

Year Book 2022-23



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 backbone 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 have remained aligned with the International Conventions and standards.

More than 90% of Pakistan's trade is routed through 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 in Gwadar.

Pakistan National Shipping Corporation (PNSC) enjoys a global presence in the shipping world. This year PNSC has earned record profits. This growth would further increase 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 guidelines and see Pakistan as ship recycling 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 the dynamic landscape of national development, the economic contribution of Blue Economy stands as a cornerstone. The Ministry of Maritime Affairs in Pakistan, cognizant of this pivotal role, is strategically positioned to harness the vast potential of its maritime resources for the nation's progress.

I am pleased to present the Year Book 2022-2023, in accordance with Rule 25 (2) of the Rules of Business, 1973. This publication encapsulates the policies and initiatives undertaken by the Ministry and its supporting organizations, offering a comprehensive overview of their endeavors. The Year Book serves not only as an informational resource about the Ministry of Maritime Affairs but also as a valuable reference for stakeholders and source material for researchers and other interested parties.

As we share the highlights of our activities and achievements, we invite suggestions to further refine our policies and practices. Transparency and accountability are at the core of our governance, and your insights play a crucial role in this journey.

I am confident that this Year Book will not only inform but also inspire a deeper understanding of the Ministry's commitment to advancing our maritime potential. We look forward to your continued engagement as we work towards a more prosperous and sustainable future for Pakistan.

(Dr. Iram A. Khan)
Secretary

ACRONYM SECTION

Sr. No.	Abbreviations	Description
1.	ARPA	Automatic Radar Plotting Aids
2.	CARs	Central Asian Republics
3.	CoC	Certificate of competency
4.	COPHC	China Overseas Ports Holding Company
5.	COSCO's	China Ocean Shipping Company's
6.	CPEC	China Pakistan Economic Corridor
7.	ECDIS	Electronic Chart Display and Information System,
8.	EEZ	Exclusive Economic Zone
9.	EPZ	Export Processing Zone
10.	GFZ	Gwadar Free Zone
11.	GFZL	Gwadar Free Zone Company Limited
12.	GIEDA	Gwadar Industrial Estates Development Authority
13.	GMDSS	Global Maritime Distress and Safety System
14.	GMSL	Gwadar Marine Services Limited
15.	GPA	Gwadar Port Authority
16.	GSO	Government Shipping Office
17.	HACCP	Hazard Analysis and Critical Control Point
18.	HKC	Hong Kong Convention
19.	HKC	Hong Kong Convention
20.	ILO	International Labour Organization
21.	IMO	International Maritime Organization
22.	IOCB	IRON ORE & COAL BERTH
23.	ITCP	Integrated Technical Cooperation Programme
24.	KDLB	Karachi Dock Labour Board
25.	KGTL	Karachi Gateway Terminal (Private) Limited
26.	KICT	Karachi International Container Terminal
27.	KoFHA	Korangi Fisheries Harbour Authority
28.	KPT	Karachi Port Trust
29.	MFD	Marine Fisheries Department
30.	MMD	Mercantile Marine Department
31.	MPCB	Marine Pollution Control Board
32.	MPTA	Millions of Tonnes Per Annum
33.	MRSID	Machine-Readable Seafarers Identification Document)
34.	NAVTTTC	National Vocational Technical Training Commission,
35.	NVOCC	Non-Vessel Operating Common Carrier)
36.	P&S Wing	Ports & Shipping Wing
37.	PCS	Port Community System
38.	PIBT	Pakistan International Bulk Terminal
39.	PICT	Pakistan International Container Terminal
40.	PIMEC	Pakistan International Maritime Expo & Conference
41.	PMA	Pakistan Marine Academy
42.	PNSC	Pakistan National Shipping Corporation
43.	PQA	Port Qasim Authority
44.	QICT	Qasim International Container Terminal
45.	SAPTL	South Asia Pakistan Terminals Limited
46.	SSB	Seamen Service Book
47.	STCW	Standard for Training Certification and Watch-keeping
48.	WeBOC	Web Based One Customs

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INTRODUCTION

Ports and Shipping being a vital sector and backbone 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 with modern times. Though sky is the ultimate limit, yet the present Government has significantly contributed to re-invigorate this sector in terms of increased efficiency in operations, whereas a lot is on the cards to make the sector more competitive in the region.

Ministry of Maritime Affairs in Islamabad is a federal administrative authority of the Government of Pakistan primarily assigned to facilitate the maritime sector including ports and shipping industry as well as fishing in Pakistan by providing policy guidelines to encourage port development and growth in shipping while maintaining safety standards in accordance with international stipulations. In the fishing sector, our focus is on maintaining high quality of standards and value addition to increase our exports to the world.

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. Marine Fisheries Department, Karachi.
5. Pakistan Marine Academy, Karachi
6. Pakistan National Shipping Corporation, Karachi.
7. Karachi Port Trust, Karachi.
8. Port Qasim Authority, Karachi.
9. Gwadar Port Authority, Gwadar.
10. Korangi Fisheries Harbour Authority, 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

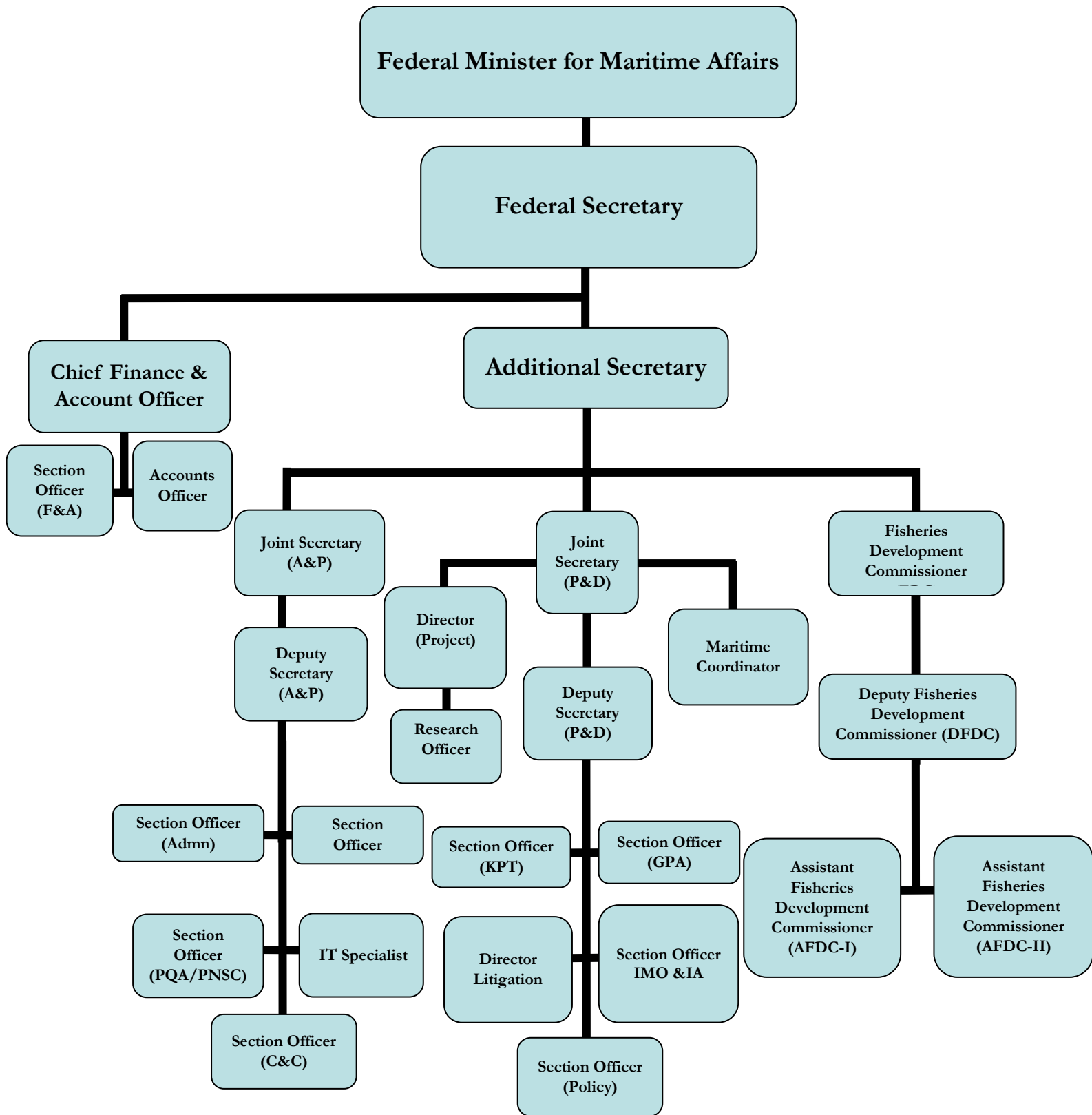
- To formulate and implement plans and policies in conformity with International best practices to transform the ports of Pakistan into modern, competitive, user-friendly entities.
- To make our ports transshipment hub of the region with hinterland and outstate seamless connectivity to the Central Asian 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 –
 - a. Inland water transport; and
 - b. 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





DIRECTORATE GENERAL, PORTS & SHIPPING WING, KARACHI

The office of the Directorate General Ports & Shipping Wing was established in 1961 at Karachi to implement 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 General and Technical Functions, is a part and parcel of the Ministry of Maritime Affairs, Islamabad. The objective of placing the office in Karachi is to facilitate the Ministry based in Islamabad with a focus on policy matters, 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, approval of training syllabus for 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 in consultation with stakeholders.

MANDATE

- Maritime legislation and adherence to ‘STCW Convention’
- Focal Point of Contact with International Maritime Organization
- Administration of Merchant Shipping Ordinance, 2001
- Administration of Pakistan Merchant Marine Policy 2001 (as amended 2019)
- Signing of MoU on recognition of Certificate of competency (CoC) with other Maritime Nations (29th MoU already signed)
- Signing of MoU with Recognized Organization (RO) for the delegation of Mandatory survey under IMO convention & MSO 2001
- Navigation and Shipping; safety of ports and regulation of matters relating to dangerous cargo
- Regulating employment of seafarers and Private Sector Seafarer training institutions
- Issuance of licenses to ship manning agencies
- Examination of officers under STCW Convention and MSO 2001 for Deck & Engineer Exams
- Inquiries & Investigations into Shipping Casualties & Accidents
- Light-houses, including lightships, beacons and other provisions for safety of shipping
- Technical and professional advice to the Government on matters relating to Ports & Shipping.
- Coordination of work related to all inter-Government and International conferences and other organization concerning Ports & Shipping.
- Liaison and coordination with KPT, PQA, PNSC and GPA and processing their relevant cases.

