

YEAR BOOK 2020-21



**GOVERNMENT OF PAKISTAN
MINISTRY OF MARITIME AFFAIRS**

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INTRODUCTION

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

Ministry of Maritime Affairs in Islamabad is the central administrative authority of the Government of Pakistan primarily assigned to facilitate the ports and shipping industry of Pakistan by providing policy guidelines to encourage port development and growth in shipping while maintaining safety standards in accordance with international stipulations. The office of the Director General (Ports & Shipping) represents the Ministry of Maritime Affairs at the port city Karachi monitor liaise & carry out activities.

The major units of the Ministry are:

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

MISSION STATEMENT

To strategize the potential of our sea ports by, accentuating their role in facilitating international trade, harnessing our marine fishing resources through sustainable fishing policies, propagating ease of doing business, thereby contributing to the prosperity of country.

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 shine, to make our ports transshipment hub of the region with hinterland and through seamless connectivity with 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 while focusing on modern and innovative approaches of landlord ports strategies.

To maintain safety and security standards at the ports in accordance with 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 Sustainable Fishing on Deep Sea beyond 12 NM Territorial limits till allowed limits in EEZ.

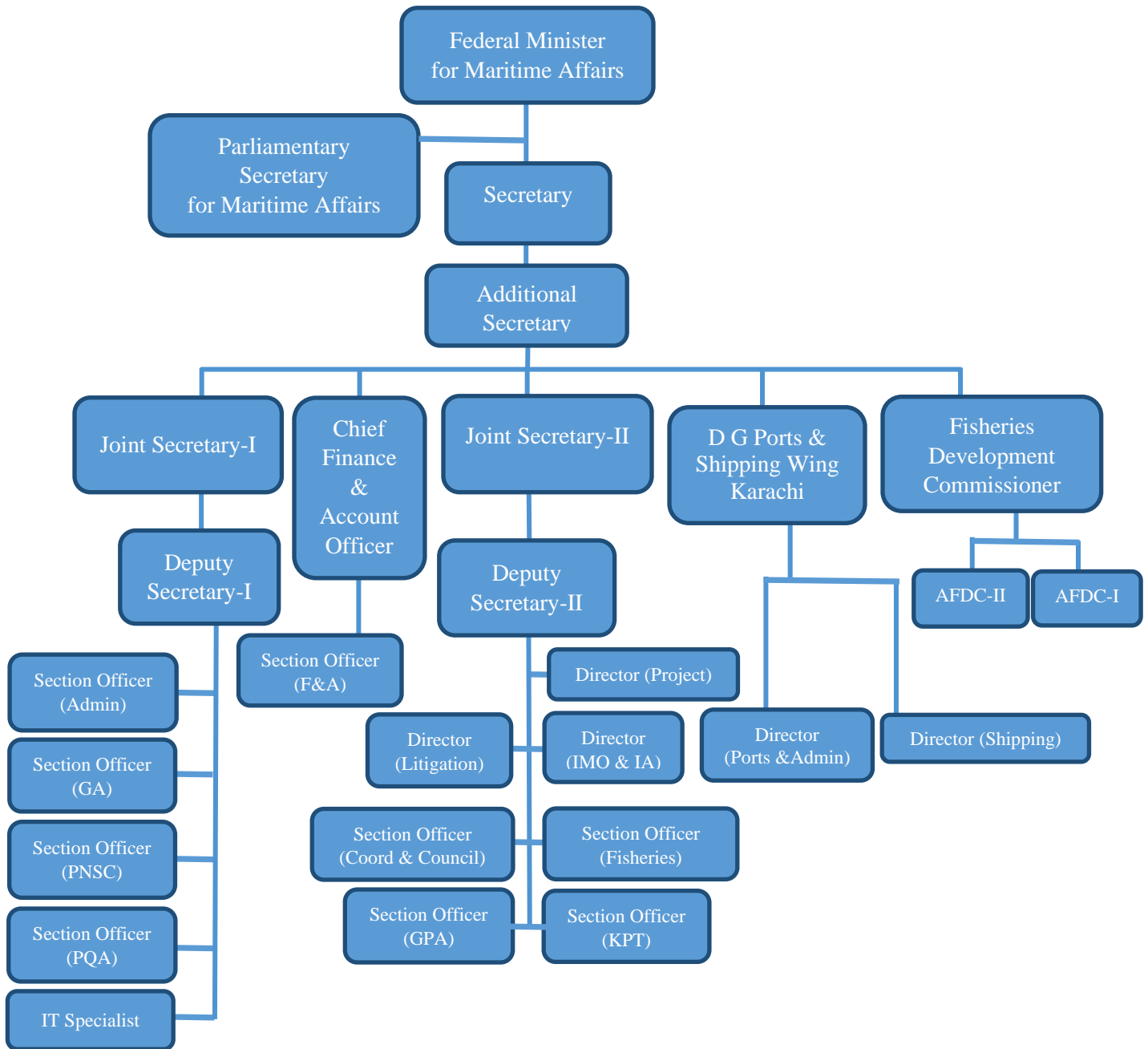
To regulate export of Fish and Fisheries products in accordance with International Standards.

FUNCTIONS OF THE MINISTRY
As in *Rules of Business, 1973 (As amended up to 27th May, 2021)*

- 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 Directorate General Ports and Shipping (DG-P&S) performs the function of National Maritime Administration and is the focal point for coordination with International Maritime Organization (IMO). It is the regulator of maritime sector and oversees implementation of IMO Conventions besides providing technical assistance and input to the Ministry of Maritime Affairs (MoMA) in policy making and legislation. It also issues licenses to the manning agencies and maritime training institutions, undertakes inquiries and investigations into shipping casualties and accidents and is the principal examiner of Masters and Mates and Marine Engineers.

The DG (P&S) Wing comprises mainly two constituent agencies i.e.

Mercantile Marine Department – responsible for inspection & survey of ships as part of the Port State Control and Flag State Implementation, examination, and certification of maritime professionals under the STCW Convention and survey and registration of ships, harbor crafts and sea going fishing vessels. It undertakes examinations and grants approvals in respect of dangerous cargo & its warnings;

Government Shipping Office – responsible for regulating the service matters of Seafarers and the regulation and supply of crew to Pakistani and foreign flag ships. International Ship Port Security Directorate is also a part of DG (P&S) for regulating the implementation of ISPS Code.

VISION

To emerge as a world class maritime administration committed to continuous improvement.

MISSION

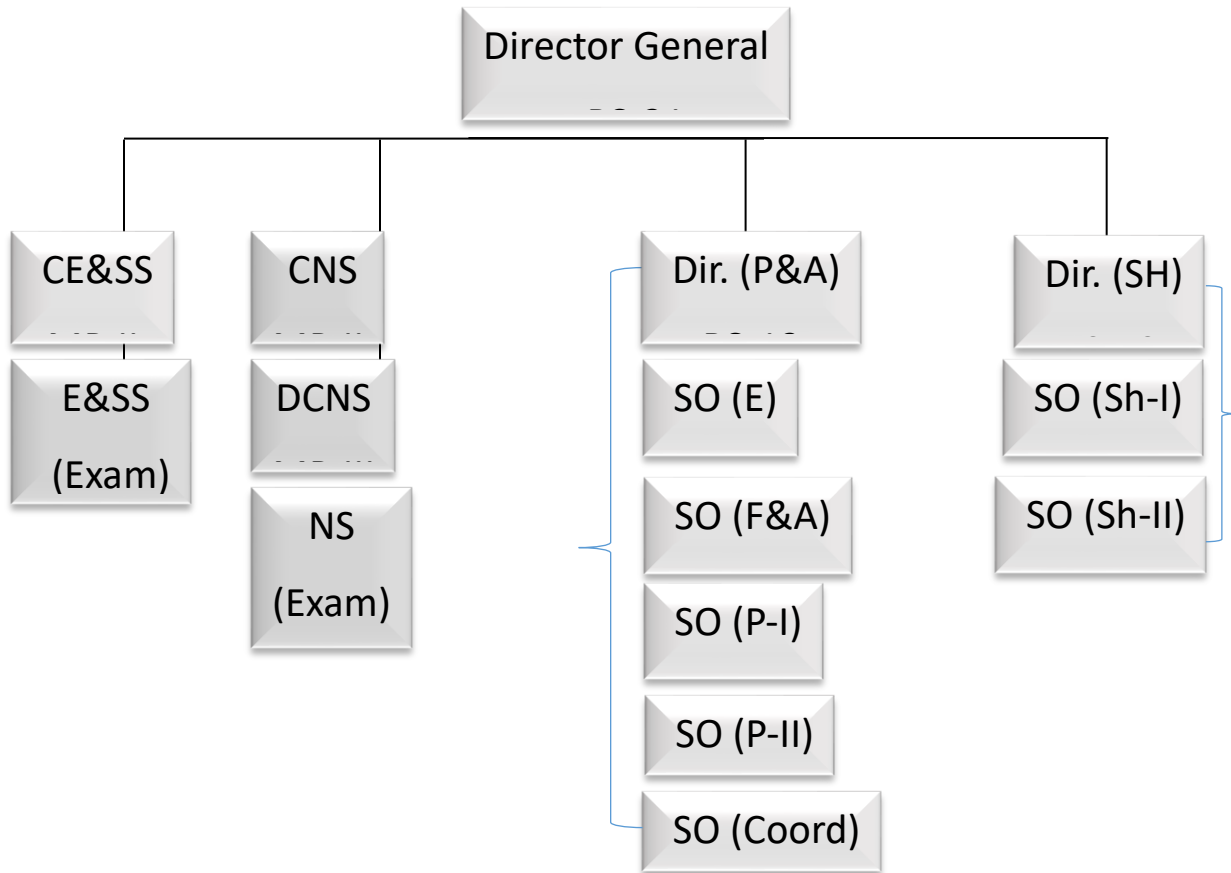
To achieve safe & secure shipping clean ocean & sustainable marine ecosystem through effective regulation, coordination & superintendence of maritime activities.

GOALS

The Directorate General Ports & Shipping pursues following goals and objectives. To achieve each of the goal, the methodology and plan of action has been clearly defined:

- Incorporation of International Conventions into National Legislation.
- Implementation of National Laws.
- Development of Shipping Industry.
- Availability of Qualified Maritime Professionals.
- Safety of Navigation.
- Protection of Maritime Environment.
- Ships & Port Security.

ORGANOGRAM



Total Strength	86
Total Officers	18
Total Staff	68

FUNCTIONS OF ADMINISTRATION SECTION

- Coordination with Ministry of Maritime Affairs and its organizations and other stakeholders;
- Training and career programs of surveyors and other human resource of DG (P&S) Wing and its attached organizations
- Financial management, financial audits, budgeting and administrative affairs of DG (P&S) Wing and its attached entities
- NOC to foreigners/local visitors visiting of Ports of Pakistan
- Cases pertaining to NOC/permission for photography/filming at Port area
- Procurement, upkeep, repair & maintenance of physical assets;
- Court matters pertaining to DG (P&S) Wing
- Matters relating to Legislation, Senate, National Assembly questions

FUNCTIONS OF SHIPPING SECTION

- Administration of Merchant Shipping Ordinance, 2001;
- Administration of Shipping Policy;
- Issuance of Licenses to Ship Manning Agents;
- Issuance of NOC / Approval to all Merchant Navy Seafarers for Seamen Service Book;
- Provide technical assistance to Director General on all concerned shipping matters including proposed legislations, preparation of SOPs & Orders / Circulars for achieving implementation of IMO Conventions;
- Issuance of Licenses to new shipping companies;
- Processing of Seafarer Welfare cases;
- Review, processing and finalization of all MoUs, Bilateral Maritime Agreements, International Shipping Agreements & Conventions / Protocols of International Maritime Organization (IMO);
- Administration of Mercantile Marine Department and Government Shipping Office;
- Manning Certification for Flag Vessels;
- Director of ISPS (The International Ship and Port Facility Security);
- Focal Person of Prime Minister Delivery Unit Portal of DG P&S Wing.

