATION**

Since May 2013, the port's Concessional Rights were transferred to the new operator, viz. China Overseas Ports Holding Company Limited (COPHCL). Since the concessions were handed-over to COPHCL, it has been working on improving port facilities, surrounding environment and port businesses. The Port operator has invested more than \$ 40 million for port facilities up-gradation. This is now fully operational and receiving commercial vessels on regular basis. The WeBOC system operational since 2019 has also played a significant role as the goods were being cleared manually earlier.

Similarly, for operationalization of Gwadar Port, GPA in collaboration with China Overseas Port Holding Company Limited (COPHCL) has started work on developing the first Free Zone of Pakistan in Gwadar Port and works on its Phase-I (Southern Free Zone is near completion). This mega project has been completed in a short period of time with the objective to increase the port throughput by imports & exports.

Moreover, the Federal Government has allowed tax incentives for Gwadar Port Free Zone, which is spread over 9.50 sq km area within the limits of Gwadar Port. Gwadar Expo (2018 & 2019) were successfully held in Gwadar Free Zone and the same is planned for every year but postponed due to pandemic in 2020 and 2021.

### **GWADAR PORT FREE ZONE**

- The construction of Free Zone Phase-I has been completed with all infrastructures, including power, water, road, telecommunication, waste treatment, drainage systems are now in operation. More than 30 enterprises, involving the fields of banks, insurance, financial leasing, hotels, warehouses, fishery products processing, edible oil processing, pipe, furniture manufacturing, electric vehicle assembly, trade and logistics, have already been registered in Free Zone.
- Following companies have completed the construction and one of them also started operations in the Pilot Free zone Area;
  - M/S China Communication Construction Company (Business Center),
  - M/S Linyi Trade City (Exhibition Center)
  - M/S Yulin Company (Steel Tube Industry)
  - HK Sun (Copper and Metal Recycling Factory)

- Work on the main Free Zone on 2,281 acres of land will be started soon for which China Port Holding Company (COPHC) has completed the master planning and feasibility work.

## PORT OPERATIONS

The Chinese Operator is working on increasing the number of ships calling at the port. Two ship-liners (COSCO & Sino-Trans) are calling regularly at the port since March 2018. Weekly container service has also been started by COSCO. The details of cargo handled so far, is reflected in the following table:

<b>Cargo Handled at Gwadar Port</b>			
<b>Fiscal Year</b>	<b>Imports (000 Tons)</b>	<b>Exports (000 Tons)</b>	<b>Total (000 Tons)</b>
2007-08	63,607.8	-	63,607.8
2008-09	1496,514.5	-	1496,514.5
2009-10	1,261,842.4	-	1,261,842.4
2010-11	475,966.1	-	475,966.1
2011-12	1,426,003.7	-	1,426,003.7
2012-13	507,582.3	-	507,582.3
2013-14	648,987.9	-	648,987.9
2014-15	439,880.0	270.0	439,150.0
2015-16	50,603.8	750.0	51,353.8
2016-17	80,409.6	1,925.1	82,334.6
2017-18	24,087.4	2,748.9	26,836.4
2018-19	3,636.9	1,317.2	4,954.1
2019-20	26,553.2	706.8	27,260.1
2020-21	50,945.5	3,752.4	54,697.9
2021-22	99560.342	2431.93	101992.272
<b>Total</b>	<b>6,655,181.42</b>	<b>13901.93</b>	<b>6669083.272</b>

## CHINA PAKISTAN ECONOMIC CORRIDOR (CPEC) & GWADAR PORT AND CITY.

The Governments of Islamic Republic of Pakistan & People's Republic of China have agreed on a long-term bilateral trade and economic corridor programme, i.e. China Pakistan Economic Corridor (CPEC), since 2013-14. GPA has been part of all planning and appraisal processes of CPEC programme. For the early harvest / prioritized phase of CPEC, following projects related to Gwadar Port & Port City of Gwadar have been agreed, which are in different stages of Project implementation and approval.