FUNCTIONS

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

- Technical and professional advice on maritime sector.
- Regulating employment of seafarers.
- Issuance of licenses to ship manning agencies.
- Maritime legislation and adherence to ‘STCW Convention’
- Updation of laws with International Maritime Organization.
- Examine MoUs and agreements with other states employment to Pakistani seafarers.
- Monitoring and approval of standards and syllabus of accredited private seafarers training institutions.
- Maintain safety and security standards as per IMO conventions. Implementing ILO conventions regarding seafarers.
- Coordination of work with other Ministries, Divisions and Inter-Governmental Agencies and International Conferences and other consultative organizations concerning Ports & Shipping & Maritime Affairs.
- Conducting Examination for surveys casualties, inspection and standards for ships’ safety and operation and investigation into shipping casualties.
- Compilation of records of all examination results, certificates of competency issued to certificated marine officers / engineers.
- Marine environments, pollution control and legislative measures including conservation and management in the field of marine wild life.
- Administration of Pakistan Merchant Shipping Ordinance, 2011

IMPORTANT MATTERS AND ACHIEVEMENTS

1. The Hong Kong International Convention for the Safe and Environmentally Sound Ship Recycling (Hong Kong Convention 2009)

The Hong Kong Convention 2009, after fulfilling its three conditions as entailed in its text, will enter into force in June 2025. On 6 December, 2023 Pakistan became the 23rd country to ratify the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships. Pakistan’s ratification of the Hong Kong Convention (HKC) means that the convention has now been ratified by all the major ship recycling countries in the world. It is pertinent to mention that the Pakistan Government, in collaboration with the IMO’s Integrated Technical Cooperation Programme (ITCP) and Industry is making concerted efforts for ensuring compliance of the HKC for reviving the ship recycling industry.

2. Examinations

This Wing is involved in a unique function of examinations taken under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978. The seafarers both from the engine side and the deck side have to go through these examinations to attain employment on the foreign going ships which in return generate foreign remittances for the country.

The exams are of different levels and each level of exam (Class I, II, III, IV, Chief Mate and Master) is to be taken quarterly under STCW, 1978.

THE STATISTICAL DATA FOR YEAR 2022-23

CHIEF NAUTICAL SURVEYOR SECTION

S.No	DESCRIPTION	NUMBER OF CASES
01.	Applications for Examinations of Certificate of Competency processed	790
02.	Certificate of Competency issued	170
03.	Certificates of STCW issued	640
04.	Certificates of Dangerous Cargo issued	620
05.	Verification of CoCs on hard copy/ online verification and updation of record	730
06.	Certificate of Recognition to CoC to foreign CoC holders	59
07.	Notice of Eligibility for Examination of CoC	350
08.	Surveys	07

ENGINEER & SHIP SURVEYOR SECTION

S.No	DESCRIPTION	NUMBER OF CASES
01.	Applications for Examinations of Certificate of Competency Processed	848
02.	Certificate of Competency issued	232
03.	Certificates of STCW/Dangerous Cargo issued	394
04.	Verification of CoCs / E-mails issued	Various
05.	Equivalency of CoC to Foreign CoC holders	39
06.	Certificate of Competency to Electro Technical Officers (ETO)	25

3. Marine Pollution Control Board (MPCB)

The marine pollution at sea from ships and crafts is well regulated/controlled through the IMO Convention, MARPOL 1973/78. The Convention is being implemented by the Principal Officer, Mercantile Marine Department and respective Port Authorities. In order to ensure smooth coordination among all stakeholders for the control of Marine Pollution, be it from the sea or from land sources, a Marine Pollution Control Board has been notified under the Chairmanship of the Minister, Ministry of Maritime Affairs, which function with the following TORs:

TERMS OF REFERENCE (TOR) OF MPCB:

- i. Formulation of Marine Pollution Control Strategy.
- ii. Overview of Harbour Pollution & Combating Plan.
- iii. Any other issue(s) which the Board may like to consider necessary for controlling marine pollution.

The Directorate General, MOMA, Karachi acts in the capacity of a convener for the formation of MPCB. The meetings that have been held are moderated by the DG office with all the stake holders under the chairmanship of Minister for Maritime Affairs. Furthermore, the focal persons of DG office are regularly working and are also in touch with the agencies; both public and private, concerned to finalize practical solutions of marine pollution. Till date four meetings of MPCB have been conducted, during which all concerned stakeholders have submitted their nominations for the working group, as proposed during the last MPCB meeting.

4. MERCHANT SHIPPING ORDINANCE 2001 (MSO-2001)

The MSO-2001 is currently undergoing an overarching revisit whereby several changes with respect to the IMO Conventions, the dynamics of Maritime Administration (for e.g., changing the word “Federal Government” to appropriate authorities in the aftermath of Mustafa Impex case) and some other specific changes with respect to the MLC -2009, are being modified.

5. PAKISTAN MERCHANT MARINE POLICY 2001

The Policy was chalked out in 2001 and amended in 2019. The main objectives of the policy are to facilitate and attract the private sector investment, deregulate and provide a free environment for investment, maximize sea-borne trade through the Merchant Marine Fleet flying Pakistani flag and ensure efficient operations of the country’s ports. Presently, the Policy is under revision and is aiming to make the Shipping sector more competitive with other Maritime Nations.

6. SETTING UP A MARITIME SINGLE WINDOW

IMO has issued guidelines for setting up a Maritime Single Window for digitization of maritime transport and other port shipping operations. The Port authorities under coordination with Pakistan Single Window are working on the implementation of Maritime Single Window called Port Community System (PCS). This Wing being the focal authority of International Maritime Organization is in coordination with Pakistan Single Window to ensure that PCS is being implemented in a timely manner and as per the international best standards and IMO guidelines.

FUTURE PLANNING/GOALS:

- Incorporation of international conventions into national legislation
- Harnessing the potential of blue economy
- Enhancement of technical knowledge for maritime professionals
- Awareness sessions/training on maritime laws/policies
- IMSAS Audit compliance
- Capacity building of Seafarers
- Protection of Maritime environment
- Ship & Port security



MERCANTILE MARINE DEPARTMENT

FUNCTION

Mercantile Marine Department was established in 1930 as a sub-ordinate office of the Ministry of Maritime Affairs which is headed by a Principal Officer. The major functions of this department, as a part of Maritime Administration of Pakistan, are to ensure safety of life at sea, safety of navigations 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 crafts under Pakistani flag and also conducts their surveys and inspections. Examination for various categories of seamen is also conducted by this department as a part of Maritime Administration.

A sub-office of Mercantile Marine Department was established at Gwadar in February, 2007 and has an obligatory role towards operations of the port and the allied shipping activities thereof.

PERFORMANCE / ACHIEVEMENT 2022-23

1. MAIN OFFICE, KARACHI

S. No.	Indicators	Achieved
1.	Survey and Inspection	2310
2.	Supervision of new construction & repair Evaluation etc	2
3.	Issuance of Statutory Certificates of Ships	20
4.	NOC for Outward Port Clearance	3193
5.	Registration Change of Ownerships of Ships, Craft	595
6.	Examination (Technical Personnel Inland)	534
7.	Examination of Marine Engineers Deck Officers	179
8.	Eye test	3453
9.	Crew Card	510

2. SUB-OFFICE, GWADAR

S. No.	Indicators	Achieved
1	Survey and Inspection	09
2	NOC for Outward Port Clearance	26
3.	Registration Change of Ownerships of Ships. Craft	09

REVENUE RECEIPTS

S. No.	Indicators	Target (Million)	Achieved (Million)
1	Survey, Registration, Examination & Misc.	60.000	62.65
2	Light House dues	600.000	785.78



GOVERNMENT SHIPPING OFFICE

Government Shipping Office (GSO) was established at Karachi Port on 21st 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.

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

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

PERFORMANCE / ACHIEVEMENTS

YEAR	Computerized Seamen Service Book (SSB) issued	Machine Readable Seafarers Identify Card (MRSID) Issued	Seafarers Engaged on Ships	Seafarers Discharged from Ships
2022-2023	1444	1437	5150	2861



PAKISTAN MARINE ACADEMY



INTRODUCTION

The maritime sector massively contributes to the national economy, hence merits recognition at all levels. Since ages, the only factor, which has facilitated economic activities at a larger scale, is trade through sea. Not only efficient means of sea transportation is essential, but also Seafarers, who operate & maintain the cargo laden ships, for timely arrival & departure, while ensuring uninterrupted trade related economic activities, are the most important and most prized 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, thereby, 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 its current location at Hawks Bay Road, Mauripur, Karachi. In 1997, Seamen Training Centre, a training institute for 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.



A View of Admin Block

MANDATE

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 Ministry of Maritime Affairs, PMA ensures implementation of contemporary learning skills, based on maritime sector requirements and experiences shared by active Seafarers to meet the maritime sector demand for knowledgeable & skilled personnel. Training activities are also focused upon learners' experiences, both in theory & practice, 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 ashore, 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 an 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; Maritime Law; Finance; Broking?; Insurance; Administrative/Ocean Management; Energy Engineering & Automation; Marine Transport/Logistic Economics; Physical Oceanography; Geological & Geophysics; 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.

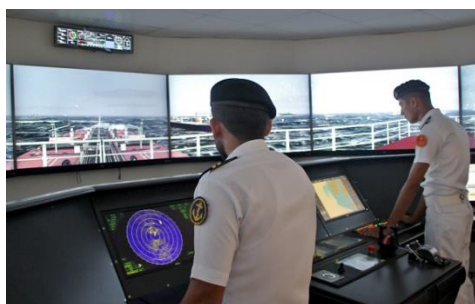


Ship Model Room



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

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

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 hold 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.

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.

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

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:	4,067
Total No. of Trained Post-Sea Training:	16,493 (Nautical & Engg)
Total No. of Trained GPs:	2,433
Total No. of Cadets undergoing Training:	216 (117 Nautical & 99 Engg)
Total No. of Trained Short/Mandatory Courses:	111,637

PRE-SEA COURSES

a. 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

b. 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

- i) Oil Tanker Familiarization.
- ii) Engine Room Simulator Course.
- iii) Global Maritime Distress Safety System (GMDSS).
- iv) Basic Fire Fighting Course.
- v) Personal Survival Techniques Course.
- vi) Elementary First Aid Course.
- vii) Proficiency in Survival Craft & Rescue Boat.
- viii) Personal Safety & Social Responsibility
- ix) Tanker safety Course.

PERFORMANCE /ACHIEVEMENTS 2022- 23

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 56th Batch (January 2018 - December 2019).

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

S#	Name of Course	Duration	No. of Trainees (2022-23)
1.	Associate Degree in Nautical Science	02 Years	117
2.	Associate Degree in Marine Engineering	02 Years	99
3.	Short/Mandatory Courses:	3 to 18 days	772

CO-CURRICULAR ACTIVITIES

Following Co-curricular activities were held during the year 2022- 23:

- a) Celebrated World Maritime Day 2022, on 23rd September 2022.
- b) Conducted Guest Lecture, Cdre. Akbar Naqi SI (M), Ex – Commandant Pakistan Marine Academy, Karachi deliver a lecture on his “experiences and guide the cadets for future” on 07th September 2022.
- c) Inter Divisional bilingual declamation contest was conducted on 05th June 2023.



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 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 Legal Division(s). All policy decisions are vested in KPT Board of Trustees.