FUNCTIONS OF NAUTICAL SECTION

- Conduct examination of Master and Mates;
- Inquiry and Investigation of shipping casualties
- Approval of Pyro Teaching & Navigational equipment for ship;
- Regulate functioning of training facilities in Maritime Sector;
- Safe Manning & Manning dispensation / equipment dispensation
- Issuance of guidelines to MMD and its surveyors with the approval of DGP&S

- Issue exemptions under IMO Convention to Pakistani ships (other than engine, hull & machinery);
- Search & Rescue: Coordination with Pakistan Maritime Security Agency
- IMO: Preparation of brief, attending meetings & implementation of directives relevant to Nautical site;
- Framing of rules under MSO-2001
- MoU with RO and oversight of RO;
- Review & recommend signing of Convention

OBJECTIVES OF MERCANTILE MARINE DEPARTMENT

The important objectives of the department are to ensure the safety of life and property at sea and inland waters, safety of navigation and protection of Marine Environment through implementation of Merchant Shipping Ordinance, National Rules and International Maritime Conventions.

The statistical data for year 2020-21 is given below: -

CHIEF NAUTICAL SURVEYOR

S.No	DESCRIPTION	NUMBER OF CASES
01.	Applications for Examinations of Certificate of Competency processed	865
02.	Certificate of Competency issued	172
03.	Certificates of STCW issued	684
04.	Certificates of Dangerous Cargo issued	573
05.	Verification of CoCs on hard copy/ online verification and up-dation of record	698
06.	Certificate of Recognition to CoC to foreign CoC holders	46
07.	Notice of Eligibility for Examination of CoC	625
08.	Surveys	230
09.	Total receipts disposed off	3220
10.	Revalidation of GMDSS Certificate and its online verification and up-dation	62

CHIEF ENGINEER & SHIP SURVEYOR

S. No	DESCRIPTION (PERIOD 01-07-2020 to 30-06-2021)	NUMBER OF CASES
1.	Approval for Foreign Exchange Release to PNSC	309
2.	Approval for Dry Docking	12
3.	Approval of Drawings for crafts/fishing boats	08
4.	Survey	4
5.	Allocation of Workshop and NOE for SSB/Examinations of CoCs	83
6.	Applications for Examinations of Certificate of Competency Processed	173
7.	Certificate of Competency issued	74
8.	Certificates of STCW/Dangerous Cargo issued	294
9.	Veification of CoCs/E-mails issued	10
10	Equivalency of CoC to Foreign CoC holders	38
11.	Certificate of Competency to Electro Technical Officers (ETO)	07

MERCANTILE MARINE DEPARTMENT



FUNCTION

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

Since 1st July 2020, directorate Dock worker Safety and Lighthouses have been merged with MMD under One Cost Centre.

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

VISION

- To introduce online System for the receipt all kind of Government fees.
- Update to convert existing system to digitalized of Lighthouse with the linked online.
- Registration of the Ship is also placing on the online for the convenient to bring more Business
- Preparation and update all existing rules especially Light house Act.

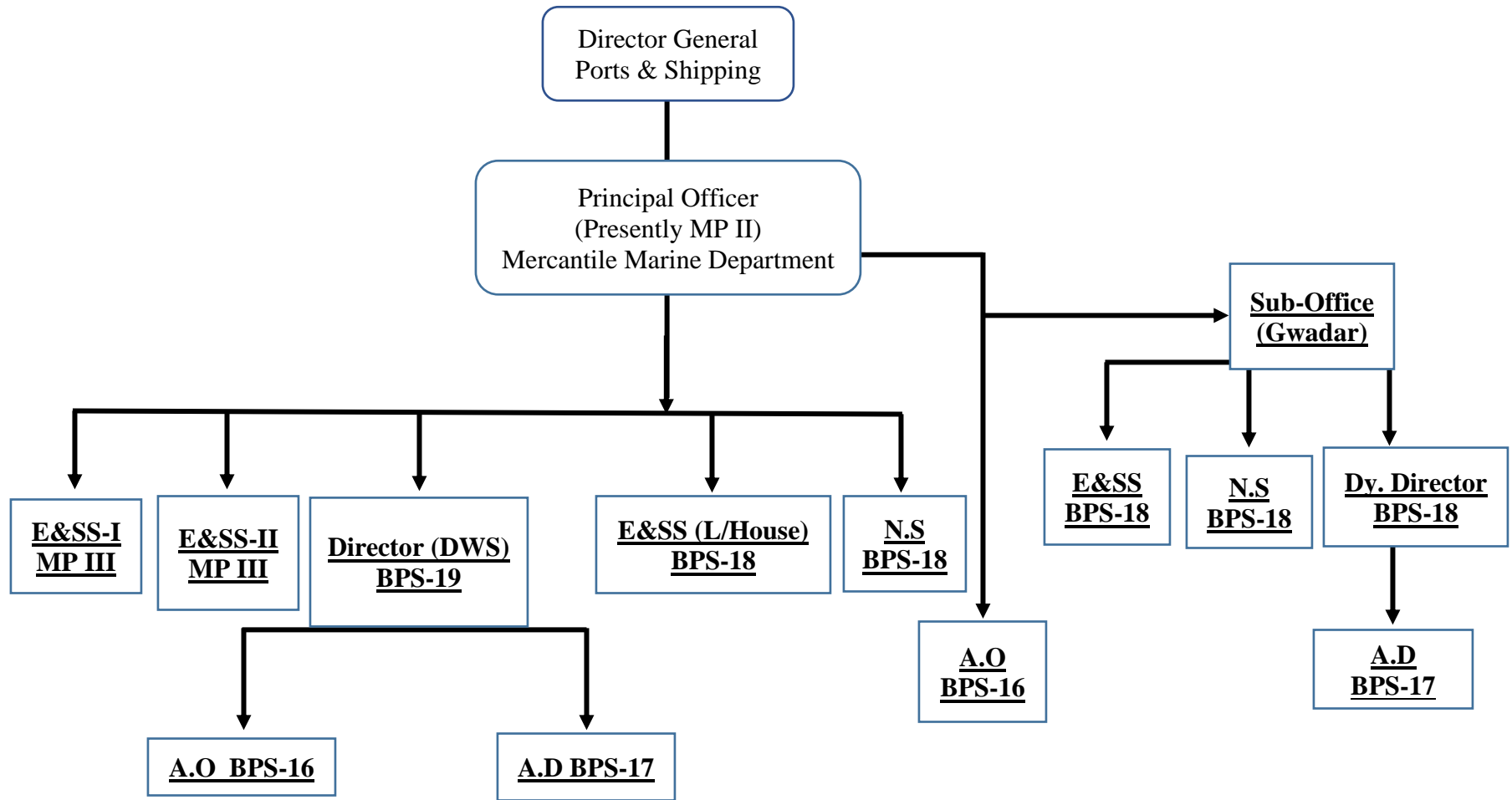
MISSION

- The important mission of the department is to ensure the safety of life and property at sea and Inland Waters, safety of navigation and protection of Marine Environment through implementation of Merchant Shipping Ordinance 2001, National Rules and International Maritime Conventions.
- Principal Officer is also Registrar of Ships and Superintendent of Lighthouses.
- The mission of merged DWS with MMD since July 2020 is to provide maximum safety environment to Dock Workers by implementation of International Labour Convention 1934.

OBJECTIVES

The important objectives of the department are to ensure the safety of life and property at sea and Inland Waters, safety of navigation and protection of Marine Environment through implementation of Merchant Shipping Ordinance, National Rules and International Maritime Conventions.

ORGANOGRAM



FUTURE LINE OF ACTION

large number of Technical Post presently are vacant must be required to be filled on contract basis. Presently department is facing shortage of latest mode of communication consequently working of the department badly effected specially non-availability of online system. Therefore, latest mode of communication required to be arranged so that all activities may be monitored.

PERFORMANCE / ACHIEVEMENT DURING THE FISCAL YEAR 2020-21

- MERCANTILE MARINE DEPARTMENT (MAIN OFFICE AT KARACHI)

S.No	Indicators	Target	Achieved
1	Survey and Inspection	2,900	3507
2	Supervision of new construction & repair Evaluation etc	50	299
3	Issuance of Statutory Certificates of Ships	30	36
4	NOC for Outward Port Clearance	3800	3602
5	Registration Change of Ownerships of Ships, Craft	900	878
6	Examination (Technical Personnel Inland)	1500	531
7	Examination of Marine Engineers Deck Officers	1200	483
8	Endorsement	350	137
9	Miscellaneous (notice of Eligibility) Eye Sight test Verification Attestation Etc.	2000	1217

LIGHTHOUSES AND LIGHTSHIPS

S.No	Indicators	Target	Achieved
1	Ships arriving and departing	4500	3475
2	Foreign category Craft	200	125

- MERCANTILE MARINE DEPARTMENT (SUB-OFFICE AT GWADAR)

S.No	Indicators	Target	Achieved
1	Survey and Inspection	20	00
2	NOC for Outward Port Clearance	20	17
3	Registration Change of Ownerships of Ships, Craft	50	108

REVENUE RECEIPTS

S.No	Indicators	Target	Achieved
1	Survey , Registration, Examination & Misc.	48 Million	(41.57) Million 41,573,238
2	Light dues	410 Million	(406.26) Million 406,261,227

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. The GSO is presently functioning at KPT Building No. KV-17, Keamari, Karachi.

VISION

- Computerized working for swift service to seamen in all matters
- Online data arrangements for verification

MISSION

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

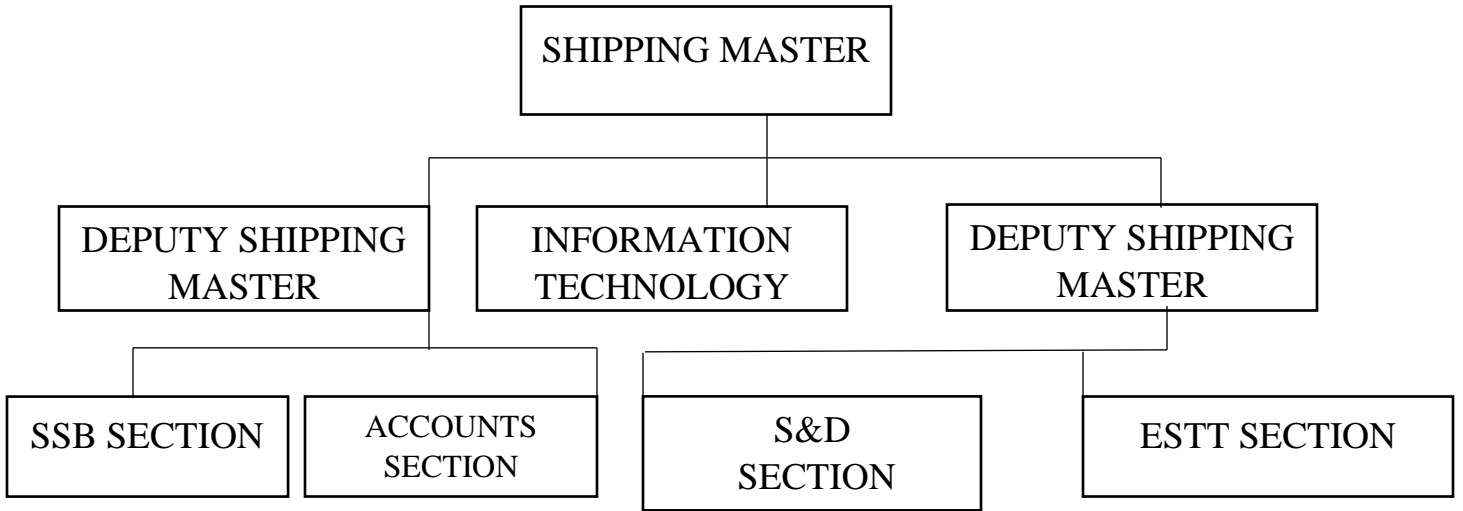
OBJECTIVE

- Registration of seamen and issue the seamen service book (SSB).
- Issuance of Machine-Readable Seafarers' Identity Document (MRSID) through NADRA.
- To watch Engagement & Discharge formalities by online Portal by Manning Agents for Seamen on Ships.
- Settlement of disputes between Seamen and their employers.
- Maintain Seamen Service records and discipline.
- To ensure maximum welfare of seafarers.
- To improve the status of Government Shipping Office on the requirements of International Organizations.