- a. Construction of East-Bay Expressway,
- b. Pak-China Technical & Vocational Institute,

## CONSTRUCTION OF EAST BAY EXPRESSWAY

- The Eastbay Expressway, is a 19 KM 6 lane long road with offshore Railway embarkment, will connect Gwadar Port and its Free Zone with M-8 and Makran Coastal Highway. 14.7 KM of the road is on onshore while 4.3 KM will be on offshore. It will be a limited access high speed road meant for the use of heavy traffic fulfilling the cargo needs of the port
- The works on this CPEC project with the help of Peoples Republic of China is in full swing and the construction of same project is 99.90% completed. This project has been termed as the flagship project under CPEC.

## PAK-CHINA TECHNICAL & VOCATIONAL INSTITUTE

- This CPEC project is a grant from Chinese Government to improve technical and skilled manpower of the local population of Gwadar and surrounding areas to fulfil the trained manpower requirements for Port Operations, Gwadar Port Free Zone, Export Processing Zone and other industrial, allied and related fields such as tourism, hotel industry, hospitality management etc.
- Implementation agreement of the project was signed on 29th March, 2019 during Gwadar EXPO 2019 and Honorable Prime Minister of Pakistan have witnessed the signing ceremony. The detailed design was reviewed and approved in June 2019 and construction started in December 2019. The project has been completed in September, 2021. However, the institute has started its operation on 07th March, 2022 by offering sixth different trades i.e Computer Application and Office Management, Financial Accounting, Cargo Handling, Chinese Language and Overhead Crane Operator for sixth months i.e 07th March 2022 to 10 September 2022, with the assistance of National Vocational and Technical Training Commission (NAVTTTC) Support Program. Almost 130 male & female local students are enrolled and being benefited.

## DEVELOPMENT & CONSTRUCTION OF PORT ALLIED STRUCTURES- (GPA BUSINESS COMPLEX)

Construction of commercial structure have been completed for port related businesses like Bank Branches, Stevedores, Agency Offices, Cargo Storage Sheds, Marine Repair Workshop etc. to facilitate the investors as well as for revenue generation on area of 69 acres of land. Outsourcing of the above area is in process and some of the facilities are already rented.

## ON-GOING PSDP PROJECTS

Following projects are in progress under Federal PSDP 2019-2022 and are expected to be completed during current or in next financial years.

(Rs. in Million)

S#	Name of project	Total Project Cost
1.	Acquisition of Marine Services Vessel for Gwadar Port	319.300
2.	Feasibility Study of Capital Dredging of Berthing areas & channel for Additional Terminals	148.000
3.	Up gradation of Berthing Facilities for Boats at Gwadar Mini port	134.775
4.	Study to make Gwadar Port more competitive	294.000

## **9. KORANGI FISHERIES HARBOUR AUTHORITY**



### **BACKGROUND**

The Korangi Fisheries Harbour Authority (KoFHA) was established under Ordinance No. XVI of 1982 for making all arrangements for the planning, construction, operation, management and maintenance of Korangi Fisheries Harbour for exploiting fisheries resources beyond territorial waters.

The construction work of Korangi Fisheries Harbour was completed in 1998 at a cost of Rs.938 million including foreign exchange of Rs. 644 million (USD 26.121 million) financed by Asian Development Bank. The loan was sanctioned to the Authority by GOP under a Financing Agreement with 4% interest.

The functions and administrative control of the Authority after devolution of Ministry of Livestock & Dairy Development was transferred to the Ministry of Maritime Affairs, GOP in May, 2011.

### **OBJECTIVES**

Following were the objectives for development of deep-sea fish harbour at Korangi creek:

- (i) To increase fish production by providing basic infrastructure facilities,
- (ii) To promote deep sea fishing by accommodating larger sized vessels to exploit the un-tapped off-shore fisheries resources,
- (iii) To increase the foreign exchange earnings of the country through increase exports of marine fish products,
- (iv) To assist in removing the prevailing congestion at Karachi Fish Harbour by shifting of boats,
- (v) To improve socio-economic life of fishermen by providing significant employment opportunities.