BOARD OF TRUSTEES

The Board comprises eleven Trustees including Chairman. Chairman and five Trustees including one associated with Labour Unions are appointed by the Federal Government. Five Trustees are notified by Federal Government after they are elected / nominated by the respective bodies, i.e.

1. Federation of Pakistan Chamber of Commerce & Industries
2. Karachi Chamber of Commerce & Industry
3. Karachi Cotton Association
4. Pakistan Ship Agent’s Association
5. Karachi Municipal Corporation

FACILITIES

PORT OPERATIONS

The containerized cargo started coming to Karachi Port from 1973. The American President Line has for the first time given service within a fortnight to bring 100 containers from US which 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 serves major shipping lines connecting to ports all over the world. Spread out over almost 33 square kilometres, KPT is a state of the art port with easy access for ships calling Karachi Port.



The Port itself consists of three wharves. The East Wharf has 17 multipurpose berths (Berth No. 1 to 17), the West Wharf has 13 berths (Berth No. 18 to 30) and the South Wharf has 4 berths (Berth No. 31 to 34). 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 (KICT), Karachi Gateway Terminal Limited (KGTL) and South Asia Pakistan Terminals Limited (SAPTL) 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 facilities at each berth for transit, storage, warehousing and clearance of cargo and containers. Additional services are provided to port customers with respect to dangerous cargo handling at packing stations for immediate uploading and packaging of dry goods, Custom Storage Yards, oil tank-ages, bulk cargo stacking areas and container freight stations.



LIQUID CARGO TERMINAL



KPT has three dedicated liquid cargo piers used for handling POL and non-POL products. These terminals are equipped with the most modern loading and unloading facilities backed by equally sound 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, be it 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 system have been employed to monitor incoming vessels and, thereafter, to 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 works round the clock to provide security to Karachi Port that includes cargo and port users.



DREDGING & RECLAMATION WORK

Dredging is a constant activity of a port and is conducted to maintain required 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 Confirms more than 245 employees under Prime Minister's Assistance Package

Former Federal Minister for Maritime Affairs Syed Faisal Sabzwari, distributed confirmation letters among employees under the Prime Minister's Assistance Package during a ceremony held at KPT Head Office. During the occasion, the Minister announced resolving longstanding issues pertaining to regularization of services, adjustment of increments and issuance of bonuses and exclusively Rs 20,000/- bonus for the daily wage workers of the port.

KPT Waives Demurrage Charges on Containers Stranded at Port

A high-level meeting jointly chaired by both the Minister for Maritime Affairs, Syed Faisal Ali Sabzwari, and Minister for Commerce, Syed Naveed Qamar; was held at KPT Head Office on 23rd January 2023 in which all the stakeholders from government and private sector participated to resolve detention issues of containers being faced by the trade community of Pakistan.

Ministry of Maritime Affairs has waived all demurrage and port charges of around 8000 containers stranded at the KPT, PQA and Gwadar Port. The Minister for Maritime Affairs said that it was a serious issue that has made the business community restless after shortage of dollars to settle the LCs for these containers.



The representatives of shipping lines and container terminals were also present in the meeting along with other stakeholders and deliberated upon the issue at length to resolve the problem.

The then Minister for Maritime Affairs also announced that the Trading Corporation of Pakistan (TCP) would soon be given a status of an off-dock terminal, and all stranded containers will be shifted there, which will eliminate congestion on port to specifically resolve issues faced by both shipping lines terminal operators.

Improvement in Operation Division

- KPT has improved safety Byelaws and implemented the same with the approval of its Board.
- Emergency Response Plan (ERP) was upgraded and forwarded to NDMA via MoMA.
- Safety SOPs have been implemented in port premises and the port users and workers were accordingly motivated to use/wear PPEs during operational work.
- Quarterly inspections of yards have regularly been carried out as per safety checklist.

- Special SOPs have been issued for handling Soya bean cargo at port.
- Safety awareness has been created through placement of banners and distribution of brochures/pamphlets at entry gates of the port. Also conducted randomly the safety talks at the time of commencement of cargo or at new gang resumption. Besides this, safety monitoring takes round the clock 24/7 at port and timely instructions were issued to port users and workers.
- Accident incidents have been reduced through reduction in lapses. No major accident has taken place at port.

DEVELOPMENTS

1. KPT's ongoing projects are as under:
 - a. Construction of Connectivity Bridge between East & West Wharves
 - b. Reconstruction of Jetty at Boat Basin, Phase-II

2. KPT has following future projects:

- a. **Road Connectivity Projects:**

KPT has developed an integrated road connectivity program for easing traffic congestion in and around the port area. Following projects are included in the plan:

S.No.	Projects	Cost (Millions)
i)	Construction of an up-ramp to enter KGTL (PICT)	440
ii)	Up-gradation of Shara-e-Ghalib between South Wharf and Bilawal Chowk	1320
iii)	Construction of Flyover from SAPTL to KHAMIS Gate	3800
iv)	Construction of Internal Corridor from Berths 1 – 17 at East Wharf	389
v)	Construction of Eastbay Expressway	25000
Total		30495 Millions

In addition to above, National Highway Authority (NHA) is also planning to construct elevated freight corridor for heavy traffic, parallel to Lyari Expressway (LEW).

- b. **Port Infrastructure projects (Reconstruction of Oil Pier-I)**

KPT has plans to reconstruct Oil Pier-I which has outlived its useful life. The project has been designed by M/s Inros Lackner (Germany). The estimated cost of the project is Rs.12,000 million.

- c. **Port Infrastructure projects (Capital Dredging of Port Channel)**

KPT has reconstructed its berths at East Wharf and intends to deepen the existing channel via dredging 3 million cubic meters and the project is around USD 30 million.

- d. **LNG Complex at South Wharf:**

KPT intends to multiply its investments at South Wharf with multipurpose usage such as Power Plant of over 1000 Megawatts and Desalination Plant (Approx 10M gallons). This project is envisaged as a major contribution to the port city to address electricity / water issues.

- e. **Business District / Financial Hub @ TPX**

KPT intends to develop business district at 140 Acres land at Thole Produce Yard (TPX) to target businesses such as Banks, Insurance companies, shipping companies, media houses, etc.

f. **KPT Freight Corridor**

KPT intends to connect to another port of Karachi city (Port Qasim) through a dedicated road, rail, and pipeline corridor. The project is envisaged to address traffic congestion issues in the vicinity of the Karachi Port and to reduce heavy traffic movement on city roads.

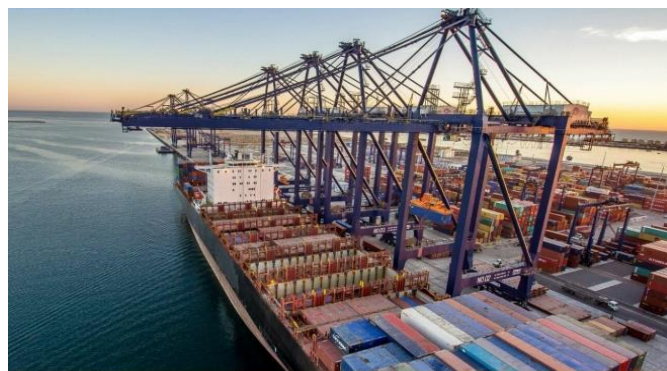
g. **Wetland Park**

KPT has decided to undertake the development of a Wetland Park and STP-V over 124.32 acres at Mai Kolachi Road. The objective is to safeguard, protect and upgrade the environment.

PORT OPERATIONS ACTIVITIES

Cargo and Container Handling at Karachi Port at the End of F.Y 2022-23

Karachi Port remained fully functional and operational round the clock and its operations, including imports and exports, witnessed the handling of 41.85 million tons Cargo and 1.93 million TEUs Containers at the end of financial year 2022-23 whereas the same in corresponding year 2021-22 remained 51.71 million tons and 2.21 million TEUs respectively.



The breakup shows, dry cargo Import and Export at the end of financial year 2022-23 closed at 30.63 million

tons as against 36.64 million tons that the port handled in corresponding year 2021-22. Similarly, this financial year 2022-23, the Liquid bulk cargo Import and Export closed at 11.22 million tons as compared to 15.07 million tons handled the previous year 2021-22.

The breakup also shows the Import cargo closing at the end of financial year 2022-23 at 29.08 million tons as against 35.54 million tons during the corresponding period previous year 2021-22. Similarly, during the financial year 2022-23, Liquid bulk cargo Import registered handling of 10.29 million tons as compared to 14.07 million tons that the port handled during the previous year 2021-22.

In continuation of above, the break-up of Export cargo at the end of financial year 2022-23 was 12.78 million tons as against 16.17 million tons to the previous year 2021-22.

The Container handling Imports and Exports at the end of financial year 2022-23 at private terminals of Karachi Port closed at 1.93 million TEUs (twenty feet equivalent unit) which remained short of 2.21 million TEUs that the port handled previously year 2021-22. The breakdown shows that handling of import containers remained 0.97 million TEUs this ending year as against 1.10 million TEUs during the corresponding period last year. Similarly, the handling of export containers closed at 0.97 million TEUs which were 1.11 million TEUs a year ago.

Karachi Port always preferred to facilitate port users and trade community through best business policies. In this regards KPT has always adopted friendly business practices, in line with government policies to facilitate port users through more focused approaches while remaining on right track.

TRAINING & DEVELOPMENTS

Training and Development of Human Resources are the Integral part and function of organizational Development Department. In this regard, KPT facilitates to arrange workshops, seminars, short courses, etc. for the officers and employees. These are as follows.

- Creating Organizational Excellence
- Diabetes in Ramzan & First Aid
- Port Environmental Policy & Technology
- Problem Solving & Decision Making Skills
- Social Media threats' awareness
- Emotional Intelligence
- An awareness session on Breast Cancer in Women
- Project Management
- A three days international training program on Handling of Hazardous Material "IMDG Code
- A training session on Stress Management

SEMINAR

- Draft Bill for Carriage of Goods by Sea and Shipping Documents
- International Women's Day in collaboration with M/s Karwan-e-Hayat

EVENTS

Additional Secretary MoMA visited KPT

Additional Secretary MoMA Mr Hassan Mahmood Yousufzai visited KPT Head Office for the first time on 31st May 2023. Chairman KPT and General Managers briefed him about functions and development projects of the port during the occasion. Later, Mr Hassan Mahmood Yousufzai visited the port area accompanied by General Manager Operations and other senior management officials to gain first-hand knowledge of cargo handling in the port area.



Afghan Minister of Commerce visited KPT Head Office

His Excellency Nooruddin Azizi, Minister for Commerce, Islamic Republic of Afghanistan, accompanied by 10 member's delegation visited KPT Head Office on 9th May



2023 to discuss avenues of bi-lateral trade between the two brotherly countries. The delegation was welcomed by Mr. Ghufran Memon Federal Secretary Ministry of Maritime Affairs and Chairman KPT Syed Syedain Raza Zaidi along with general managers of KPT. The delegation was given presentation on port facilities available to Afghan Cargo at Karachi Port. Later, the delegation also visited different areas of Karachi Port.