PERFORMANCE / ACHIEVEMENTS

YEAR	Computerized Seaman Service Book (SSB) issued	Machine Readable Seafarers Identity Card (MRSID) Issued	Seafarers Engaged on Ships	Seafarers Discharged from Ships
2020-2021	1866	2120	4624	1464

ORGANOGRAM



PAKISTAN MARINE ACADEMY



INTRODUCTION

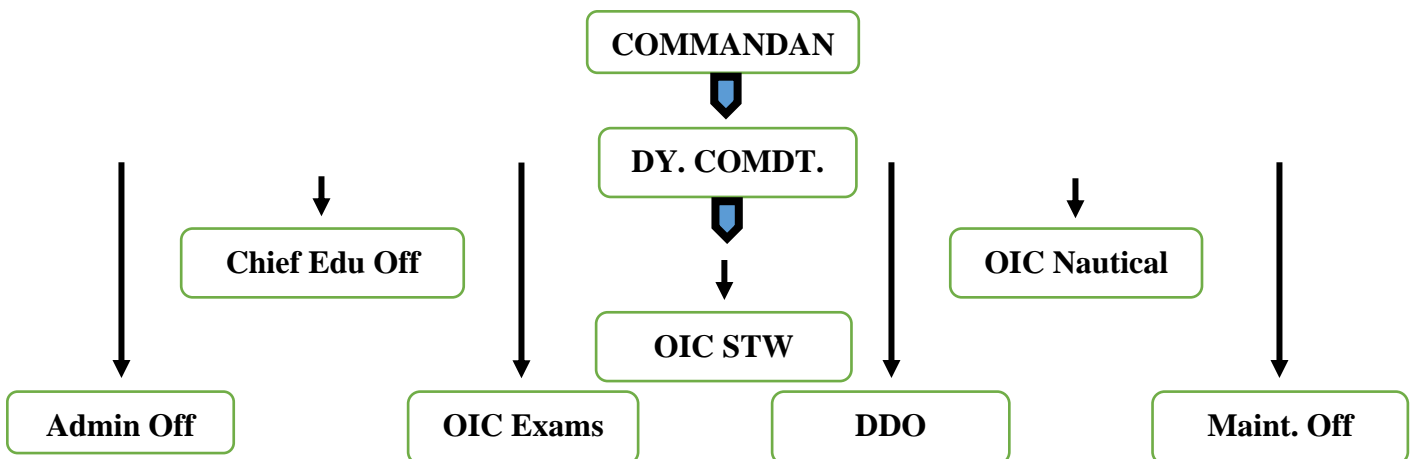
Pakistan Mercantile Marine Academy was established in 1962 at Juldia, Chittagong (former East Pakistan), for training of Merchant Marine Cadets. In 1971, the Academy was shifted to Karachi at a temporary location and renamed as Pakistan Marine Academy (PMA). Subsequently, in 1978, it was finally shifted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

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



A View of Admin Block

ORGANOGRAM



MANDATE BY MINISTRY OF MARITIME AFFAIRS, GOVERNMENT OF PAKISTAN

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

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

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

- a. To train and educate at least 170 Cadets (Nautical & Marine Engineering) in a year, through 2years 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 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

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

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

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:	3,791
Total No. of Trained Post-Sea Training:	20,492(Nautical &Eng.)
Total No. of Trained GPs:	2,433
Total No. of Cadets undergoing Training:	293(143 Nautical & 150Eng.)
Total No. of Trained Short/Mandatory Courses:	88,793 (11,144 for 2020-21)

Pre-Sea Courses

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

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:

- a. Oil Tanker Familiarization.
- b. Engine Room Simulator Course.
- c. Global Maritime Distress Safety System (GMDSS).
- d. Basic Fire Fighting Course.
- e. Personal Survival Techniques Course.
- f. Elementary First Aid Course.
- g. Proficiency in Survival Craft & Rescue Boat.
- h. Personal Safety & Social Responsibility
- i. Tanker safety Course.

PERFORMANCE /ACHIEVEMENTS DURING THE YEAR 2020- 21

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 (2020-21)
1.	Associate Degree in Nautical Science	02 Years	143
2.	Associate Degree in Marine Engineering	02 Years	150

3.	Short/Mandatory Courses:	3 to 18 days	11,144
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UP-GRADATION OF COMPUTER LAB:

Computer Lab is being upgraded with 50 x Core-i3, 8th Generation PCs (donated by PNSC) with Networking, Video conferencing, PA system and Multi-Language Lab facilities, for training of Seafarers.

Projects Completed (2020-21):

S#	NAME OF PROJECT	COST	REMARKS (IF ANY)
1.	Rehabilitation of Administration Block, Cadets Block, Residential Block & Anwar Hall / Quarter Deck in the Premises of Pakistan Marine Academy Mauripur Karachi.	79.514 M	-

KARACHI PORT TRUST



INTRODUCTION

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

VISION

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

OBJECTIVES

To facilitate the country's growth and economy

To support trade and business through efficient and reliable human resources, equipment, services and operations

To provide efficient port access and hinterland connectivity

To regulate and control navigation within the port limits and approaches of the port

Adhere to international obligations with respect to marine safety and protection of the environment

Ensure the provision of security within the ISPS Code framework (International Ship and Ports Facilities Security).

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 and Information Technology Division. All policy decisions are vested in KPT Board of Trustees.

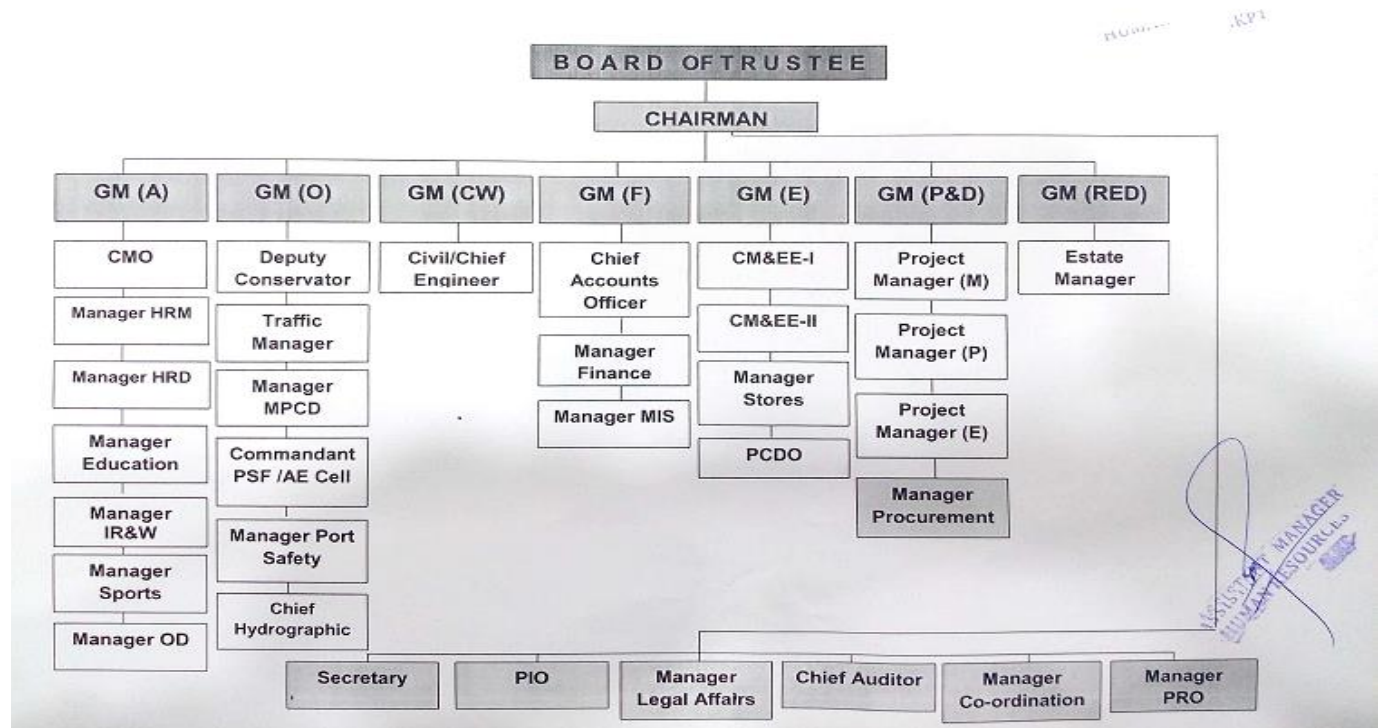
BOARD OF TRUSTEES

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

ORGANOGRAM

ORGANIZATIONAL CHART OF KPT



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 whose arrival was inaugurated by the then Prime Minister. Since then cargo freight has mostly shifted to containerized form and is growing every year.



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

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

CONTAINER FACILITIES



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

WAREHOUSING FACILITIES



KPT provides at each berth facilities for transit, storage, warehousing and clearance of cargo and containers. Additional services provided are dangerous cargo handling, packing stations for immediate uploading and packaging of dry goods, custom storage yards, oil tankages, bulk cargo stacking areas and container freight stations.



LIQUID CARGO TERMINAL

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



SHIP MAINTENANCE & REPAIR

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



PORT SAFETY & SECURITY



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

DREDGING & RECLAMATION WORK



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

ACHIEVEMENTS

PERFORMANCE REPORT ON CARGO / CONTAINER HANDLING & SHIPS MOVEMENT AT KARACHI PORT FOR 2020-21

The financial year 2020-21 remained phenomenal for Karachi Port Trust (KPT). KPT's performance remained outstanding during global lockdown situation, especially for shipping operations and cargo handling.

The volume of cargo handling, including import and export peaked at 52.28 million tons, registering a growth of 25% over the previous year's 41.84 million tons including export in all categories of cargo recording a growth of dry cargo rising by 9% to 15.27 million tons as against 13.97 million tons of 2019-20.

The container handling at Karachi port was 2.29 million TEUs which is the highest in KPT's history. The movement of vessels also increased by 21% to 1845 ships. The container carriers were reported at 868 during 2020-21 compared to 744 last fiscal and bulk cargo ships 280 against last 172 ships. KPT also efficiently handled wheat cargo thereby maintaining the food security chain and ensured timely berthing of oil tankers to contribute towards energy security.

KPT endeavors to facilitate its port users and the trade community a predictable business environment, digitalization of estate and operations thus ensuring ease of business and 24/7 access and transparency.

BOAT BASIN JETTY OPENED AFTER RECONSTRUCTION

Chairman KPT Mr. Nadir Mumtaz along with Special Assistant to Prime Minister Mr. Mahmood Baqi Moulvi and Trustee KPT Mr. Zubair Gillani visited the reconstructed Boat Basin Jetty at Keamari on 20th June 2021 to officially announce the re-opening of the jetty for facilitation of general public and residents of Baba, Bhit and Manora Islands.



FEDERAL MINISTER SYED ALI HAIDER ZAIDI INAUGURATES BRIDGE AT EAST WHARF

Federal Minister Syed Ali Haider Zaidi inaugurated the bridge at East Wharf of Karachi Port on 06-06-2021. The bridge was closed since 2019 due to repair/maintenance works. Mr. Ali Zaidi appreciated the efforts of Chairman KPT Mr. Nadir Mumtaz in the inauguration ceremony of the bridge. Mr. Zaidi further said that the work which was lying pending from 2019 till now was completed within just five months under the supervision of Chairman KPT Nadir Mumtaz. He further added that opening of the bridge for traffic would not only strengthen KPT's internal traffic system but also significantly reduce the traffic congestion in Keamari and adjoining areas.