### **LEGAL FRAMEWORK**

- With the declaration of Exclusive Economic Zone (EEZ), Pakistan extended its jurisdiction up to 200 nautical miles from the coastline and added about 250,000 SM of sea area to territory.
- Therefore, the Exclusive Fishery Zone (Regulation of Fishing) Act, 1975 was promulgated for sustainable exploitation of the fishery resources beyond territorial waters. Federal Government under entry 36 of FFL is responsible for fishing & fisheries beyond territorial waters.
- Pursuant to Deep-sea Fishing Policy of 2018, it is mandatory for all deep-sea vessels operating in EEZ (20 to 200 nautical miles) to land/export the fish catch from Korangi Fisheries Harbour.
- The Korangi Fisheries Harbour Authority has been established with the very purpose of exploiting fisheries resources beyond territorial waters (12 NM).

### **FUNCTIONS**

The main function of the Authority is to provide berthing and onshore facilities to deep-sea fishing fleet. The harbour has been designed to facilitate the operation of fleet of approximately 400 fishing vessels varying from 45 GRT to 350 GRT with a maximum draught of 4.2 meters. The services can broadly be divided into:

- (i) **Fish landing, encompassing a wide range of infrastructure and activities:**
  - Jetties for the landing of fish, supply of utilities and waiting,

- Navigation aids and ship control
  - Fish handling equipment for unloading the fish.
- (ii) **Auctioning, including:**
- The availability of the auctioning hall and fish handling equipment
  - Supervision and administration of the auctioning process
- (iii) **Land, subleased to supporting industries, such as**
- Ice plant, fish processing industries, boat building and mechanical workshops for repair of marine engines etc.
  - Commercial building, rented out to business and bank services.
- (iv) **Utilities** (water and electricity, fuel), to be supplied to boats /fishing vessels, Industrial and commercial users.
- (v) **General services**, which include access and internal roads, drainage, janitorial, weigh bridge, petrol pumps and security etc.

## **ORGANIZATION**

The general directions and administration of the Authority and its affairs are vested in the Board, which may exercise all power and do all acts and things which may be exercised or done by the Authority. The strength of the Authority comprises 79 sanctioned personnel out of which 46 are in position at present.

## **HARBOUR FACILITIES**

The harbour facilities consist of a total of 709 meters long jetty (unloading, supply & waiting) to facilitate operation of a fleet of over 400 vessels of various sizes to land a catch of 92,000 MT annually. Besides Jetty structures, other facilities such as Navigational Aids, Fish Auction Hall, Offices for the Mole Holders, Restaurant, Net Mending Shed, Public Toilets, Car Park, Access Roads, 100 Telephone lines on DRS link, Water (135,000 GPD) and Power Supplies (3.6 MW & 600 KW from KE) etc. have also been provided at the harbour.

## **PERFORMANCE**

### **PORT OPERATION & FISH LANDINGS**

The main objectives of Korangi Fish Harbour are to promote deep sea fishing by accommodating medium-sized vessels for exploiting fisheries resources beyond territorial waters and removing the prevailing congestion at Karachi Fish Harbour by diverting boats beyond the capacity of Karachi Fish Harbour to Korangi Fish Harbour. Deep Sea Fishing Policy has been discontinued since year 2006. The FAO advised to discontinue the deep-sea fishing for the time being due to depletion of fish stock in Pakistan till the fish stock builds up again.

Currently, the operation of KoFHA depends on migration of traditional boats from Karachi Fish Harbour to relieve it from boat traffic congestion. During past years the fleet size of local fishing boats has substantially increased. Presently, 300 small and large boats are operating on regular basis using Korangi as home port. The significant surge has been noticed in number of boats using KoFHA as home port. During the fiscal year 2020-21 a26,419(MT) of fish catch was unloaded by the local boats as per following details:

<b>YEAR</b>	<b>NOS. OF BOATS</b>	<b>NOS. OF TRIPS</b>	<b>QUANTITY OF FISH (MT)</b>
2019-20	300	2,095	22,865
2020-21	300	2,075	24,114
2021-22	320	2013	26,419
<b>TOTAL</b>			<b>73,398</b>

The Deep-Sea Policy has been revised mainly with thrust to regulate local fishing vessels presently operating in federal waters without any license/permit. The Deep-sea Fishing is already being carried out by local fishermen in EEZ without fishing permit/license using destructive fishing gears (fine trawl nets & extraordinary long gill nets). More than 2,500 local fishing trawlers are operating in EEZ upto a depth of 130 meters by using power winches. There is an urgent need to regulate such a large fleet of local trawlers & Gill Netters by Federal Government by enforcing licensing system.