Royal College of Defence Studies (UK) visited KPT

19 Members Delegation of Royal College of Defence Studies UK visited KPT Head Office on 22nd May 2023. They were briefed about the port operations and development projects.



KPT Clinched the Best and Most Decorated Stall Award in IDEAS Exhibition – 2022

IDEAS 2022 Exhibition concluded at Expo Center Karachi. KPT Stall was declared the best and most decorated stall in national category space of 50-99 square meters space.

KPT participated in 4 days IDEAS Exhibition from 15th to 18th November 2022. High profile dignitaries and senior management officials of various government departments as well as foreign delegates have visited KPT stall.



With its beautiful design, KPT Stall displayed a rich history of modern port with pictures and models, and remained a symbol of attraction amongst visitors during the Exhibition.

KPT Participated in Pakistan International Maritime Expo & Conference (PIMEC) at Karachi Expo Centre

KPT participated in Pakistan International Maritime Expo & Conference 2023 (PIMEC-2023). KPT's Stall at exhibition remained crowded with visitors from different walks of life. KPT received participation award during Food Gala Dinner gathering held at Maritime Museum on 12th February 2023.

Pakistan International Maritime Expo &



Conference (PIMEC) is an initiative of the Pakistan Navy organized under the patronage of the Ministry of Maritime Affairs in order to jump start development in the maritime sector from 10th to 12th February 2023 encompassing Maritime Expo & International Conference on Blue Economy and Maritime Potentials. The event provided opportunities to maritime industry both in public and private sectors to display products and develop business relationships. The event also highlighted Pakistan's Maritime potential and provided the desired fillip to economic growth at national level.

Hajj Balloting 2023

Every year KPT finances and send its officers and employees for Hajj, for which the names were selected through proper balloting on 6th March 2023. Balloting took place this year as well and following 20 personnel (2 officers and 18 employees) were selected to perform Hajj this year.

S.No.	Name	Designation	Department
1	Mr. Zahid Hussain	Chief Engineer	Engineering
2	Mian Muhammad Ali	Traffic Officer	Traffic
3	Mr. Muhammad siddiq	Senior ODC	CM&EE
4	Mr. Mushtaque Ahmed	Chargeman-I	CM&EE
5	Mr. Rooh-ul-Amin	Rigger	CM&EE
6	Mr. Ayaz Muhammad	Havaldar of Peons	Traffic
7	Mr. Fida Muhammad	Senior ODC	Traffic
8	Mr. Naseer Ahmed	Traffic Supervisor GR-II	Traffic
9	Mr. Muhammad Arif	Mate	Port
10	Mr. Muhammad Khalid	Lascar	Port
11	Mr. Muhammad Naeem	Mason	Engineering
12	Mr. Wajid Khan	Khalasy	Engineering
13	Mr. Muhammad Sabir	Senior Havaldar	PSF
14	Mr. S. Azizullah Akber Hussaini	Assistant Sub Inspector	PSF
15	Mr. Abdul Munaf	Senior Clerk	Human Resource
16	Mr. Mairaj-ul-Hassan	Hammal	Secretariat
17	Mr. Muhammad Dawood Khan	Senior Clerk	Estate
18	Mrs. Shamim Akhtar	Female Attendant	Medical
19	Syed Alam Shah	Senior Compounder	Medical
20	One Representative from CBA		

Best Officers and Employees of year 2023

In a simple but graceful ceremony, the General Manager (Operations), Rear Admiral Zubair Shafique conferred awards to the Best Officer and Employees of KPT. The ceremony held at KPT Head office on 13th April 2023 was well attended by all General Managers and Head of Departments. General Manager (Operations) lauded the efforts and dedication of the recipients during the occasion. Following is the list of Best officers and employees.



List of Best Officers and Best Employees for the Year 2023

OFFICERS			
S.No	Name	Designation	Division
1	Noor-ul-Ayen Hassan	Project Engineer	P&D Division
2	Muhammad Adeel Qureshi	Assistant Manager (HRD)	Admin Division
3	Muhammad Musaib	Sub Engineer –I	Civil Works Division
4	Hanif Shah	2 nd Engineer	Engineering Division
5	Javed Athar Ali Hashmi	Junior Accountant	Finance Division
6	Muhammad Ali Hashmi	Dy. Manager (Legal Affairs)	IT Division
7	Syed Muhammad Asim	Administrative Officer	Operation Division
EMPLOYEES			
1	Saleem Suriya	Assistant Sub Inspector	RED Division
2	Naeem	Office Superintendent	Civil Works Division
3	Raja Khizar Hayat Khan	Fire Station Incharge	Engineering Division
4	Abdul Ghafoor	Jamadar of Peon	Finance Division
5	Zulfiqar Ali	Peon	IT Division
6	Shabbir Hussain Shah	Security Guard	Operation Division
7	Mujeeb-Ur-Rehman	Office Superintendent	P&D Division
8	Muhammad Munir	Assistant	Admin Division

Charter of Demand 2022-24 Agreement Signed between CBA and KPT Management

Chairman KPT Syed Syedain Raza Zaidi signed Charter of Demand 2022-24 Agreement on 15th May 2023, in the presence of senior management and representatives of CBA which was unveiled on 16th May 2023 by the Muttahida Workers Front (Star Union). It includes the raise in salaries with nominal increase in allowances by the KPT Board.



The CBA General Secretary Mirza Naveed Baig thanked Chairman KPT, Labour Trustee Abdul Waseem, General Manager Admin Brig Tariq Bashir and General Manager Finance Mashhood Jan for their support during the occasion.

CORPORATE SOCIAL RESPONSIBILITIES

Free Medical Camp

KPT Medical Team organizes free medical camps in surrounding area of KPT on regular basis. During Year 2022-23, KPT Hospital was held Free Medical Camps at Manora, Baba & Bhit, Shamspar Island, etc. The medical team examined and provided medicines to more than 1000 patients.



Patients mostly had skin related issues, lungs related diseases, gastrointestinal issues and chronic diseases like HTN and diabetes. Various lab tests of varied nature were also carried out.

KPT plays pivotal role for rehabilitation of flood affectees

Ministry of Maritime Affairs and KPT have jointly launched flood relief camp at Jaffarabad, Balochistan. KPT Medical Team distributed relief items and medicines as well as provided treatment to flood affectees of Balochistan Province. Two consignments of Ration bags were dispatched by KPT to Flood Relief Camp established in Jaffarabad, District of Balochistan, to provided sustenance to the stranded flood victims.



SPORTS NEWS

KPT Distributed Cash Awards to Commonwealth Games Medalists

KPT organized a grand cash award ceremony for the medal winner athletes of the Commonwealth Games 2022, held in Birmingham, England, to appreciate the achievements of our national heroes and laud their performances to encourage them in their future endeavours.



KPT appreciated the efforts of the players and distributed cash prizes. Gold medalists in javelin throw, Mr. Arshad Nadeem and weight-lifter Mr. Nooh Dastagir Butt, were awarded a cash prize of Rs 2 million each while national wrestlers, silver medalists, Mr. Inam Butt, Mr. Zaman Anwar, and Mr. Sharif Tahir were awarded cash prizes of Rs 1 million each. The bronze medalists, judo player, Shah Hussain Shah and Mr. Inayat Ullah, wrestler, were awarded Rs 0.5 million each. On the occasion, the FIFA World Cup 2022 grand-finale was also shown via live streaming after the ceremony which brought audience to their feet.

1st KPT Women Football Cup 2022 held at KPT Sports Complex

KPT has always promoted women participation in sports activities. In this connection, KPT organized a 1st KPT Women Football Cup 2022 on 1st October 2022 at KPT Sports Complex Football Ground which concluded on 4th October 2022. Various club teams have participated in the tournament. Clubs namely, Karachi City and Karachi United reached in final where Karachi City defeated Karachi United by 2-0 goals to clinch winning trophy of the tournament.



Chief Guest, KPT General Manager Admin Brigadier Tariq Bashir TI (M) distributed cash awards and trophies among winners and runners up to conclude the proceedings.

KPT Organized All Sindh KPT Men's and Women's Squash Tournament 2022

KPT organized All Sindh KPT Men's & Women's Squash Tournament 2022 at KPT Sports Complex Squash Court which concluded on 28th October 2022. Male and female Players from various cities of Sindh have participated and displayed their skills and finesse during the tournament which was won by Mr. Naveed Rehman.



1st KPT Special Children Games 2022

1st KPT Special Children Games 2022, in collaboration with Special Olympics Pakistan, has taken place on 2nd December 2022 at KPT Sports Complex in which 6 institutions of special children participated.



KPT organized Ramzan Snooker Tournament 2023

KPT organized Ramazan Snooker (6 Red) Tournament 2023 at KPT Sports Complex. During the month of Ramzan. 36 Players from Sindh and local clubs have participated in the tournament that concluded on 14th April 2023. Guest of Honour and Chief Guest, International Pakistani Cricketer Mr. Muhammad Anwar along with General Manager Administration Brig. Tariq Bashir distributed trophies/shields to the winner and runners up in the closing ceremony.



1st KPT Challenge Fights 2023

KPT organized 1st KPT Challenge Fights 2023 at KPT Sports Centre, Keamari on 8th June 2023. Chief Guest, Brig. Tariq Bashir, General Manager Admin, distributed cash awards and prizes among winners and runners up athletes.



the

All Karachi KPT Sindh Youth Sports Festival at KPT Sports Complex

Sindh Youth Sports organized All Karachi KPT Sindh Youth Sports Festival at KPT Sports Complex on Kashmir Day i.e., 5th February 2023, to join hands with the solidarity freedom struggle of Kashmir against the Indian atrocities. Girls have competed in Basketball, Badminton, Table Tennis and Football showing agility and finesse throughout.



KPT Hosts Chairman KPT 40th Men and 4th Women National Boxing Championship

Chairman KPT 40th Men and 4th Women National Boxing Championship inaugurated at KPT Sports Complex on 10th March 2023. The Chief Guest, Brigadier Tariq Bashir (General Manager Admin, KPT), at the opening ceremony, emphasized the importance of sports for youth and assured KPT's efforts to promote sports in the country. Audacious and courageous displays of boxing skills were noticed throughout the tournament. 15 Teams – 138 men and 48 women boxers participated.



KPT organized the 1st KPT All Sindh open Taekwondo Championship 2022

KPT organized the 1st KPT All Sindh Open Taekwondo Championship 2022 at KPT Sports Complex on 6th September 2022, to celebrate Pakistan Defence Day with great fervour. Synonymous to the true spirit of Defence Day, youth of Sindh have participated in various categories to enliven the spirit of self-defence and discipline.



KPT Organized Independence Day Exhibition Squash Matches

KPT organized exhibition squash matches in men and women singles category to commemorate Diamond Jubilee of Pakistan Independence Day in a befitting manner at KPT Sports Complex.





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 twelve (12) 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 the entire world.

PNSC's fleet is a mix of double hull Aframax tankers, LR-1 product tankers, Panamax, Supramax, Handymax and Handysize bulk carriers, all of the modern vintage, having a total **deadweight (DWT)** carrying capacity of **938,876 metric tons**.

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.