KPT INAUGURATES FEMALE FACILITATION CENTRE AT KPT HEAD OFFICE

Chairman KPT along with Member Advisory Council of Maritime Ministry, Mr. Mehmood Baqi Moulvi, inaugurated Female Facilitation Center at KPT Head Office. General Managers and senior officials of KPT attended the ceremony. The Day Care Center operating on international childcare quality standards serves as an effective tool fostering work-life balance and maintaining regular attendance of working mothers.

Female Facilitation Center at KPT includes Baby Day Care Center for working mothers, Ladies Common Room and Prayers room.

BACKHOE DREDGER ALI RESUMES DREDGING ACTIVITIES

Due to the untiring efforts and hardworking of the engineering team of Karachi Port, KPT's Backhoe Dredger Ali has become operational on 26th February 2021 and has started dredging activities at Karachi Port after a longtime.



The Dredger Ali has important role in port operational activities due to its advance specifications. The OEM has declared the dredger fit after attaining 50000 cubic meters dredging during a test drive.

KPT ENGINEERING TEAM SUCCESSFULLY RESUMED THE OPERATIONS OF 'DREDGER MINHAL'

The Minhal Dredger is operational again after a long period of time. Initially, Minhal has started its field operations in Chinna Creek area for the development of Mangroves-forest. The repair/maintenance of the dredger will be ultimately beneficial in the port operations.



LNG VIRTUAL PIPELINE MOU SIGNING CEREMONY

Karachi Port Trust joins hands with Pakistan Railways and LNG Easy (Pvt) Limited for the development of Virtual Pipeline facility on 19-11-2020. LNG Easy Singapore is already in this business and is successfully operating similar projects in China, Malaysia, Myanmar and Vietnam. The ceremony was attended by Senior management officials of KPT, Pakistan Railway. Tripartite MoU was signed amongst KPT, LNG Easy (Pvt) Limited, and Pakistan Railways. The LNG Virtual Pipeline can be the driving force to unlock the LNG market in Pakistan by providing accessible and affordable energy to SMEs and the common man. KPT's vision is to provide the impetus to private investors and consumers to establish strategic storages across the country ultimately leading to onshore LNG.



DEVELOPMENT / REFORMS IN EDUCATION DEPARTMENT

- In the light of reforms and development programs, the Education Department has made the following worth mentioning reforms/developments
- Being part of development program, installation of white boards in all KPT Schools has been completed.
- Achieved a historical milestone by introducing free of cost quality education to deserving children of local vicinity residents who were unable to afford KPT Schools fee.
- The girls' and boys' secondary schools successfully shifted in new temporary allocated area at Manora Dispensary.
- Students of KPT Schools participated in Rowing Regatta Competition 2020-21 and secured 4th Position among major schools of Karachi.

ABUL DREDGER OPERATIONAL AGAIN

KPT's TSHD Abul became operational again and commenced dredging. The Dredger was inducted in KPT in 2007 with hopper capacity of 6000 cubic meter and dredging depth up to 20 meters.



LAUNCHING OF KPT WEBSITE

KPT has launched its updated website to make it user friendly. The new website will carry all activities of the Port including shipping schedule and comprehensive report of weather for fishermen and water logistics. The website has complete record of procurement and tender notice including announcements.

KPT'S SOCIAL MEDIA ACTIVATION

In order to keep pace with the times, the Port of Karachi has decided to be active on social media and has opened an account on social media platform of Twitter to reach out to millions of target audiences worldwide through account handle "@Official kpt".

KPT EHSMS DEMONSTRATES CONFORMANCE WITH AUDIT STANDARDS – HIGHLIGHTS BUREAU VERITAS AUDIT REPORT

Karachi Port Trust Environment Health Safety Management System (KPT EHSMS) demonstrated overall conformance with the requirements of the audit standards – the Bureau Veritas Report concluded. The reports have concluded that the management system documentation has demonstrated conformity with the requirements of the audit standard and provided



sufficient structure to support implementation and maintenance of the management system. The port has demonstrated the establishment and tracking of appropriated key performance objectives and targets and monitored progress towards their achievement. The internal audit programme has been fully implemented in KPT which demonstrates effectiveness as a tool for maintaining and improving the management system further. The audit team conducted a process-based audit focusing on significant aspects/risks and objectives require by the standard(s). Auditing was based on sampling process of available information and audit methods like interviews, observations, sampling of activities and reviewing of documentation and records. The audit team has concluded that KPT has established and maintained its management system in line with the requirements of the standard(s) and demonstrated the ability of the system to achieve requirements for products and/or services within the scope and its policy and objectives.

DEVELOPMENTS

REHABILITATION OF BREASTING DOLPHIN OF OP-III

The existing OP-III oil pier is location at Karachi Port which was built in 1991. The maximum design vessel is 75,000 DWT oil tanker. Due to an accidental damage operational activity was suspended at OP-

III since October 2018. KPT has accordingly undertaken the work and completed the entire job expeditiously to secure the energy life line of the country.

RECONSTRUCTION OF BOAT BASIN –PHASE-II

KPT has completed reconstruction of Boat Basin Jetty (phase-I) in Jan 2020 as its CSR Project and the same is being used by Islanders / residential people residing at Manora , Baba & Bhit Islands and tourists.



PORT CONNECTIVITY PROJECT

KPT Management has hired a Consultant for the solution of traffic congestion in Port area. They have suggested different options in phases.



The project is being implemented under two phases. Under (Phase-I), connecting bridge (east to west wharf) has been awarded.

KARACHI COASTAL COMPREHENSIVE DEVELOPMENT ZONE (KCCDZ)

The Ministry of Maritime Affairs has started the scheme Karachi Coastal Comprehensive Development Zone (KCCDZ) in consideration with the administrative objective of the current government and with focus on improvement of people's livelihood , industrial development, up-gradation of fisheries and Real Estate Development. Recently the project has been included in CPEC.



PROCUREMENTS AND INDUCTIONS FOUR (4) ASD SHIPPING TUGS

KPT has planned to replace its flotilla in a phased manner, to further improve its operational capacity. Contract for the supply of 04 ASD of 75 tons capacity has been signed in 2020. Delivery of first two tugs is expected in last week of December 2021 and the remaining two by the end of January 2022.



EVENTS

MARITIME TRANSSHIPMENT STRATEGY

KPT has arranged meetings on Maritime Transshipment Strategy at KPT Head Office. The last two meetings have taken place in February focusing on establishment of seaports of Pakistan as regional transshipment hub with substantial economic spinoffs for the national economy.



Present on the occasion were Secretary Maritime Ministry, Mehmood Moulvi Advisor to Maritime, Chairman KPT, representatives of Terminal Operators, Pakistan Ship Agents Association, Pakistan International Freight Forwarders Association, Pakistan Shipping Association. Participants of Maritime Transshipment Strategy meeting also included Federal Secretary, Maritime Affairs Ministry Chairman KPT and Maritime partners.

PAKISTAN RAILWAYS AND KPT JOIN HANDS TO SERVE THE NATION

Mr. Muhammad Azam Khan Swati, Federal Minister for Railways, visited Karachi Port Trust (KPT) on 7th January 2021 for jointly efforts of Pakistan Railways (PR) and KPT to explore avenues of mutual interest. Chairman KPT briefed the minister about 33 kilometers long Rail network at KPT possessing a container handling capacity of 125 million tons. As per presentation, the foundation of a marshalling yard in Wazir Mansion proved immeasurably beneficial. It is in terms of enhancing port efficiency, drastically declining turnaround time for containers, massively reducing the port area congestion and significantly raising the freight services of Pakistan Railways are the avenues at which the discussion remained focused. After the initial meeting, the Federal Railway Minister Mr. Muhammad Azam Khan Sawati along-with Chairman KPT and senior officials of both sides visited Wazir Mansion and SAPT to takes talk of the business that could generate to benefit both KPT and PR in the long-run. KPT is cautiously working on the joint venture with PR to facilitate port users through speedy port operations. In this regard, a follow up-meeting was also held in KPT to rehabilitate the existing Railway tracks in Port, to explore possibility of Wazir Mansion as Marshalling Yard for KPT Container Traffic and to enhance the share of Rail Cargo to cut down the cost of doing business.



UZBEK DELEGATION VISITED KPT

A 16 members delegation headed by Mr. Akmal Kamalov, Deputy Chairman of Uzbekistan Railways, visited Karachi Port on 15-03-2021. H. E. Oybek Usmanov, Ambassador of Uzbekistan, and Federal Secretary, Ministry of Maritime Affairs Mr. Rizwan Ahmed were also present on the occasion. The KPT Chairman has welcomed the Deputy Chairman of Uzbekistan Railways, Mr. Akmal Kamalov along-with a 16-member delegation, to explore the potential of the KPT. Mr. Akmal reiterated that a significant volume of Uzbekistan's cargo and containers would be availing the facilities at the Karachi Port Trust. He also visited Port area of KPT to witness its containers and cargo handling operations. Chairman KPT briefed the delegation about port operations activities. An interactive gathering with the maritime business partners has also taken place at Port Dignitary House. Honorable Federal Minister for Maritime Affairs, Syed Ali Haider Zaidi also joined and graced the occasion to assure the Uzbek delegation of an enabling environment to promote maritime development.

RESTORATION OF MANGROVES CAMPAIGN

KPT has initiated the mangrove plantation drive on its land along the southern and northern sides of Mai Kolachi Road. More-than 10,000 new saplings have been planted within the shorts pan and the progress is being invigilated by KPT on daily basis to ensure a survival and growth of mangroves saplings. Mangroves are extremely important to the coastal ecosystems to serve as a strong barrier between marine and terrestrial communities and to protect the shorelines from winds, waves and floods. They also provide habitat to many species of coastal and offshore fish and shellfish exclusively on mangroves for their breeding, spawning and hatching.

PORT HOUSE CONVERTED INTO VISITING DIGNITARIES HOUSE

In pursuance of Government of Pakistan's Austerity drive, KPT has announced to convert its Port House into visiting Dignitaries House on 11-12-2020, which was in use as Chairman's residence. The Visiting Dignitaries House has initially opened for officers of KPT and in this regard, a get-together for the officers along with their spouses was organized on 19-12-2020.



QUAID-E-AZAM DAY CELEBRATED AT DIGNITARIES HOUSE

KPT celebrated Quaid-e-Azam Day at Dignitaries House on 25-12-2020 with zeal and enthusiasm. Chairman KPT Mr. Nadir Mumtaz with all General Managers have graced the occasion. Students of KPT schools participated in the event with speeches on Quaid's life and sung National Songs. Chairman KPT Mr. Nadir Mumtaz explained about the principled life of Quaid-e-Azam Muhammad Ali Jinnah and advised children to adopt the basic rules of Unity, Faith and Discipline in their lives to become an asset for the nation. Later, Chairman KPT distributed awards amongst the students of KPT Schools who participated in the event and also appreciated the performance of KPT Football team in National Challenge Cup 2020 and distributed cash awards amongst them. Minister for Maritime Affairs Syed Ali Haider Zaidi has also arrived at the fanfare event to commend the performance of KPT football team in national tournaments. During the conclusion moments, Chairman KPT, General Manager Admin and General Manager Operations appreciated the efforts of Public Relations department for arranging the colorful event.



MINISTER FOR MARITIME AFFAIRS PRESIDED MEETING AT KPT HEAD OFFICE

Honorable Minister for Maritime Affairs Syed Ali Haider Zaidi visited KPT Head Office on 26-12-2020 and presided over a briefing. KPT's General Managers discussed issues being faced by their respective departments with the Minister.