Pursuant to Deep Sea Fishing Policy 2021, invitations have been called through press media for issue of 50 licenses to deep sea fish trawlers. The decision on issue of deep sea fishing trawler licenses is yet awaited.

## **FINANCIAL PERFORMANCE**

The Authority has earned revenue of Rs 73.886 Million during the financial year 2021-22. In absence of deep-sea fishing traffic, the operating income of the Authority is still slightly behind the targets as anticipated at the time of inception of Korangi Fisheries Harbour. The Authority has succeeded in improving the income from other sources during past as mentioned below:

### **Figures in Million Rupees**

<b>S. No.</b>	<b>Particulars</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>
(a)	Operating	52.087	27.470	31.776	34.638
(b)	Non Operating	19.885	40.800	48.579	39.248
	<b>Total Income</b>	<b>71.972</b>	<b>68.270</b>	<b>80.354</b>	<b>73.886</b>

## **ESTABLISHMENT OF FISHERIES INDUSTRIES & INFRASTRUTURE**

In the absence of operation of deep sea fishing traffic, the Authority has concentrated to promote Korangi Fish Harbour as Business Park by establishing modern Fish Processing Units for value added products. The Authority has made significant headway in this area during past two years. The progress is mentioned as under:

- Fourteen Fish Processing Plants are functional.
- Nine more seafood processing factories are under construction. Remaining land for industrial undertakings has been allotted to potential parties.
- Two ice plants are functional.
- 4FRP boat building yards, 3 HSD bunkering/dispensing for fishing boats one Petrol Pump and one mechanical workshop for vehicular traffic are functional.
- Infrastructure facilities-The feeder for supply of 3 MW electric powers have been energized, adequate water supply from KW&SB trunk main is being supplied to all users, 100 telephone lines have been provided by PTCL through DRS Link free of cost. Masjid has been built with public donations & maintained by Authority.



The establishment of these processing plants provides hope for the first time that soon a wholesale fish market would be established at the harbour. The processing units at present are providing employment to over 2,000 workers and exporting fish products valuing US \$ 30 million annually. Upon full scale development of industrial area within two years, it will create the employment opportunities for 5,000 people and substantial increase in fish exports.

## **PLANS FOR NEXT YEAR & WAY FORWARD**

Goals and targets fixed for the financial years 2022-23 are as under:

- i. Immediate issuance deep-sea fishing licenses.
- ii. To reclaim and develop 25 acres of leased land for establishing Business Park for industrialization of fish processing units at KoFHA.
- iii. Improve port infrastructure facilities & services.
- iv. Attract local boats from the vicinity to use Korangi as home port.
- v. Following three Projects would be initiated through Japanese Grant.
  - a. Modification of Fish Auction Hall on International and EU Standards costing Rs. 522.63 Million.
  - b. Establishment of Business Park costing Rs. 2887.67 Million.
  - c. Establishment of cold storage & freezing tunnels costing Rs. 523.08 Million.