ACTIVITIES

- i. During FY2022-23, PNSC and its vessel-owning subsidiary companies lifted 10.83 million freight tones of cargo.
- ii. A comparative of sector-wise cargo lifting of FY 2022-23 is as under:

	(Rs. In million)					
	Dry Bulk		Liquid Bulk		Total	
	2023	2022	2023	2022	2023	2022
Pakistan Seaborne Trade	54.13	70.72	28.80	36.096	82.95	106.8
PNSC'S Share	1.57	1.316	9.26	10.655	10.83	11.97

Nature/arrangement wise bifurcation of total cargo transported by PNSC is tabulated below:

	Unit of Measurement	2023	2022
Dry Cargo (Bulk Carrier)	Million tons	1.574	1.316
Liquid Cargo (Tanker)	Million tons	9.26	10.655
Slot Charter			
Break Bulk	Higher of MT or CBM (W/M)	0.075	0.026
Containerized Cargo	Thousand TEUs	1.230	2.159

- iii. The outgoing year turned out to be financially sound for PNSC (Group). The Group achieved highest ever profit after tax, amounting to Rs.29,994M, an increase of 431% as compared to the corresponding

period last year's profit after tax Rs.5,650M. The reasons / factors that led to the current year financial results are as under:

GLOBAL EVENT

The major event affecting the economic condition globally was the Ukraine - Russia war. Owing to this, there had been a demand and supply imbalance for fuel supplies and Russian vessels resulting in higher bunker costs and consequently increase in freight rates. PNSC benefitted from the event in line with other ship-owners around the world.

INTERNAL / CORPORATION FACTORS THAT AFFECTED THE BUSINESS OF THE GROUP

During the financial year, the Group timely managed to add to its fleets, two AFRAMAX Tankers (M.T. Sargodha and M.T. Mardan) in August. This had a positive impact on the operations, as it resulted in lower cost for charter-in of foreign flag vessels due to an increase in available capacity. The procurement of these vessels required USD 42.75M capital expenditure, which was arranged from the Group's own sources and availing financing facility amounting to Rs.4,344 M. Further, during the year PNSC had disposed off one of its aging vessels M.T Karachi for Rs.5,011 M.

INTERNATIONAL / MACRO ECONOMIC FACTORS THAT AFFECTED THE BUSINESS OF THE GROUP

Increase in average AFRA from 116 to 214 (of 84%) and average World Scale from 5.29 to 6.57 (of 24.3%) respectively was observed during the current Financial Year as compared to the corresponding period last year.

Further, the average exchange rate to US Dollar during the financial year was Rs.252/- which was 41% higher than the corresponding period last year. The US Dollar at the start of the financial year had a parity of Rs.204 approx. which had increased to Rs.286/- approx. by the end of the financial year. This resulted in historic gains on foreign balances / transactions (upon realization).

KIBOR during the period increased from 15.16% to 22.91% which resulted in the Group bearing higher finance cost on loan facility availed for procurement of vessels. On the other hand, it benefitted the Group on investment made by the Holding Corporation in interest-based investments.

- iv. Freight revenue from transportation of crude oil & refined petroleum (liquid cargo segment) contributes significantly towards the revenues of the Group. During the year, the Liquid Cargo segment contributed Rs.41,223 M which is after increase of Rs.22,261 M (117%). The increase can be justified in light of the Global Event and International / Macro Economic factors affecting the business. Further, the induction of vessels resulted in increase of 12 voyages by owned-vessels as compared corresponding period last year.
- v. The Dry Cargo segment also showed promising increase in its business by Rs.4,583 M (increase of 54%). The Slot business showed an increase of Rs.2,187 M (87%) due to increase in Government Orders.
- vi. The general reason for increase in fleet expense is the induction of tankers in PNSC's managed fleet and resultantly, the increase in number of voyages by owned-vessels. Whereas, owing to the Global Event, the bunker rates had surged to USD 1,108/MT. Exchange rates adversely affected all the operational expenditures incurred in foreign currency.
- vii. Compared to the favorable impact on revenue of the Group, the Administrative and Other Expenses were fairly stable throughout primarily due to the fact that these expenses were largely unaffected by any of the factors as mentioned above.

- viii. During the year, impairment loss had been recorded on receivables from PSO amounting to Rs.575M, whereas, finance cost increase was observed due to increase in KIBOR and loan financing availed during the year for procurement of Vessels.
- ix. During the year, abnormal increase was observed in other income, the major contributors being 'Gain on disposal of M.T. Karachi' Rs.3,338M, Exchange Gain Rs.3,040M and, Income from Saving Deposits and Short-term investments (primarily Mutual Funds) Rs.2,542M. The yield from short-term investment has increased in-line with the KIBOR.
- x. The Board of Directors is pleased to recommend the final dividend of 150% for the approval of the shareholders in the Annual General Meeting. This is in addition to the interim dividend of Rs. 5.00 per share, that is, 50% already paid, making a total cash dividend of Rs. 20.00 per share, that is, 200% during the year.
- xi. The Group earnings per share increased to Rs.227.11/- as compared to Rs.42.57 in the corresponding period.

ACHIEVEMENTS AND PROGRESS

Comparison of fiscal position of PNSC for the Financial Year 2022-23, 2021-22, 2020-21 respectively as:

Description	FY 2022-2023 (Rs. in '000)	FY 2021-2022 (Rs. in '000)	FY 2020-2021 (Rs. in '000)
Revenue	54,771,160	27,714,195	12,788,561
Expenditures	(27,577,667)	(19,713,292)	(9,917,093)
Gross Profit	27,193,493	8,000,903	2,871,468
Administrative, expenses	(1,608,706)	(1,216,633)	1,034,518
Impairment loss	(1,122,941)	(929,525)	1 (73,385)
Other expenses	(448,555)	(423,127)	(208,449)
Other income	9,274,286	1,396,178	1,444,682
Operating Profit	33,287,577	6,827,796	2,999,798
Finance Cost	(1,411,030)	(530,658)	(557,607)
Profit before tax	31,876,547	6,297,138	2,442,191
Taxation	(1,882,252)	(647,248)	(177,165)
Net Profit	29,994,295	5,649,890	2,265,026

PNSC FLEET STRENGTH

Vessel Name	Built	Date of Induction	Deadweight (MT)	Length Overall (M)	Beam (M)	Gross Tonnage (MT)
Five Aframax Crude Oil Tankers						
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. 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
Two Clean Product LR-1 Tankers						
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
Five Dry Bulk Carriers						
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
	TOTAL		938,876			514,131

STRATEGIES, OBJECTIVES AND GOALS

The strategic objectives & goals are as delineated:

- i. Persistent growth by strategic investment and diversification in marine sectors according to past performance and future outlook of the industry.
- ii. 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.
- iii. Ensure steady supplies to Pakistan Armed Forces during peace & war.
- iv. To do highly ethical, environment friendly and socially responsible business practices.
- v. Ensuring that every employee feels proud of being part of PNSC team.
- vi. To provide its clientele safe, secure, reliable and efficient shipping services.
- vii. To practice & believe in Equal Opportunity for every one in every aspect of business.

FLEET EXPANSION PLAN

PNSC, keeping in view the global shipping market prospects, is moving towards a fleet expansion program whereby it intends to increase the number of vessels managed by the Group. PNSC has added two (02) Aframax Crude Oil Tankers to its current fleet to meet the country's overgrowing energy demands. Accordingly, PNSC intends to procure two (02) more vessels in the ongoing financial year; 2023-2024, subject to approval for purchase of second hand vessels by Public Procurement Regulatory Authority (PPRA), which will increase the number of vessels from 12 to 14.

PNSC'S STRATEGIES, OBJECTIVES AND FUTURE PROSPECTS

The Corporation is currently pursuing various new initiatives / projects, under its short-, medium- and long-term policies to diversify its revenue stream. Pertinent details are as under:

ADVANCING GROWTH, DIVERSIFICATION AND EXCELLENCE:

PNSC'S STRATEGIC ENDEAVORS

PNSC is resolutely focused on pursuing strategic objectives that drive growth, diversification, and enhanced service quality. One of the key goals is to attract new customers to maximize the cargo carrying capacity and ensure optimal utilization. The corporation remains dedicated to serving existing 'Contracts of Affreightment' for Pakistan's domestic oil refineries while emphasizing the commitment to delivering high-quality services.

Diversification is a key aspect of PNSC's strategic approach, and it strives to penetrate new markets domestically, such as container feeder service and palm oil transportation. By pursuing these strategic objectives, PNSC aims to enhance its market presence, optimize operational efficiency, and solidify its position as a reliable and versatile player in the shipping industry.

In line with its vision, PNSC aims to capitalize on assured cargo carriage requirements for Pakistan's tankers, with a specific target of transporting up to 40% of clean petrochemical products imported into the country. PNSC was able to secure 'Contract of Affreightment' with Shell Pakistan for international transportation of its Cargo. Moreover, the corporation seeks to reduce its dependence on the tanker segment by expanding its dry bulk operations, particularly by securing long-term contracts, especially from public sector entities.

EXPANSION INTO MARINE SERVICES AND CARGO TRANSPORTATION

PNSC has embarked on a strategic endeavor to expand its operations into the Marine Services Business, a key focus being stevedoring and the management of essential maritime assets. To facilitate this expansion, the corporation has established a dedicated subsidiary, namely Pakistan Marine and Shipping Services Company (Private) Limited (PMSSC). After obtaining the necessary license from Karachi Port Trust (KPT), PMSSC is now fully equipped to undertake Stevedoring operations.

In line with this strategy, PMSSC has also ventured into Agency operations for prominent entities, including the Trading Corporation of Pakistan and other lines. Moving forward, PNSC aims to capitalize on the opportunities in the NVOCC (Non-Vessel Operating Common Carrier) and slot business by targeting public sector entities, aligning with the guidelines of the Pakistan Merchant Marine Policy 2001 (as amended). Simultaneously, the corporation seeks to establish a new Freight Forwarding Division, dedicated to serving and securing private cargoes.

By venturing into these areas, PNSC is poised to diversify its services, bolster its market presence, and extend its reach to new clientele. The strategic expansion into Marine Services and cargo transportation reaffirms PNSC's commitment to adapt to evolving market demands and position itself as a comprehensive and reliable partner in the shipping and logistics industry.

ENVIRONMENTAL SUSTAINABILITY INITIATIVES

Committed to environmental responsibility, PNSC has set ambitious goals to become a carbon-neutral organization by the year 2050. This aspiration encompasses not only the corporation's vessels but also extends to its shore operations. By integrating sustainable practices and adopting eco-friendly technologies, PNSC aims to reduce its carbon footprint significantly, contributing to environmental conservation and demonstrating a commitment to environmental stewardship.

Furthermore, PNSC is diligently working on development plans for the maintenance of its fleet. By incorporating the latest technologies, the corporation seeks to provide low-cost ship maintenance services to its existing fleet, thereby optimizing operating costs. These initiatives are strategically aligned with the corporation's mission to enhance efficiency and cost-effectiveness, ensuring the continued growth and long-term sustainability of PNSC's 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 engaging all stakeholders in decision making to strengthen the national fleet and maritime industry of Pakistan.