KPT WAIVES SCHOOL FEE OF UNDERPRIVILEGED STUDENTS

In line with the Government's objective of a literate and educated Pakistan, KPT has taken the initiative to waive off the fee of all underprivileged / deserving students, belonging to the local community of Keamari and Manora, enrolled in KPT Schools.



KPT PROVIDED ASSISTANCE TO SINDH GOVERNMENT IN DEWATERING TORRENTIAL RAIN WATERS

In pursuance to letter written by Commissioner Karachi Division, Chairman KPT Rear Admiral (R) Jamil Akhtar HI (M) T.Bt has given assurance to provide complete assistance. Karachi Port Trust has provided machinery as well as staff to Government of Sindh for the purpose of dewatering of rain accumulated water from roads



of Karachi under the declared emergency. KPT has so far provided three fire tenders and equal number of fire trailer pumps along with towing vehicles to Commissioner Karachi Division.

SPORTS

13TH NATIONAL WOMEN'S FOOTBALL CHAMPIONSHIP -2021

Pakistan Football Federation has hosted the "13th National Women's Football Championship-2021 (NWFC-2021)" at KPT Football Ground / stadium this spring from 8th March to 3rd April. As many as 20 teams from across the country have featured in this edition of NWFC-2021.

KPT KICK BOXER AWARDED RASHID SIDDIQUI TALENT AWARD

KPT Kick Boxer Maaz Khan was awarded Rashid Siddqui Talent Award for his consistent marvelous performances throughout the year. Mr. Maaz Khan has earned many laurels for KPT as well as for Pakistan. KPT Newsletter Team congratulates him to achieve this milestone and wish him all the best in his future endeavors.



INAUGURATION OF RENOVATED SQUASH COMPLEX

Chairman KPT inaugurated the renovated KPT Squash Complex during a simple ceremony at KPT Sports Complex on 12th January 2021. The Squash Court remained non-functional for more than a decade. The new Squash Complex is equipped with contemporary features / facilities at par with the international standards.

INAUGURATION OF GYMNASIUM AT KPT BENAZIR SPORTS COMPLEX

Rear Admiral Asif Hameed Gymnasium was inaugurated by the then Chairman KPT Rear Admiral (R) Jamil Akhtar on 17-11-2020 in the presence of senior KPT officials / player to provide hygienic health facilities to the employees and officers at Benazir Sports Complex of KPT. While speaking to media on the occasion, the then Chairman said that Rear Admiral Asif Hameed (Late) was deeply interested in the promotion of sports and has also played games like hockey and squash. He appreciated the efforts of Admiral Asif Hameed in organizing Inter-divisional Sports Festival for officers and employees to participate with full enthusiasm. This year due to COVID-19, this sports festival has not taken place. Emphasizing on the importance of fitness, Chairman KPT said that by using gymnasium, you have an opportunity to resolve fitness problems and women could get equal benefit from it. Even your children above 15 years of age will also benefit from this facility.



GOALS UNDER SHORT-, MEDIUM- & LONG-TERM POLICIES

- Making Port Operations efficient
- Establishing strong hinterland connections
- Establishing extensive local and regional maritime connectivity

Development Projects –

Short Term:

1. Reconstruction of Boat Basin Jetty-Phase-II
2. Port Connectivity Project
3. Procurement of Four LNG Compatible ASD Shipping Tugs with 75 TBP each
4. Feasibility Study of Hydraulic Regime

Mid Term:

1. Storage of Wheat, Seeds and Others Bulk Commodities in Silos for Speedy Loading/Unloading.
2. Multi-Level (Lift Type) Vertical Car Parking at Keamari

Long Term:

1. Karachi Marine Comprehensive Economic Zone (KMCEZ)
2. Reconstruction of Oil Pier-1

PAKISTAN NATIONAL SHIPPING CORPORATION (PNSC)



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 eleven (11) ships. Over the years, PNSC's line of business has grown in area of basic shipping including Non-Vessel Operating Common Carrier "NVOCC" business, maritime engineering works and real estate. PNSC has evolved into an industrial provider of maritime freight and related services, transporting all type of cargoes on several geographical routes covering almost entire world. PNSC is also engaged in real estate management which diversifies its revenue stream and decreases the concentration of business risk.

PNSC's fleet is a mix of double hull Aframax tankers, LR-1 product tankers, Panamax, Supramax, Handymax and Handy size bulk carriers, all of modern vintage, having a total dead-weight (DWT) carrying capacity of 831,711 metric tons. The said LR-1 product tankers have been newly acquired by PNSC to strengthen its managed fleet by diversifying into clean petroleum products segment.

VISION / MISSION STATEMENT

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

ACTIVITIES

- i. During FY2020-21, PNSC and its vessel-owning subsidiary companies lifted 11.099 million freight tons of cargo.
- ii. A comparative of sector-wise cargo lifting of FY 2020-21 is as under:

	Unit of Measurement	2020-2021	2019-2020
Dry Cargo (Bulk Carrier)	Million tons	1.535	1.533
Liquid Cargo (Tanker)	Million tons	9.554	7.275
SLOT CHARTER			
-Break Bulk	Higher of MT or CBM (W/M)	0.009	0.009
-Containerized Cargo	Thousand TEUs	1.734	1.679

- iii. PNSC Group has declared profit after tax of Rs. 2,265 million, a decrease of 6% as compared to the last year's profit after tax of Rs. 2,414 million. Major reason for decline in profitability is a decrease in group revenue from managed vessels by 18% (Rs. 8,414 million v/s Rs. 10,278 million last year), while there is increase of Rs. 474 million (Rs. 736 million v/s Rs. 263 million last year) in revenue from chartered segment.
- iv. Group expenditure increased by 8%. Fleet direct expenses for FY 2020-21 are Rs.9,786 million as against Rs.9,083 million.
- v. Gross Profit of Rs. 2,871 million was achieved as against Rs. 4,568 million last year thereby showing a decrease of 37%.
- vi. The administration expenses in FY 2020-21 are Rs.1,034 million as compared to the Rs.1,120 million corresponding period last year, thus decreasing by 7%.
- vii. Earnings per share of the Pakistan National Shipping Corporation Group of Companies was Rs. 17.14 as against Rs. 18.27 last year.

ACHIEVEMENTS AND PROGRESS:

Following depicts the comparison of fiscal position of PNSC for the year 2020-21&2019-20:

DESCRIPTION	2020-21	2019-20
FISCAL POSITION:	(Rs. In '000)	(Rs. In '000)
Operating Revenue	12,788,561	13,803,576
Operating Expenditure	(9,917,093)	(9,234,891)
Gross Profit	2,871,468	4,568,685
Administration expenses	(1,034,518)	(1,120,281)
Impairment loss	(73,385)	(411,138)
Other Expenses	(208,449)	(266,226)
Other income	1,444,682	946,170
Finance cost	(557,607)	(1,135,464)
Profit before Taxation	2,442,191	2,581,746
Taxation	(177,165)	(167,868)
Profit after Taxation	2,265,026	2,413,878

PNSC FLEET STRENGTH

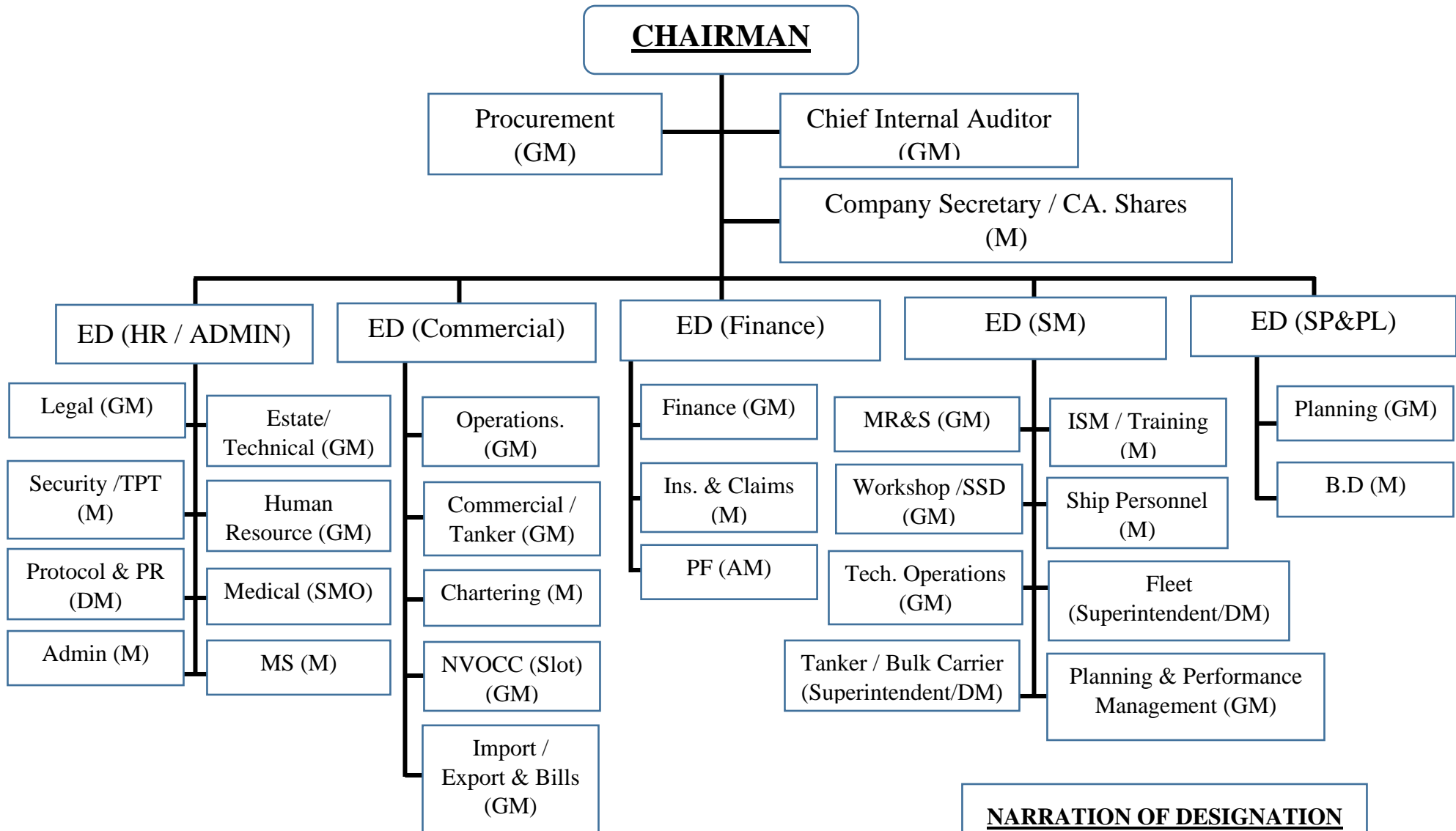
Vessel Name	Built	Date of Induction	Deadweight (MT)	Length Overall (M)	Beam (M)	Gross Tonnage (MT)
Four Aframax Crude Oil Tankers						
M.T. QUETTA	JAPAN 2003	10-Jul-08	107,215	246.80	42.00	58,118
M.T. LAHORE	JAPAN 2003	23-Feb-10	107,018	246.80	42.00	58,157
Vessel Name	Built	Date of Induction	Deadweight (MT)	Length Overall (M)	Beam (M)	Gross Tonnage (MT)
M.T. KARACHI	JAPAN 2003	21-Apr-10	107,081	246.80	42.00	58,127
M.T. SHALAMAR	JAPAN 2006	1-Dec-14	105,315	228.60	42.00	55,894
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		831,711			455,922

STRATEGIC OBJECTIVES

The strategic objectives of PNSC are as under:

- i. Persistent growth by strategic investment and diversification in marine sectors according to past performance and future outlook of 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 defence forces in time of 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.