## **10. MARINE FISHERIES DEPARTMENT**



Marine Fisheries Department (MFD) since its inception is involved in the development of fisheries sector of Pakistan with following objectives:

### **VISION, MISSION STATEMENT**

- To regulate quality and to promote export of fish and fishery product as well as to prevent export of substandard quality fish, as per national legislation viz. Pakistan Fish Inspection & Quality Control Act, 1997 and Rules, 1998 and subsequent amendments made in-line with International standards & the Regulations of importing countries.
- To provide testing facilities to the seafood exporters through laboratory infrastructure established at MFD. The testing facilities of the Microbiology and Chemical laboratories are accredited under ISO/IEC-17025:2005 International Standard to meet the requirement of EU countries, as well as the obligatory requirements under World Trade Organization (WTO) agreement on Sanitary and Phyto-sanitary (SPS) measures.
- To regulate deep sea fishing to harvest untapped fisheries resources in the Exclusive Economic Zone (EEZ) of Pakistan in sustainable manner as per Exclusive Fishing Zone (Regulation of Fishing) Act, 1975, Exclusive Fishing Zone (Regulation of Fishing) Rules, 1990, Deep Sea Fishing Policy, 1995 and as amended in 2001, 2009 & 2018.
- To enhance capacity building through training and development of fishermen and fisheries related personnel on different discipline like modern fishing technology, basic navigation, navigational and fish detection electronic devices, fish handling, fish preservation, food safety management and HACCP etc.
- To promote research and appropriate internationally recognized techniques and methods for improving fish handling, preservation, processing, testing and certification.
- To provide technical assistance to the provinces and all other stakeholders of the industries in promoting hygienic conditions onboard the fishing vessels, landing centers, fish processing establishments and sustainable utilization of fish resources.
- To liaison and deal with international organizations on fisheries related matters particularly on promotion and development of the sector and conservation, management and sustainable utilization of living marine resources

### **OBJECTIVE**

- Registration of Processors and Exporters.
- The social benefits will include the reduction of poverty, provision of quality food to the consumers and increase in fish consumption per capita by 0.4%.
- Revised Deep Sea Fishing Policy, 1995 and as amended in 2001, 2009 & 2018
- Modification of fishing boats according to international requirements
- Internationally recognized techniques and methods for improving fish handling,
- Boost the Production and export of fish & fishery products.
- To upgrade the knowledge and skills of fisheries related Personnel through training on all essential aspects, including quality control.

## GOALS

- Total 565 processors / exporters have been registered with this department.
- Total 2,350 number of samples were analyzed
- More rational/Amended in Deep Sea Fishing Policy 2018
- Total 1708 fishing boats have been modified according to international standards. Since it started in 2008.
- Improving fish handling, preservation, processing, testing and certification.
- Fish Production: 810,000 Metric Tons, Fish Export: 184,396 Metric Tons and value 414 million US\$.
- In order to meet the requirement of EU and other importing countries

## BENEFITS/ OUTCOME.

- The social benefits will include the reduction of poverty, provision of quality food to the consumers and increase in fish consumption per capita by 0.4%.
- Help contain any possible contamination. Thus, improve quality in output of this resource.
- Stock Assessment Survey of Marine Fish resources in Exclusive Economic Zone of Pakistan.
- The fishermen community will benefit from technology of lining of fish holds in fishing boats, with fiberglass coating.
- As per requirement EU Countries
- Enhancement of per capita consumption and up-lifting of socio- economic condition of the fishermen communities.
- For the improvement of the fishing gears, several studies have been carried and accordingly amendments in the legislation were recommended.

## LEGAL FRAMEWORK (ACTS, RULES AND REGULATIONS)

Marine Fisheries Department is an executive fishery agency of the Federal Government, with primary responsibilities for ensuring conservation management and development of fishery resources, quality control and export of fish & fishery products function under following legal framework:

- Exclusive Fishing Zone (Regulation of Fishing) Act, 1975
- Exclusive Fishing Zone (Regulation of Fishing) Rules, 1990 and subsequent amendment
- Pakistan Fish Inspection and Quality Control Act, 1997
- Pakistan Fish Inspection and Quality Control Rules, 1998 and subsequent amendments made in line with the requirements of importing countries.