PORT QASIM AUTHORITY

INTRODUCTION

PQA handled 40.5 million tonnes of trade volume in Financial Year 2022-23, 26.4% less than the cargo handled in last FY (2021-22), mainly due to overall slowdown in national economy. The break-up of cargo depicts general cargo including liquid cargo and gases making 71 % of total volume, whereas remaining 29 % is containerized cargo.

TRADE HIGHLIGHT

IMPORT CARGO

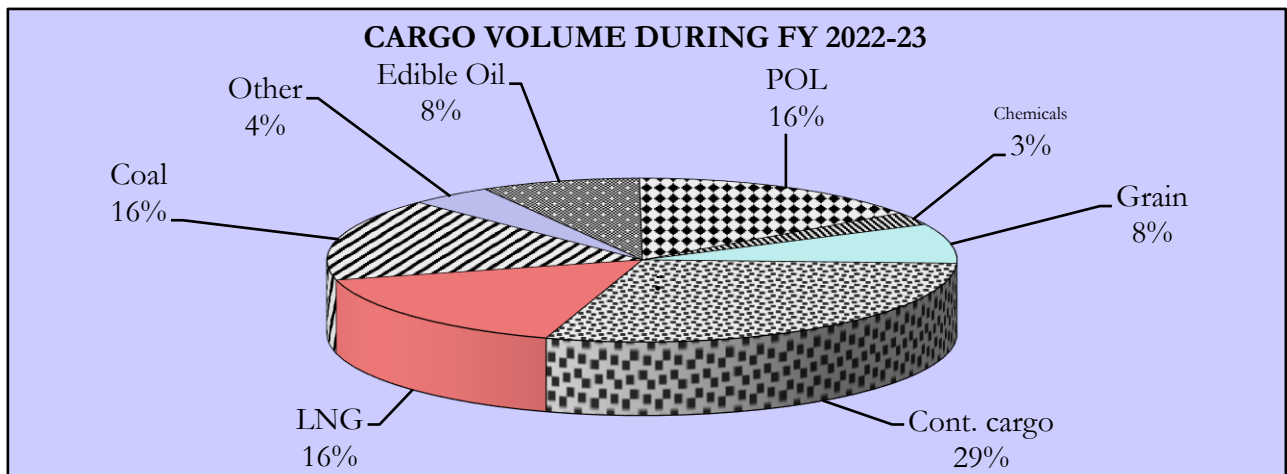
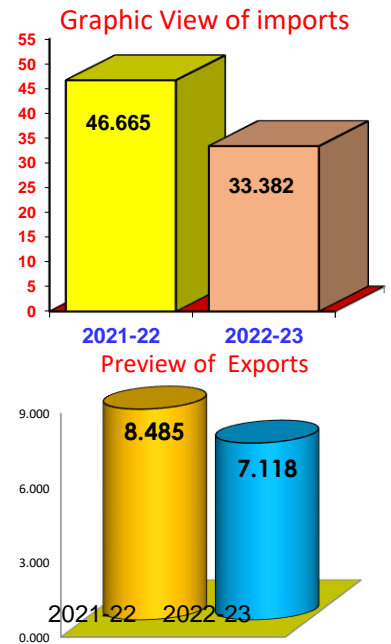
Imports trade of containerized and non-containerized stood at 33.382 million tonnes as compared to 46.665 million tonnes handled in last financial year. Total Import cargo accounted for a majority of Port Qasim’s trade comprising 82.4% of total trade. Major imported commodities were, chemicals, grain, steel coil, edible oil, petroleum product, LNG, LPG and containerized cargo.

EXPORT CARGO

Total export handled at the Port remained 7.118 million tonnes as compared to previous year’s 7.654 million tonnes, and accounted for 17.5% of total trade through the port. The exported commodities for this year were cement (0.865mt), rice (0.415mt), steel coil (0.009mt), condensate(0.260mt), furnace oil(0.174mt) and containerized cargo(5.208mt).

CARGO COMPOSITION

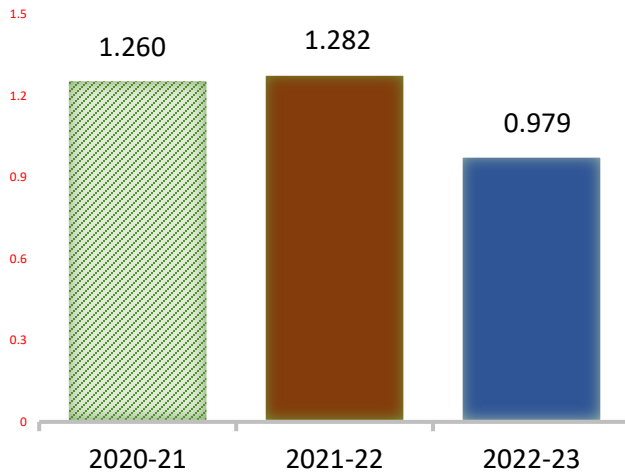
During the year containerized cargo comprised the largest share representing 29% of total cargo, the second largest imported cargo was the Coal representing 16.4% of total throughput, and third largest cargo was the LNG which represented 16.1% of total cargo throughput.



CONTAINERS TRADE

The port containers trade accounted for over 29% of the port's total trade. With 632 commercial ship visits to the port this year, the port handled a total trade volume of 11.867 million tonnes comprising over 0.979 million TEUs split evenly between Imports and exports, indicating a decline of 23.6% in unit of containers and 23.8% in tonnage as compared to last year.

Graphic preview of Containers (TEUs)
(Figures in million)



NON-CONTAINERIZED TRADE

Ports non-containerized trade recorded **28.633** million tonnes of non-containerized cargo accounted for almost 71% of the port's total trade depicted decline of 27.6% as compared to last year data. Non-containerized cargo mainly comprised of dry cargo and liquid cargo.

a. DRY/ BREAK BULK

Throughput of 11.092 million tonnes (28% of total cargo) the category **dry/break bulk** fell by 27.38, as compared to last year. Specifically, coal bulk 6.587 million tonnes showed a significant decline (-49.32%), the throughput of steel coil also declined (-52.3%) whereas Agri bulk 3.163 million tonnes recorded decline by 15.7 percent.

b. LIQUID BULK

The throughput of liquid bulk 17.541 million tonnes (26% of total cargo) decreased in total by 16.2%, throughput of petroleum products 6.262 million tonnes declined by 27.9 percent, Chemicals 1.040 million tonnes indicating a decrease of 27.9 percent, while edible oil product 3.318 million tonnes increased by 16%.

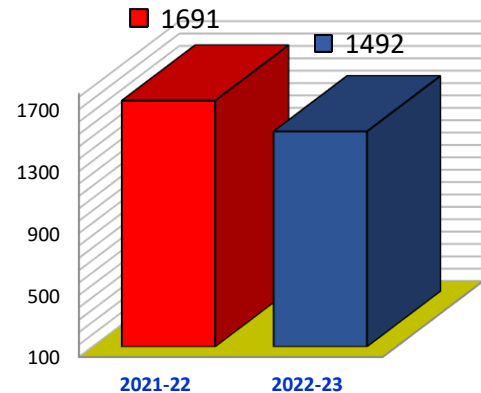
c. GASES

LNG/LPG 6.843 million tonnes (17% of total cargo) showed a decline of 14%, as compare to last financial year 2021-2022.

PORT-CALLINGS

In line with cargo volume, ship-callings over the period have also decreased at the Port. Ship-callings during the financial year 2022-23 (July to June) stood at **1,492** as compared to **1,691** during the same period of last year 2021-22, showing a decline of 11.7%.

The month of December-2022 was the month during the year, where maximum 148 ships arrived at the Port, whereas the lowest shipping movement was observed in February-2023 with 98 ships visits at the Port. Average monthly shipping was 124 ships. This year port handled 632 containers vessels, 227 bulk cargo carriers, 22 general cargo carriers, 309 oil tankers, 107 Chemicals carriers, 107 LNG, 74 LPG and 14 other ships.



PAKISTAN SEABORNE TRADE

During the year 2022-23, Pakistan's total seaborne trade stood at 82.913 million tonnes, out of which Port Qasim handled 40.5 million tonnes cargo which amounts over to **48.85%** of total trade. KPT handled 41.851 million tonnes (50.47%) and Gwadar port share remained 0.562 million tonnes (0.68%).

MILESTONE OF 2022-23

PQA conducted Night Navigation of oil vessels at Fuji oil Terminal (FOTCO). Night Navigation enhances FOTCO capacity to handle petroleum vessels by up to 30%. On 10th May first oil vessel 'M.T Ardmore' carrying 29,482 motor gasoline, berthed at this terminal at night hours under night navigation protocols.

FUTURE PROJECT/ PROPOSALS

02 MULTI-PURPOSE BERTHS:

Establishment of two (02) Multipurpose Terminals to handle general and break-bulk cargo. Each terminal will have 15 acres with 250m Quay Length and annual handling capacity of 4 million tonnes. Appointment of Consultant for the project is in process and after finalization of project guideline by consultant, international tender is likely to be floated for EOI by July 2024.

ESTABLISHMENT OF LNG TERMINALS:

Establishment of One Integrated Container Terminal having 55 acres areas with 600m Quay Length and annual handling capacity of 3 million TEUs. Appointment of Consultant for the project is in process. After finalization of project guideline by consultant, international tender is likely to be floated for EOI signed between PQA and QICT (DP World).

2ND OIL TERMINAL:

Establishment of 2nd Oil Terminals & Storage Farm having 50 acres area with 280m Quay Lenth, annual handling capacity of 9 million tons and Storage Farm capacity 310,000 tons. Appointment of Consultant for the project guidelines by consultant international tender is likely to be floated for EOI by Aug. 2024.

INTEGRATED CONTAINER TERMINAL:

Federal Government has approved the project for establishment Container Terminal having 600 meters quay length spread over 55 acres. Hiring of consultancy firm is in progress. Construction period will 24 months.

OFF-DOCK TERMINALS FOR TRANSIT TRADE:

PQA proposed 158 acers of land from PSM on lease basis for 30 years for the project "Provision of Coal Conveying from PIBT to Railway Network" in response to interest showing by Afghanistan and Uzbekistan for the development of off-dock terminals on average 10 acers of land.

The land is about 8-9 km away from the QICT Container Terminal-1 &2 and connected with main railway track through Port Qasim dual railway track and national road network. The policy for off-dock terminal is being pursued by Ministry of Commerce.

REVIVAL PSMS & REFURBISHMENT OF IRON ORE & COAL BERTH (IOCB)

The existing IOCB with handling capacity of 3.03 MPTA is integral part of the PSM for exclusive handling of raw material of Pakistan Stell Mills (PSM) for producing 1 MT of finish steel products.

Federal Government is in process of revival of the PSMC through revival Transaction. A new Agreement is required to be signed between PQA and PSMC/ PSMC Agencies.

According to the Federal Cabinet decision PQA Board approved a draft Implementation Agreement (IA) for approval of IOCB and establishment of 2nd IOCB between PQA & Steel Corp. Draft IA forwarded to finalization Commission (PC) through MoMA.