ORGANOGRAM



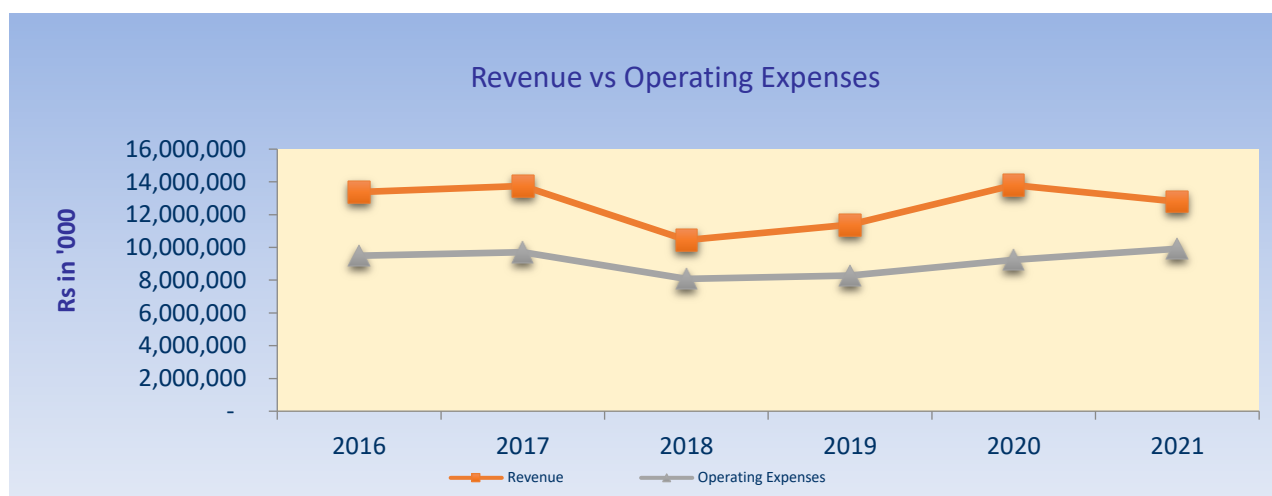
NARRATION OF DESIGNATION

GM = General Manager
M = Manager
DM = Deputy Manager

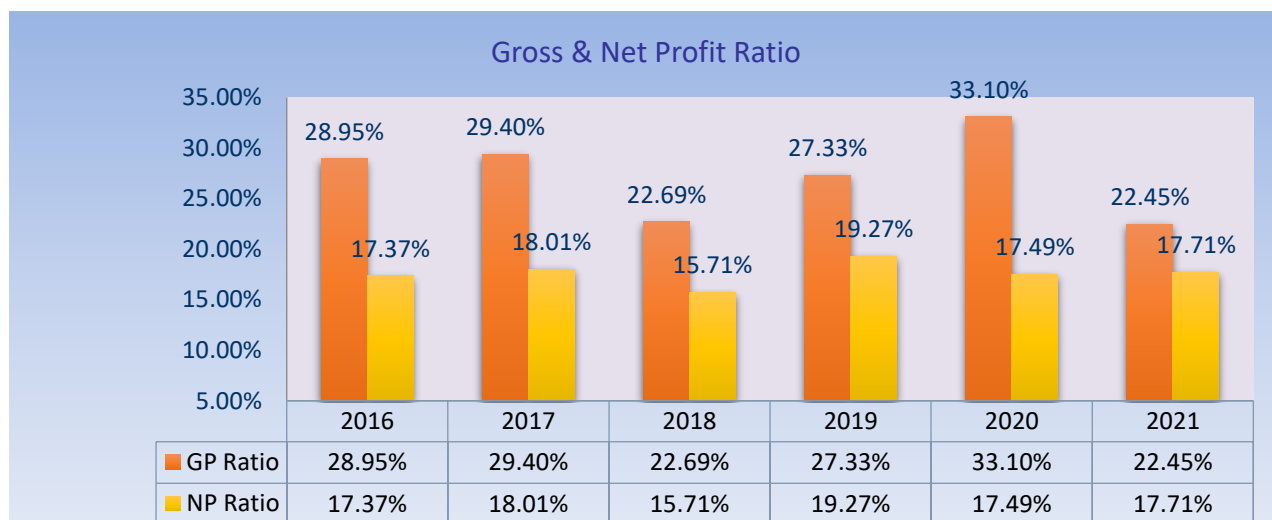
FLEET EXPANSION PLAN

PNSC, keeping in view the global shipping market prospects, is moving towards a fleet expansion program whereby it is increasing number of vessels managed by the Group. Accordingly, two (2) Aframax crude oil tankers (Approx 9 years old), three (3) Aframax crude oil tankers (Between 13-15 years old) and one (1) Ultramax bulk carrier (5 years old) are all planned for procurement in upcoming financial year; 2021-2022, which will increase the number of vessels from 11 to 17.

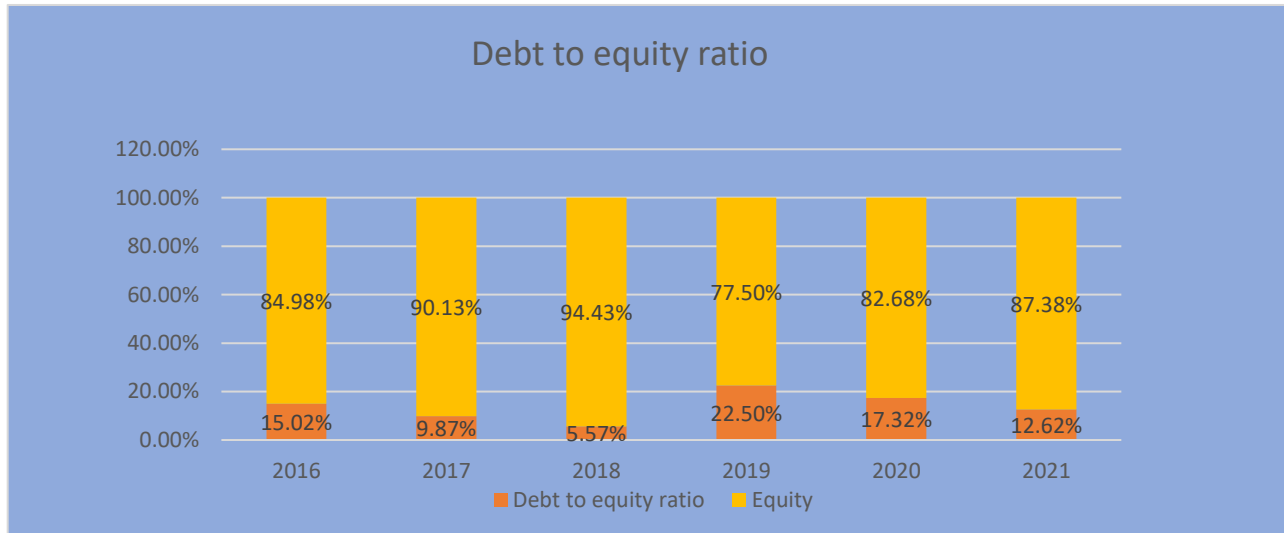
(1) Revenue Vs Operating Expenses						
	2016	2017	2018	2019	2020	2021
Revenue	13,370,504	13,755,959	10,448,805	11,389,059	13,803,576	12,788,561
Operating Expenses	9,499,130	9,712,092	8,078,156	8,276,828	9,234,891	9,917,093



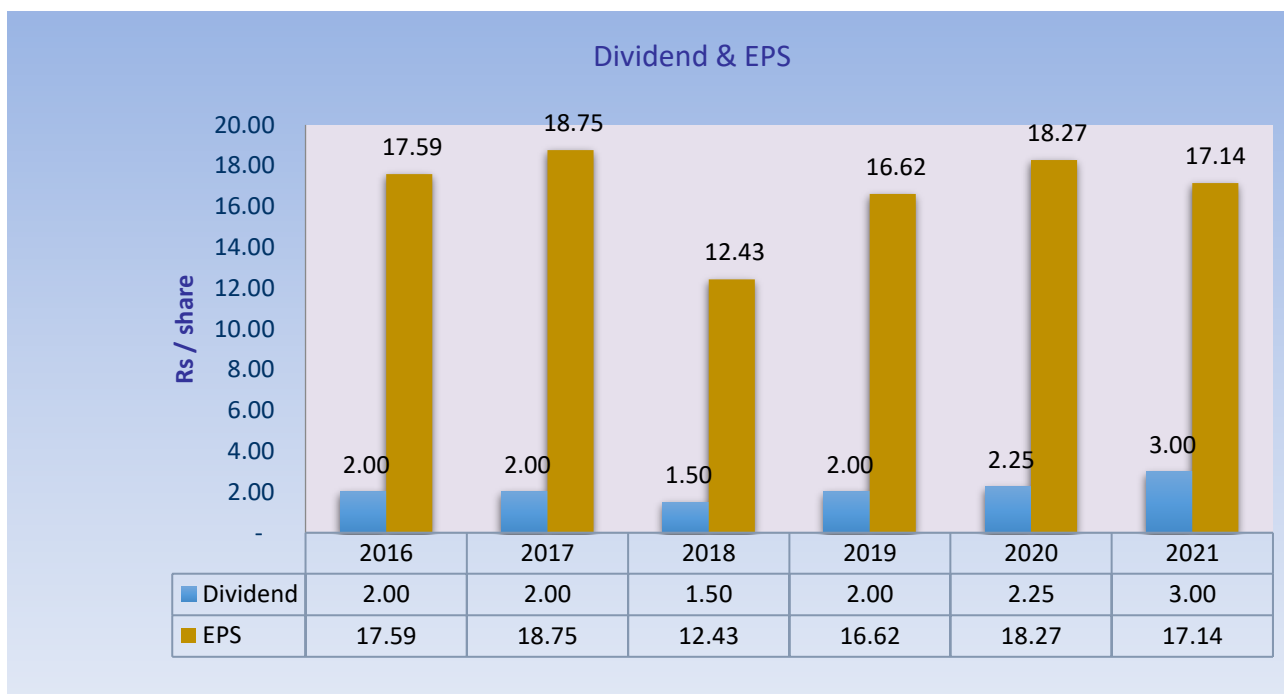
(2) Gross & Net Profit Ratio						
	2016	2017	2018	2019	2020	2021
GP Ratio	28.95%	29.40%	22.69%	27.33%	33.10%	22.45%
NP Ratio	17.37%	18.01%	15.71%	19.27%	17.49%	17.71%



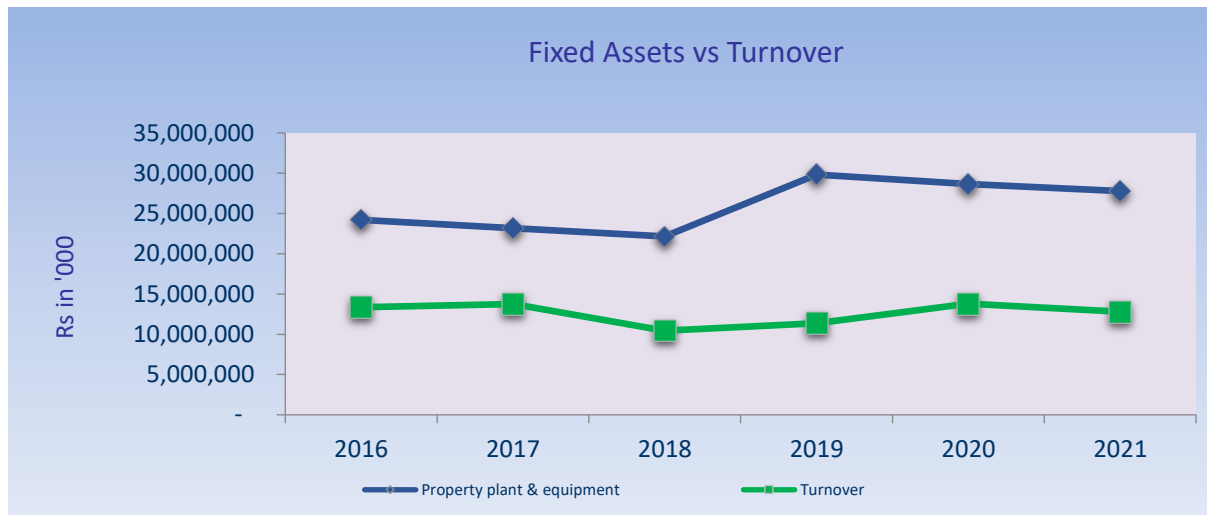
(3) Debt to Equity Ratio						
	2016	2017	2018	2019	2020	2021
Debt to equity ratio	15.02%	9.87%	5.57%	22.50%	17.32%	12.62%
Equity	84.98%	90.13%	94.43%	77.50%	82.68%	87.38%