## ACHIEVEMENT DURING THE YEAR 2021-2022 IN QUANTITIES TERMS

### FISH LANDINGS

ITEMS	2017-18	2018-19	2019-20	2020-21	2021-2022
Marine Fish Production (In m. tons)	502,000	498,000	500,222	504,000	505,000
Inland Fish Production (in m. tons)	305,000	301,000	303,431	306,000	307,000
TOTAL (in m. tons)	807,000	799,000	803,653	810,000	812,000

## CONTRIBUTION OF FISHERIES

- GDP 1%
- Contribution to Agricultural GDP 4%
- Contribution to labour force 1%
- Source of livelihood
  - Fishermen 400,000
  - Allied Industries 600,000
- Yearly per capita consumption 2.0 kg

## EXPORTS OF FISH & FISHERY PRODUCT

Pakistan's major buyers remained from China, Thailand, Malaysia, Middle East, Sri Lanka, Japan, EU, USA etc.

ITEMS	2017-18	2018-19	2019-20	2020-21	2021-2022
Quantity (In m.Tons)	196,927	196,460	177,884	184,396	166,267
Export Earnings (Value in million US\$)	451	439	406	414	431

## FISHING TECHNOLOGY / DEEP SEA FISHING / CAPACITY BUILDING & TRAINING

There are three fishing zones in EEZ of Pakistan. Zone-I (from internal waters and baseline to 12 NM is jurisdiction of provincial Government), Zone-II (from 12 to 20 NM under the jurisdiction of the Federal Government (buffer zone created by the Federal Government to facilitate local fishermen) and Zone-III (from 20 to 200 NM under the jurisdiction of Federal Government).

### a) DEEP SEA FISHING

Since 2009, no deep sea fishing vessel / foreign vessels is in operation in EEZ. Recently Exclusive Fishing Zone (Regulation of Fishing) Rules, 1990 has been revised by the Ministry to regulate deep sea fishing to harvest untapped fisheries resources in the Exclusive Economic Zone (EEZ) of Pakistan in sustainable manner. Since 2009 no deep sea fishing vessel / foreign vessel has given licence by MFD to operate in EEZ of Pakistan

### b) TED, AND TRIALS OF TED BY LOCAL FISHERMEN

The primary purpose of TED is to reduce the mortality of sea turtles in fishing nets, (shrimp trawl net) and safeguarding the livelihood of the local fishermen. The use of TED is mandatory required for export of shrimp to USA. The federal and provincial governments have assigned the task to the Maritime Security Agency for ensuring compliance of United State regulation about TED on all shrimp trawlers to ensure the export of shrimp to USA. Marine Fisheries Department, Government of Pakistan, conducting training programme for fishermen about the use of Turtle Excluder

Device (TED) 950 fishermen, including representatives of the other organizations participated in the training for using the TED.

**c) MODERNIZED THE FISHING FLEETS**

In order to full fill the obligating requirements of food safety & hygiene on-board right from catching of fish by fishing boats, Federal Government has modified the four local fishing boats as model with fiberglass lining in fish hold to maintain the freshness of fish. As a result of introduction of modular boats by Marine Fisheries Department in January, 2008 the boat owners have started modification of their boats at their own expenses, which still in progress. This is a success story which shows that the fishermen community has accepted the technology of lining of fish holds of fishing boat with fiberglass coating. 1916 fishing boats including Trawler, Gillnetters and Horas and Doondas have been modified/ upgraded under the guidelines of MFD.

**d) CAPACITY BUILDING & TRAINING TO FISHERMEN & OTHER STAKEHOLDERS**

Marine Fisheries Department is conducting training courses on regular basis for fishermen and other stakeholders. Following training courses were conducted during the period under report imparting skills to a number of participants in different field of fisheries:

- On-board handling, preservation of fish catch;
- HACCP training for seafood industry; HACCP system of 28 establishments have been approved
- Design/construction & fixing of TED in shrimp trawl net;
- Special training for PMSA, Coast Guard; and
- Introduction of CCRF, IUU fishing, types of fishing boats/ gears etc.

**Technical assistance was also provided in the following areas as a regular practice:**

- promoting hygienic conditions onboard the fishing vessels & landing centers;
- Compliance of GMPs by fish processing establishments;
- sustainable utilization of fish resources;
- Implementation of close season on shrimp catching; and
- mesh size control in fishing gears (selectivity study).