GWADAR PORT AUTHORITY

INTRODUCTION

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 the two vibrant ports i.e. Karachi Port and Port Qasim to stimulate the 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 a significant contribution to the socio-economic development of the country in the near future.

Gwadar Port Authority was established under the Gwadar Port Authority Ordinance 2002. Managed by 11 Members Board of Directors. GPA has 3 multipurpose berths, 4.7 KM Channel length and 14.5 m depth. Gwadar Free Zone Company is developing 2281 Acres for the industry. GPA employs 289 persons under different categories.

The Concession Agreement (CA) for the construction, development and operations of Gwadar Port & Gwadar Free Zone was signed in 2007 on a Built Operate & Transfer (BOT) basis. This CA was transferred (without modification) to the China Overseas Ports Holding Company (COPHC) in May 2013 with an objective to develop the region's most strategically well-placed port into a hub of well-defined and commercially viable port for maritime trade for the whole region including western China & landlocked Central Asian Region (CAR), in general and Pakistan in particular. The port operator has invested more than \$ 500 million for port facilities up gradation and port is fully operational and receiving commercial vessels. Gwadar International Terminals Limited (GITL), Gwadar Free Zone Company Limited (GFZL) and Gwadar Marine Services Limited (GMSL), wholly owned subsidiaries of COPHC, are managing and operating Gwadar Port and Free Zone.

GWADAR PORT & FREE ZONE

- i. Gwadar Port is currently fully capable of handling general cargo, containers and has achieved its full operational capability. It can accommodate 50,000-ton DWT vessels and bulk-cargo, general cargo, containers and Roll-on/Roll-off (RoRo) efficiently.
- ii. Gwadar Port activities include Afghan Transit Trade in containers & bulk (DAP), import of LPG in bulk and transport to upcountry in LPG tankers, export of fish in reefers on China Ocean Shipping Company's (COSCO's) weekly service, import of urea & wheat, import of machinery & raw material for Free Zone Investors/businesses, export of finished products for Free Zone industries, international transshipment and export of rice.
- iii Gwadar Free Zone (GFZ) is located in the northern part of the city. The planned development period is from 2015-30 and is divided into two phases: Phase-I South (60 Acres) and Phase-II (North) (2221 acres), with total area of 2281 Acres. GFZ phase-I infrastructure has been completed and inaugurated in January

2018. 46 enterprises have been registered and 10 factories have been developed and operationalized. Total investment exceeds around RMB 3 billion. Tax Exemption was enacted in the Finance Act 2019-20. Web Based One Customs (WeBOC) connectivity has been provided, commercial banks (HBL & UBL) are operating their Freezone branches to provide financial services, EFU is arranging insurance, COPHCL is operating a business center as one-window facility for investors (which includes offices, hotels, boarding, lodging, meeting rooms, conference rooms, presentation hall and many other allied facilities). Furthermore, there are warehouses, metal recycling industries, fishery products, cold storage and tissue culture laboratory.

- iv. Ground-breaking of Phase-II was held on 5th July, 2021. Investment & Marketing Plan is essential and has been finalized for phase-II and aims to set up varieties of industries in Gwadar Free Zone (GFZ) including potential relocation of labour-intensive industries from the eastern part of China. North Free Zone phase II is more than 10 times bigger than that of phase-I. Two Chinese factories are complete for operation.

BUSINESS PROMOTION

Gwadar Port Authority, through the Government, has arranged various incentives and facilities to local & foreign investors in Gwadar Free Zone in addition to standard facilities:

- 23 years complete tax holiday from all Federal, Provincial and local taxes;
- Upto 99 Years lease for sub-lessee/ investors;
- 100% exemption from import duties and sales tax been on material machinery and equipment;
- One Window Facility Service;
- 100% foreign ownership for foreign investors;
- Ready to use offices, light industrial units, warehouses;
- Required infrastructure and security arrangement;
- Fast track startup and licensing procedure.
- China Port Holding Company (COPHC) has completed the master planning and feasibility work on the main Free Zone on 2,281 acres of land and some industrial units have started their construction works.

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. During 2022, Gwadar Port smoothly handled 94,559 metric ton Urea and 446,195 metric ton Wheat as government cargo. The details of cargo handled so far is reflected in the following table:

Fiscal Year	Imports	Exports	Total (in Ton)
2007-08	63,607.8	-	63,607.8
2008-09	1,496,514.5	-	1,496,514.5
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	438,880.0	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	77,346.6	2,397.6	79,744.2
2022-23	591,512	843	592,355
Total	7,362,694	14,711	7,377,405

CONSTRUCTION OF EASTBAY EXPRESSWAY

The Eastbay Expressway is the main artery of Gwadar Port and connects the Gwadar Port and its Free Zone with Makran Coastal Highway. It is a limited access high speed road meant for the use of heavy traffic fulfilling the cargo needs of Gwadar Port. Eastbay Expressway is a 04-lane road with 06 Embankments having 4.3KM coastline portion including 02 lanes Railway Embankment and 14.7 KM of land portion. This project is financed through an Interest-Free loan by the Chinese Government to the Government of Pakistan. Eastbay Expressway is fully operational and provides access to and from the Port and its Free Zone for entire cargo traffic movement.

PAK-CHINA TECHNICAL & VOCATIONAL INSTITUTE OF GWADAR PORT

The first CPEC project was completed at Gwadar with the aim of equipping the youth of the area to cater for skilled manpower for the industries being developed in Gwadar i.e. Port operations, Free Zone (FZ), Export Processing Zone (EPZ), Gwadar Industrial Estates Development Authority (GIEDA), other allied fields such as tourism, hotel industry, hospitality management. The first batch of 130 students (85 males & 45 females) completed their 06 months of vocational courses started in September 2022 with the help of the National Vocational Technical Training Commission, GoP (NAVITTC) for the following five trades:

1. Certificate in office management (Computer application), 25 male & 25 Female
2. Financial Accounting, 20 Students male and female
3. Chinese Language, 20 Students male and female
4. Cargo handling, 20 student males
5. Overhead Crane operator in shipping industry, 20 student males

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

The Governments of the 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. The following projects related to Gwadar Port & Port Gwadar City have been completed:

- a. Construction of Eastbay Expressway;
- b. Pak-China Technical & Vocational Institute;
- c. 1.2 MGD R.O.D Plant at Gwadar (Chinese Grant).

PSDP Projects for the Financial Year (2022-23)

Status of the Federal PSDP project for the financial 2022-2023 are as under;

S #	Name of Project	Total Project Cost	Status
1.	Establishment of CPEC Support Unit (CSU) for related projects and activities in Gwadar Port Authority	95.697	Completed
2.	Establishment of Port Control Tower, Gwadar Port Authority	153.698	Completed
3.	Feasibility Study of Capital Dredging of Berthing Areas and Channel for Additional Terminals	262.070	Completed
4.	Studies to make Gwadar Port More Competitive	246.546	Completed
5.	Installation of Floating Jetty at Gwadar Fish Harbour	157.742	Completed
6.	Perimetric Security System for Gwadar Port Authority	252.350	In progress
7.	Sewerage Treatment Plant for Housing Complex Gwadar	103.790	In progress
8.	Maintenance Dredging of Gwadar Port Authority	4669.7	In progress



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 a foreign exchange loan of Rs. 644 million (USD 26.121 million) financed by Asian Development Bank.

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

The following were the objectives for development of a 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 sanctioned strength of the Authority is 79 sanctioned personnel out of which 50 are in position at present.

HARBOUR FACILITIES

The harbour facilities consist of a total of 709 meters long jetty (unloading, supply & waiting) to facilitate the 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

i. PORT OPERATION & FISH LANDINGS

The main objectives of Korangi Fisheries Harbour Authority 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 Authority by diverting boats beyond the capacity of Karachi Fish Harbour Authority to Korangi Fisheries Harbour Authority.

Deep Sea Fishing Policy has been discontinued since 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 the 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 regularly using Korangi as a home port. A significant surge has been noticed in the number of boats using KoFHA as a home port. During the fiscal year 2022-23, 73,398(MT) of fish catch was unloaded by the local boats as per the following details:

YEAR	NOS. OF BOATS	NOS. OF TRIPS	QUANTITY OF FISH (MT)
2020-21	300	2,075	24,114
2021-22	320	2013	26,419
2022-23	370	2001	26,306
TOTAL			73,398

The Deep-Sea Policy has been revised mainly with a 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 permits/license using destructive fishing gears (fine trawl nets & extraordinary long gill nets). More than 2,500 local fishing trawlers are operating in EEZ up to 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 the Federal Government by enforcing a licensing system.

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

ii. FINANCIAL PERFORMANCE

The Authority has earned revenue of Rs. 136.210 Million during the financial year 2022-23. In absence of deep-sea fishing traffic, the operating income of the Authority is still slightly behind targets as anticipated at the time of inception of Korangi Fisheries Harbour. The Authority has succeeded in improving the income from other sources during the past as mentioned below:

<u>(Rupees in Million)</u>					
S. No.	Particulars	2019-20	2020-21	2021-22	2022-23
(a)	Operating	27.470	31.776	34.638	48.607
(b)	Non-Operating	40.800	48.579	39.248	87.602
	Total Income	68.270	80.354	73.886	136.210

ESTABLISHMENT OF FISHERIES INDUSTRIES & INFRASTRUCTURE

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

- Fourteen Fish Processing Plants are functional. (Annex-A)
- Nine more seafood processing factories are under construction. Remaining land for industrial undertakings has been allotted to potential parties. (Annex-B)
- Two ice plants are functional. (Annex-C)
- 4 FRP 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 employment opportunities for 5,000 people and a 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 a 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. The following three Projects would be initiated through a Japanese Grant:
 - a. Modification of Fish Auction Hall on International and EU Standards costing Rs. 673.92 Million.
 - b. Establishment of Business Park costing Rs. 4301.234 Million.
 - c. Establishment of cold storage & freezing tunnels costing Rs. 656.075 Million.



MARINE FISHERIES DEPARTMENT

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

VISION, MISSION STATEMENT

1. To regulate quality and to promote export of fish and fishery products as well as to prevent export of substandard quality fish as per national legislation viz, Pakistan Fish Inspection & Quality Control Act, 1997 and Rule, 1998 and subsequent amendments made in line with international standards & the regulation of importing countries.
2. To provide testing facilities to the sea food exporters through laboratory infrastructure established at MFD, the testing facilities of the Microbiology and Chemical laboratories are accredited under ISO/ICE-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 Phytosanitary (SPS) measures.
3. To regulate deep sea fishing to harvest untapped fisheries resources in the Exclusive Economic Zone (EEZ) of Pakistan in a sustainable manner as per Exclusive Fishing Zone (Regulation of Fishing) Act, 1975, Exclusive Zone (Regulation of Fishing) Rules, 1990, Deep Sea Fishing policy, 1995 and as amended in 2001, 2009 & 2018.
4. To enhance capacity building through training and development of fishermen and fisheries related personnel on different disciplines like modern fishing technology, basic navigation, navigational and fish detection electronic devices, fish handling, fish preservation, food safety management and HACCP etc.
5. To promote research and appropriate internationally recognized techniques and methods for improving fish handling, preservation, processing, testing and certification.
6. 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.
7. 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.