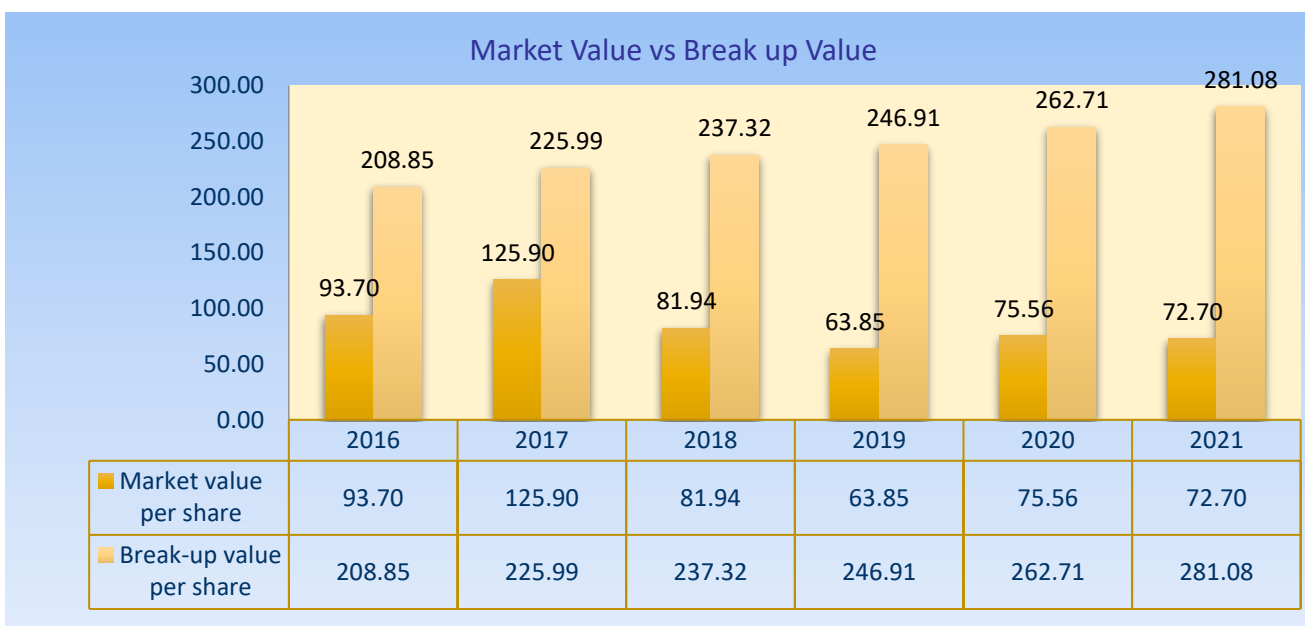
(4) Dividend Payout (Rs. Per Share)						
	2016	2017	2018	2019	2020	2021
Dividend	2.00	2.00	1.50	2.00	2.25	3.00
EPS	17.59	18.75	12.43	16.62	18.27	17.14



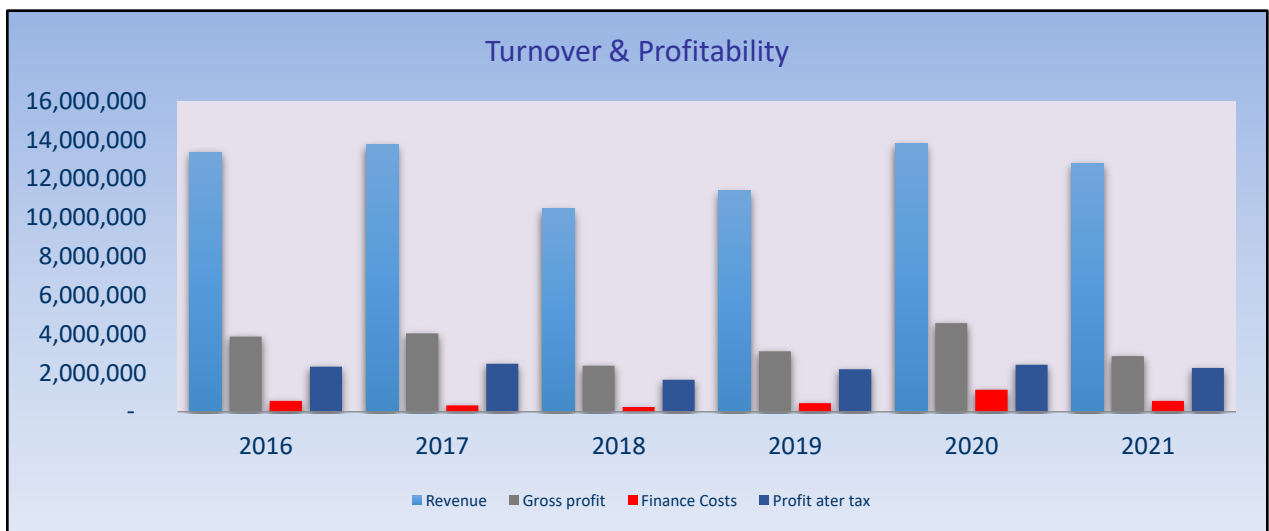
(5) Fixed Assets and Turnover						
Fixed Assets & Turnover (Rs. '000)	2016	2017	2018	2019	2020	2021
Property plant & equipment	24,215,418	23,195,568	22,158,254	29,837,872	28,674,222	27,772,552
Turnover	13,370,504	13,755,959	10,448,805	11,389,059	13,803,576	12,788,561



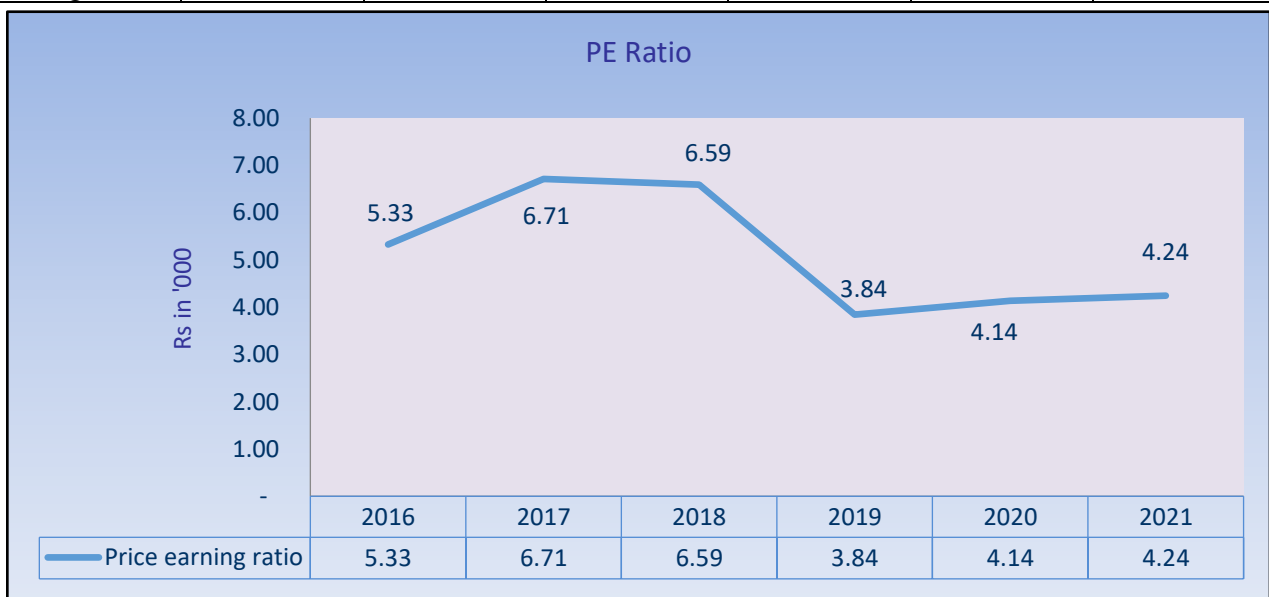
(6) Market / Break-up Value per share						
Market / Break-up value per share (Rs./ share)	2016	2017	2018	2019	2020	2021
Market value per share	93.70	125.90	81.94	63.85	75.56	72.70
Break-up value per share	208.85	225.99	237.32	246.91	262.71	281.08



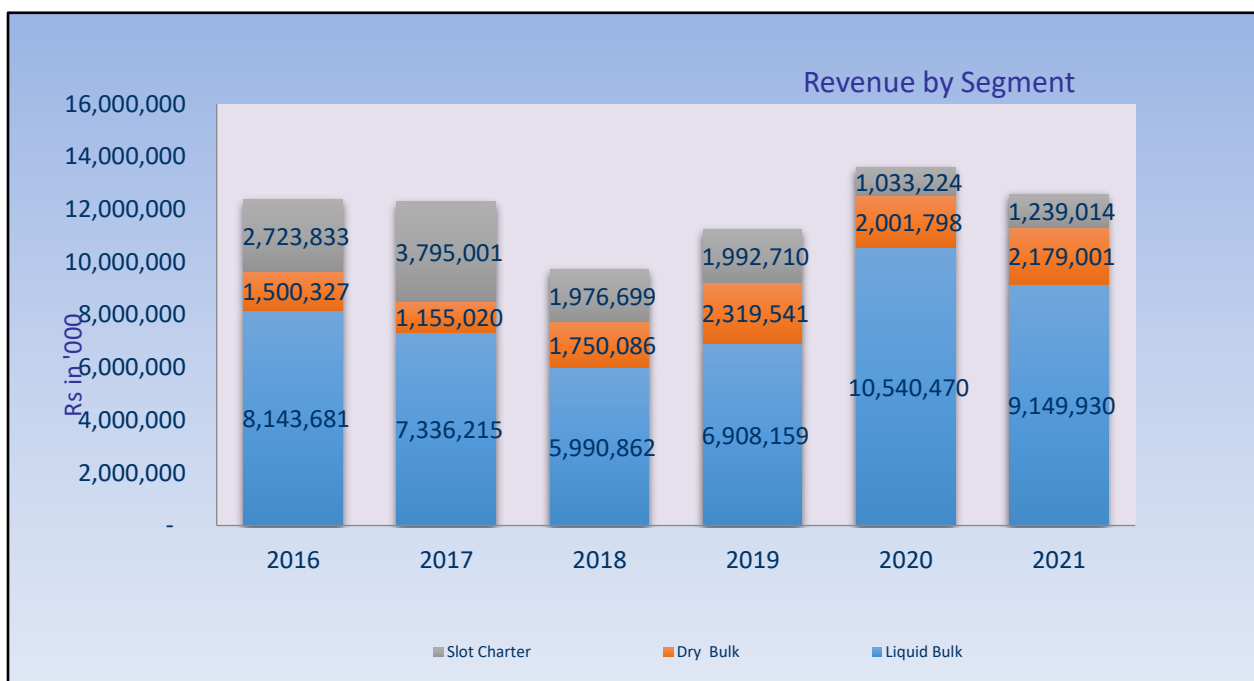
(7) Turnover and Profitability						
Turnover & Profitability (Rs. In '000)	2016	2017	2018	2019	2020	2021
Revenue	13,370,504	13,755,959	10,448,805	11,389,059	13,803,576	12,788,561
Gross profit	3,871,374	4,043,867	2,370,649	3,112,231	4,568,685	2,871,468
Finance Costs	558,581	330,411	250,402	450,153	1,135,464	557,607
Profit after tax	2,323,054	2,476,815	1,641,121	2,194,374	2,413,878	2,265,026