**BUDGET ALLOCATIONS & EXPENDITURE OF MFD**

• **CURRENT**

				<b>Million Rs.</b>			
<b>Object Code</b>	<b>Object Classification</b>			<b>Actual Expenditure 2020-21</b>	<b>Budget Allocation 2021-22</b>	<b>Actual Expenditure 2021-22</b>	<b>Budget Allocation 2022-23</b>
A 0 1	Employees Related Expenses.			70,583	105,795	67.435	77,000
A 0 3	Operating Expenses			13,724	18,506	14.043	20,426
A 0 4	Employees Retirement Benefit			3,109	2,181	1.216	1,500
A 0 5	Grant, Subsidies & Write of Loans			7,428	8,056	7.461	123
A 0 9	Physical Assets			728	3,400	0.992	22,950
A 1 3	Repairs & Maintenance			2,016	2,062	1.011	5,001
	<b>Grand Total</b>			<b>97,588</b>	<b>140,000</b>	<b>92.160</b>	<b>127,000</b>

- **DEVELOPMENT**

At present no development scheme is under execution under PSDP portfolio by MFD.

## **REVENUE RECEIPT**

Revenue receipts from Quality Control Section deposited in government treasury.

(Registration/Renewal/Testing Fee etc):

ITEMS	2017-18	2018-19	2019-20	2020-21	2021-22	Target 2022-23
Revenue (Million Rupees)	35.112	38.00	34.00	32.00	41.003	42.00

Revenue receipt likely to be doubled by enhancement of fee schedule of registration, renewal, issuance of certificates and fee of testing in Pakistan Fish Inspection Quality Control Rule 1998. (Request for amendment in the pertinent rule has already been sent to Ministry)

## **WAY FORWARD FOR ENHANCEMENT OF EXPORTS**

- Enlistment of more processing establishments for export fish & fishery products to EU market.
- improvement of conditions of landing sites / auction halls,
- Strengthening official control of Competent Authority (MFD) to meet compliance of requirements of importing countries
- Resumption on ban on export of shrimps to KSA & USA,
- Implementation of HACCP based food safety management system for the attestation of health certification requirement of importing countries such as Indonesia and Thailand.
- Approach new market access for export fish & fishery products,
- Tuna processing and value addition line with tuna long-liners to fishing boats
- Tuna, mackerel and sardine canning lines with buy back agreements with potential customers.
- There are variety of seafood products in which we can do final value addition like cuttle fish, octopus etc. the processors need to be proper technical support
- Foreign investors are using raw material in a very cheap rate. Final value addition should be done to achieve maximum revenue, as the final product sells at 30 time of raw material cost.

## **PLANS FOR NEXT YEAR (FY 2022-23)**

The priorities Plans for future development of fisheries sector includes following strategies:

- Improvement of marketing infrastructure for fishermen along coast i.e., providing technical assistance / guidelines to stakeholders / provinces for improvement of landing sites/auction halls at different fish harbours.
- To provide guidelines for up gradation of fishing boats according to international standards.
- To increase capability for fisheries planning and management based on the sound knowledge of the state of the fishery resources and exploitation of these resources.
- To provide guideline/technical assistance for value addition and to promote aquaculture to boost fish production volume wise as well as value wise.
- To upgrade, accreditation and strengthen the quality control laboratories of Marine Fisheries Department by adding the new testing parameters for monitoring environmental contaminants in fish & fishery products to satisfy the requirements of importing countries.

- Providing guidelines to the stake holders for implementation of Hazard Analysis Critical Control Point (HACCP) based food safety management system
- Increased capability for fisheries planning and management based on the sound knowledge of the state of fishery resources and exploitation of these resources.
- Capacity building of fishermen and fisheries related personnel.
- Stock Assessment Survey of Marine Fish resources in Exclusive Economic Zone of Pakistan.
- Experimental and exploratory fishing / biological research.
- Publication of Handbook of Fisheries statistics of Pakistan & maintenance of fisheries statistical data.