OBJECTIVES

1. Registration of processors and exporters.
2. 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%.
3. Revised Deep Sea Fishing Policy, 1995 and as amended in 2001, 2009 & 2018.
4. Modification of fishing boats according to international requirements.
5. Internationally recognized techniques and methods for improving fish handling.
6. Boost the production and export of fish & fishery products.

7. To upgrade the knowledge and skills of fisheries related personnel through training on all essential aspects, including quality control.

GOALS

1. Total 565 processors/exporters have been registered with this department.
2. Total 2,350 numbers of samples were analyzed.
3. More rational/Amended, in Deep Sea Fishing Policy 2018.
4. Total 1708 fishing boats have been modified according to international standards since it started in 2008.
5. Improving fish handling preservation, processing, testing and certification.
6. Fish production:810,000 Metric Tons
7. Fish Export: 184.369 Metric Tons and value 414 million USS.
8. In order to meet the requirements of EU and other importing countries.

BENEFITS / OUTCOME

1. 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%.
2. Help contain any possible contamination, thus, improving quality in output of this resource.
3. Stock Assessment Survey of Marine Fish Resources in the Exclusive Economic Zone of Pakistan.
4. The fishermen community will benefit from technology of lining of fish holds in fishing boats, with fiberglass coating.
5. As per requirement EU countries.
6. Enhancement of per capita consumption and up-lifting of socio-economic condition of the fishermen communities.
7. For the improvement the fishing gears, several studies have been carried and accordingly amendments in the legislation were commended

LEGAL FRAMEWORK (ACTS, RULES AND REGULATIONS)

Marine Fisheries Department is an executive fishery agency of the Federal Government, with the primary responsibilities for ensuring the conservation, management and development of fishery resources, quality control and exports of fish and fishery products. Following are the functions and legal framework are as under:

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

ACHIEVEMENTS DURING THE YEAR 2022-2023 IN TERMS OF FISH (MARINE & INLAND) PRODUCTION

1. Fish Landings

ITEMS	2019-20	2020-21	2021-22	2022-2023
Marine Fish Production (In M. Tons)	500,222	504,000	505,000	522,000
Inland Fish Production (In M. Tons)	303,431	306,000	307,000	309,000
Total (In M. Tons)	803,653	810,000	812,000	831,000

2. Contribution of Fisheries to National Economy

Indicators	Contribution (%)
Gross Domestic Production (GDP)	1 %
Contribution to Agriculture GDP	4 %
Contribution to Labour Force	1 %
Fishermen Employed	400,000
Allied Industries	600,000
Per Capita Consumption (per annum)	25 g

3. Exports of Fish and Fishery Products

ITEMS	2019-20	2020-21	2021-22	2022-2023
Quantity (In M. Tons)	177,884	184,543	166,362	214,367
Export Earnings (Value in Million US\$)	406	415	431	496

Major buyers for Pakistan have remained from China, Thailand, Malaysia, Middle East, Sri Lanka, Japan, EU and USA etc.

FISHING TECHNOLOGY / DEEP SEA FISHING / CAPACITY BUILDING & TRAINING

There are three fishing zones in the Exclusive Economic Zone (EEZ) of Pakistan.

- **Zone – I** (from baseline waters to 12 NM under the jurisdiction of Provincial Government)
- **Zone – II** (from 12 NM to 20 NM under the jurisdiction of Federal Government. Also refer as buffer zone created by the Federal Government to facilitate the local fishermen of the country)
- **Zone – III** (from 20 NM to 200 NM also under the jurisdiction of Federal Government)

1. Deep Sea Fishing

Since 2005, there have been no foreign deep-sea fishing vessels operating within the Exclusive Economic Zone (EEZ) of the country. The Ministry has recently amended the Exclusive Fishing Zone (Regulation of Fishing) Rules of 1990 to regulate deep-sea fishing, with the aim of sustainable exploitation of un-tapped fisheries resources in Pakistan's EEZ. Since 2009, the Marine Fisheries Department (MFD) has not issued any licenses to foreign deep-sea fishing vessels to operate within the country's EEZ.

2. Turtle Excluder Device (TED) Trails by Local Fishermen

The primary purpose of a Turtle Excluder Device (TED) is to reduce incidental capture and mortality of sea turtles in fishing nets, particularly in shrimp trawl fisheries. TEDs are designed to allow captured sea turtles to escape from fishing nets, thus preventing them from being trapped and drowning as bycatch. The use of TED is a mandatory requirement for the exports of shrimps to USA. The Federal and Provincial governments have assigned the task to the Maritime Security Agency (MSA) for ensuring compliance of United States regulations regarding TED installation on all the shrimp trawlers. To ensure the shrimp exports to USA, the Marine Fisheries Department Government of Pakistan has been conducting several training programs for local fishermen on “How to use Turtle Excluder Device (TED)”. Nearly 950 fishermen and the representatives of other organizations also participated in the training programme conducted by the Marine Fisheries Department.

3. Modernization of the Fishing Fleets

In order to fulfill the obligatory requirements of Food Safety & Hygiene on board, starting right from fish catching by the fishing boats, the Federal Government has modified four local fishing boats with fiberglass coating in the fish hold compartments to maintain the freshness of fish. Consequently, the Marine Fisheries Department introduced modular boats in January 2008. Since then, boat owners have shown keen interest and have begun boat modification at their own expense, which is still in progress. This success story demonstrates that the local fishing community has embraced the technology of lining fish holds with fiberglass coating. Meanwhile, almost 1916 fishing boats, including trawlers, gillnetters, horas, and dhoondas, have been modified and upgraded following the guidelines of the MFD.

4. Capacity Building & Training of Local Fishermen and Other Stakeholders

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

- On-board handling, preservation of fish catch
- HACCP training for the seafood industry workers; Under the HACCP system, the 42 establishments have been approved

- Design / construction and installation of TED's in shrimp trawl nets.
- Special training for PMSA, Coast guards; and
- Introduction of Code of Conduct for Responsible Fisheries (CCRF), Illegal Unreported and Unregulated fishing (IUU), types of fishing boats/ gears etc.

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

- Promoting hygienic conditions on-board and landing centers
- Compliance of Good Manufacturing Practices (GMPs) by fish processing establishments
- Sustainable utilization of fish resources
- Implementation of banned/ close fishing season
- Mesh size control in fishing gears (gear selectivity study)

BUDGET ALLOCATIONS & EXPENDITURES OF MFD

1. Current Side

(In Millions)

Object code	Object Classification	Actual Expenditure 2020-21	Budget Allocation 2021-22	Actual Expenditure 2021-22	Budget Allocation 2022 -23	Actual Expenditure 2022-23
A-01	Employees Related Expenses	71	75	74.496	84.693	84.379
A-03	Operating Expenses	14	18	17.572	21.618	20.816
A-04	Employees Retirement Benefits	3	2	1.909	3.096	3.088
A-05	Grant Subsidies & Write of Loans	7	8	8.054	2.721	2.712
A-09	Physical Assets	0.728	1.5	1.49	1.44	0.895
A-13	Repairs & Maintenance	2	1.612	1.452	2.083	1.867
	GRAND TOTAL	98	106	105	116	114

2. Development Side

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

REVENUE RECEIPT

Revenue receipts from the Quality Control section are deposited in the government treasury.

(Registration/ Renewal/ Testing fee etc.)

ITEMS	2018-19	2019-20	2020-21	2021-2022	2022-2023 July 2022 to June 2023
Revenue (In Million Rupees)	38.00	34.00	32.00	41.003	53.202186

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

WAY FORWARD FOR THE ENHANCEMENT OF EXPORTS

- Enlistment of more processing establishments for the exports of fish & fishery products to the EU market.
- Improvement of sanitation and hygienic conditions of landing sites / auction halls.
- Strengthening of official control of the competent Authority (MFD) to meet the compliance and requirements of importing countries.
- Uplifting the banned on exports of shrimps to KSA & USA.
- Implementation of HACCP based food safety management system for the attestation of health certifications and requirement of importing countries such as Indonesia and Thailand.
- Approach new markets to access for the export fish & fishery products.
- Tuna, mackerels and sardines canning 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 proper technical support in this regard.
- Foreign investors are using raw materials at very cheap rate. Final value addition should be done to achieve maximum revenue as the final product sells at 30 folds of raw material cost.

PLANS FOR NEXT YEAR (FYI 2023-24)

The priority plans for future development of fisheries sector includes following strategies.

- Improvements of marketing infrastructure for fishermen along the 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 the up-gradation of fishing boats according to the international standards.
- To increase the capabilities for fisheries planning and management based on the sound knowledge of the state of the fishery resources and exploitation of these resources.
- To provide guidelines / technical assistance for value addition and to promote aquaculture to boost fish production in term of volume and value wise.
- To upgrade, accreditate and strengthen the quality control laboratories of Marine Fisheries Department by adding the new testing parameters for the monitoring of environmental contaminants in fish & fishery products to satisfy the requirements of importing countries.
- Providing the guidelines to the stake holders for the implementation of Hazard Analysis critical control point (HACCP) based food safety management system.
- Increased capabilities for fisheries planning and management based on the sound knowledge of the state of fishery resources.
- Capacity building of fishermen and fisheries related personal.
- Stock Assessment Survey of Marine Fish resources in Exclusive Economic Zone of Pakistan. Experimental and exploratory fishing / biological research.
- Publication of Hand Book of Fisheries Statistic of Pakistan & maintenance of fisheries Statistical data.



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 the 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	01
	04
➤ 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 2672 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	0572	1150
2.	TINDAL	0049	0054	0103
3.	WHARF WORKERS	0566	0537	1103
4.	WINCH CRANE DRIVERS	0158	0158	0316
	TOTAL: -	<u>1351</u>	<u>1321</u>	<u>2672</u>

(Dock Workers getting requisition)



CARGO/CONTAINER HANDLED BY KDLB DOCK WORKERS – 2022-2023

CATEGORY	2022-2023
Cargo Handling	(Million Tons)
Dry Bulk/Gen. Cargo	6,345,174
Total Dry Cargo	6,345,174

CONTAINER HANDLING (MILLION TEUs)

Import TEUs	525,403
Export TEUs	278,552
Total TEUs	803,955

- Dry Bulk/General Cargo has been handled with 31.90% decrease in comparison to previous year
- Containers have been handled with 18% increase in comparison to previous year

PROJECTS

COMPLETED

- a) KDLB Secretariat Building.
(Ground + Five Story)
- b) Booking call station west wharf adjacent KDLB building for hatch workers.
- c) Booking call station Keamari near to Jungle Shah, Keamari for wharf workers.
- d) Mosque Khat-mur-Rusul, adjacent KDLB building.
- e) Training center for dock workers.
- f) Canteen adjacent booking call station, west wharf.
- g) KDLB hospital (110 beds hospital), Keamari.



(View of KDLB Hospital)