## 11. KARACHI DOCK LABOUR BOARD



### INTRODUCTION

Karachi Dock Labour Board is a regulatory body established under Karachi Dock Workers (Regulation of Employment) Scheme, 1973 issued by Federal Government vide SRO 1693(I)/1973 dated 03.12.1973 in pursuance of Dock Workers (Regulation of Employment) Ordinance, 1973 which was later replaced by Dock Workers (Regulation of Employment) Act, 1974. The Board as such is established and functioning under an Act of Parliament to regulate the employment of dock workers at the Karachi Port and by virtue of its functions and duties is performing the role of Federal Government and is empowered to impose cess on cargo handled at the Karachi Port to generate funds for the welfare of dock workers registered with the Board.

### ORGANIZATION

The Board consists of the following Members: -

Representing Federal Government:

➤ Chairman	01
➤ Senior Executives – KPT	02
➤ Director Labour, Govt. of Sindh	<u>01</u>
	<b>04</b>

➤ Representing CBA of Dock workers	05
➤ Representing Pak. Stevedores Conference (G) Ltd.	02
➤ Representing PNSC	01
➤ Representing Pak. Ship Agents Association	01
➤ Representing Overseas Chamber of Commerce & Ind.	<u>01</u>

**14 Members**



## OBJECTIVES

1. To regulate the employment of Dock Workers.
2. To ensure that adequate number of Dock Workers are available for:
3. Efficient Performance of Dock Work.
4. Expeditious and Economic Turn-round of ships.
5. Speedy transit of goods through the Port of Karachi.

## FUNCTIONS

The Board has taken measures for furthering the objectives of this Scheme, including measures for:

- Ensuring adequate supply and the full and proper utilization of registered Dock Workers.
- Regulating the Recruitment and discharge of Dock Workers.
- Keeping and maintaining Employers' Register.
- Maintaining Record of Dock Workers.
- Providing training to Dock Workers.
- Providing welfare benefits including medical services.
- Making provision for health and safety measures.
- Fixing and Recovering levy from the Beneficiaries for operating the Scheme.
- Maintaining and administering the Welfare Fund.
- Maintaining and administering a Provident Fund, Gratuity Fund and other welfare scheme for the registered Dock Workers.
- Maintaining proper accounts of all receipts and expenses relating to the Scheme.

## REGISTERED DOCK WORKERS

At present 2692 Dock Workers are registered on KDLB Roster under the following categories in Day/Night Shifts: -

	<u>CATEGORIES</u>	<u>S T R E N G T H</u>		
		<u>Day</u>	<u>Night</u>	<u>Total</u>
1.	HATCH WORKERS	0578	0574	1152
2.	TINDAL	0053	0054	0107
3.	WHARF WORKERS	0575	0539	1114
4.	WINCH CRANE DRIVERS	0160	0159	0319
	<b>TOTAL: -</b>	<b><u>1366</u></b>	<b><u>1326</u></b>	<b><u>2692</u></b>



(Dock Workers getting requisition)

**CARGO/CONTAINER HANDLED BY KDLB  
DOCK WORKERS – 2021-2022**

<b>CATEGORY</b>	<b>2021-2022</b>
<b>Cargo Handling</b>	<b>(Million Tons)</b>
Dry Bulk/Gen. Cargo	9,316,936
Total Dry Cargo	9,316,936

**CONTAINER HANDLING (MILLION TEUs)**

Import TEUs	550,190
Export TEUs	430,401
Total TEUs	980,591

- Dry Bulk/General Cargo has been handled with 11.90% decrease in comparison to previous year
- Containers have been handled with 1.44% increase in comparison to previous year

**KARACHI DOCK LABOUR BOARD PROJECTS**

**COMPLETED**

- KDLB Secretariat Building.  
(Ground + Five Story)
- Booking Call Station West Wharf Adjacent KDLB Building for Hatch Workers.
- Booking Call Station Keamari near to Jungle Shah, Keamari for wharf Workers.
- Mosque Khat-Mur-Rusul, Adjacent KDLB Building.
- Training Centre for Dock Workers.
- Canteen Adjacent Booking Call Station, West Wharf.
- KDLB Hospital (110 Beds Hospital), Keamari.



**(View of KDLB Hospital)**