(8) Price Earning P/E ratio						
	2016	2017	2018	2019	2020	2021
Price earnings ratio	5.33	6.71	6.59	3.84	4.14	4.24



(9) Sector wise Revenue						
Sector-wise revenue (Rs. In '000)	2016	2017	2018	2019	2020	2021
Liquid Bulk	8,143,681	7,336,215	5,990,862	6,908,159	10,540,470	9,149,930
Dry Bulk	1,500,327	1,155,020	1,750,086	2,319,541	2,001,798	2,179,001
Slot Charter	2,723,833	3,795,001	1,976,699	1,992,710	1,033,224	1,239,014



PAKISTAN NATIONAL SHIPPING CORPORATION (GROUP)					
Value Added Statement					
Wealth Generated	2021		2020		Var.
	Rs. In '000	%	Rs. In '000	%	
Income from Shipping Business	12,567,945	88.2%	13,575,492	92.0%	-7%
Rental Income	220,616	1.6%	228,084	1.6%	-3%
Other operating income	1,444,682	10.2%	948,384	6.4%	52%
	14,233,243	100.0%	14,751,960	100.0%	-4%

Wealth Distributed	-		-		
Fleet Expenses	8,816,272	61.9%	8,092,834	54.9%	9%
Administrative and General Expenses	716,110	5.0%	1,174,323	8.0%	-39%
Salaries	1,701,063	12.0%	1,767,593	12.0%	-4%
Finance Cost	557,607	4.0%	1,135,464	7.7%	-51%
Taxes	177,165	1.2%	167,868	1.1%	6%
Dividend	396,190	2.8%	297,143	2.0%	33%
Retained for Business	1,868,836	13.1%	2,116,735	14.3%	-12%
	14,233,243	100.0%	14,751,960	100.0%	-4%

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

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

PAKISTAN MARINE & SHIPPING SERVICES COMPANY (PMSSC)

PNSC 100% owned subsidiary Islamabad Shipping (Private) Limited has been re-named as Pakistan Marine & Shipping Services Company. The object clause of the memorandum has been amended with the approval of Board & the SECP. The company intends to provide marine services including tugging, pilotage, dredging, bunkering, marine surveys, offshore works and services, maritime contracting and beaching, ship agency, container handling and logistics, freight management, stevedoring, medevac, warehousing and distribution, salvage and wreck removal services, diving services, underwater maintenance, video inspection, hull cleaning etc. and other marine services to ports, harbors and other customers. The Federal Government vide its decision dated 27th July, 2021 has allowed Port Qasim Authority, Karachi Port Trust & the Gwadar Port Authority to take a stake in PMSSC in lieu of transfer of their marine assets to the PMSSC through an arm's length transaction.

STEVEDORING PROJECT

PNSC subsidiary Pakistan Marine & Shipping Services Company (PMSSC) has been granted a provisional stevedoring license by the Karachi Port Trust. The company is in the process of hiring employees & equipment for starting the stevedoring operations.

SHIP AGENCY LICENSE BY TRADING CORPORATION OF PAKISTAN

During the outgoing year, PNSC was granted ship agency license by Trading Corporation of Pakistan.

NON-VESSEL OPERATING COMMON CARRIER (NVOCC) / FREIGHT FORWARDING SERVICES BUSINESS FOR PRIVATE SECTOR IMPORTERS / EXPORTERS

The PNSC Board has also approved PNSC's entry into provision of NVOCC/ freight forwarding services to the private sector exporters / importers. For establishing this desk within PNSC, a separate team is being hired to manage this business segment.

OTHER STRATEGIC GOALS AND OBJECTIVES

PNSC continues to take steps to attract new customers for maximum utilization of its cargo carrying capacity and is dedicated to service existing Contracts of Afreightment for Pakistan's domestic oil refineries as well as increase commitment on quality of service. In order to diversify its operations, PNSC's goal is to penetrate into new markets which are valued domestically, such as palm oil, LNG and LPG transportation.

PNSC also intends to expand the NVOCC and slot business by targeting public sector entities, for its due share of cargo transportation, as enshrined in Pakistan Merchant Marine Policy 2001. In the same vein, the Corporation also intends to set up a new freight forwarding division, dedicated to serving and securing private cargoes.

PNSC also owns three commercial properties. With the objective to increase rental income, the Corporation has initiated renovations at PNSC Building (15th and 16th floors) and the uplifting of Muhammadi House situated in the heart of Karachi's financial hub at I.I. Chundrigar Road will be undertaken in FY 2021-2022.

In order to boost its environmental credentials, PNSC aims to be a carbon neutral organization by 2050 which includes the Corporation's vessels as well as its shore operations. PNSC is also working on development of plans for maintenance and upgradation which take into account latest technologies to ensure low-cost provision of ship maintenance services to the Corporation's existing fleet. This should lead to a decrease in operating costs.

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. The majority of PNSC's revenue streams are pegged to international freight indices, inextricably linking the Corporation and creating a dependency on the health of the global economy.

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

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

PORT QASIM AUTHORITY



VISION

To be a dynamic, modern, fully integrated port facilities, preferred choice for its business partners and stakeholders, facilitating synchronized development, leading to shared prosperity, contributing to growth of Pakistan."

MISSION STATEMENT

To develop Port Qasim into Pakistan's premier port with integrated industrial and commercial facilities. Be a customer services oriented and financially healthy organization under landlord concept."

OBJECTIVES

- Manage and develop the port consistent with the vision statement system objectives.
- Facilitate, sustainable growth of the trade through the port in collaboration with the relevant stakeholders.
- Ensure the essential port services of Port Qasim are available and cost effective.
- Manage the channels of port efficient manner. o PQA is committed to expand /optimize the use of ports facilitates and promoting growth and development in the ports shipping sector of the economy.

TRADE HIGHLIGHTS 2020-21

More than 41 years ago, PQA started dedicated Iron ore & Coal berth at the Port after struggling hard to shape itself into contours of modern international sea port. Today PQA is a busiest Port of Pakistan and handled over 52.6 % of the seaborne trade of country.

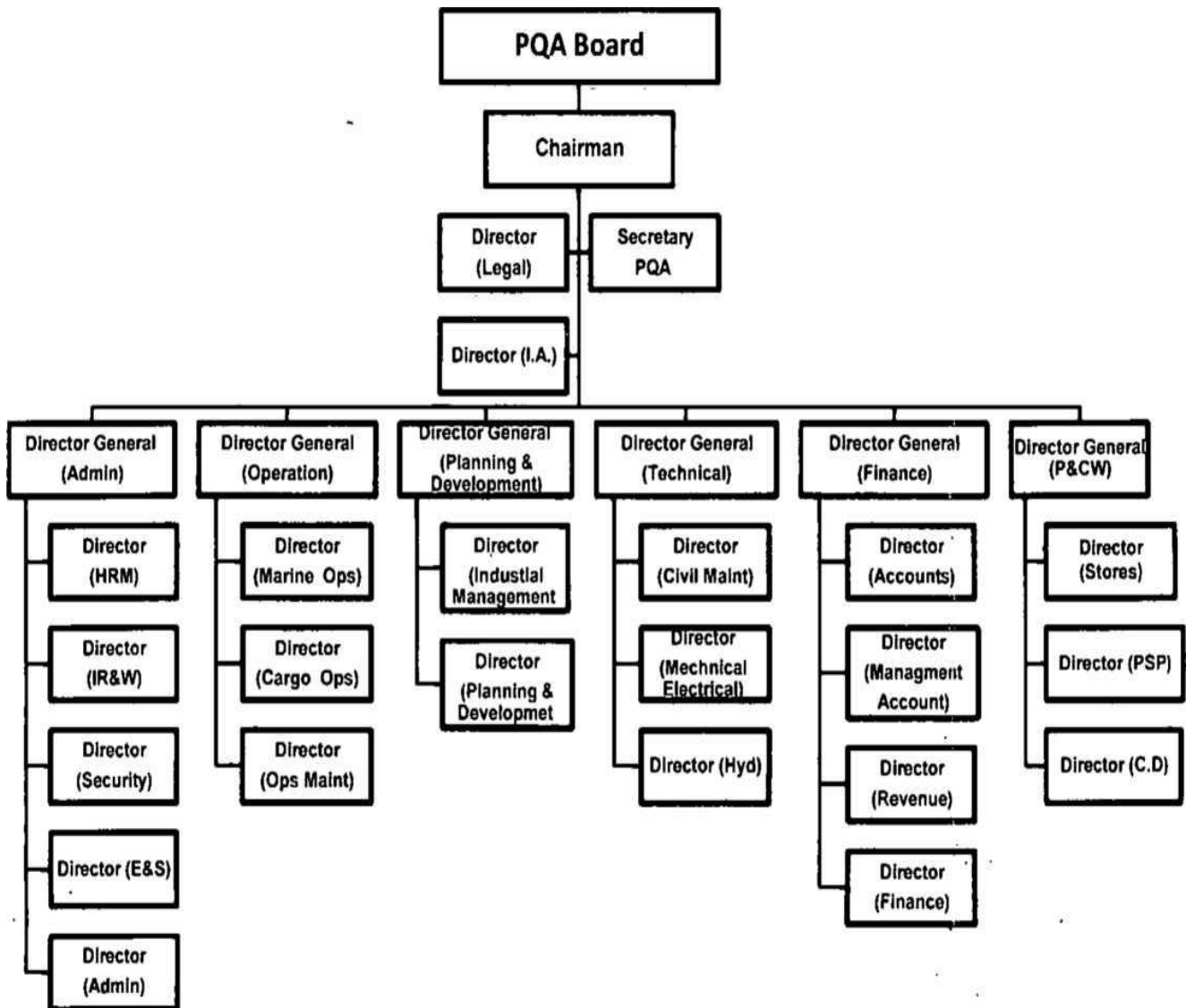
FY 2020-21 was an excellent year for the port, during the year the port hit a new heights of trade since commissioning was achieved and registered a remarkable growth of 13.7 percent. In the fiscal year 2020-21, the record trade volume of 58.0 million tons led to the port handling 1,709 ship movements, the core activity of containerized trade moved up by 6.5% and non-containerized trade reflecting an increase of almost 16.7 percent.

The growth 13.7% in total traffic during the financial year 2020-21 is attributed to POL imports, Chemicals, Coal, LPG & LNG and Grain.

The target planned by the Port Authority for the year 2020-21 was 52.459 million tons, against this Port achieved 58.0 million tons which is an increase of over 10.5% than the target.



ORGANOGRAM



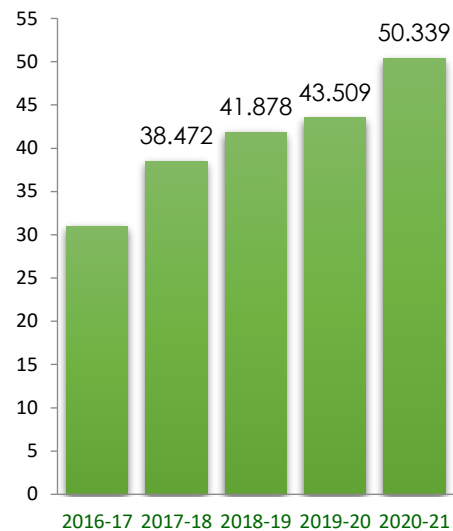
IMPORTS

The total trade of imports of containerized and non-containerized stood at 50.339 million tones, which is a substantial increase of 15.7%. Imports accounted for a majority of Port Qasim's trade in 2020-21 comprising over than 86.8% of total trade during the year import remained at highest level in history of the Port.

Containerized imports increased by 12.8% and non-containerized imports increased over the 16.4% during the year.

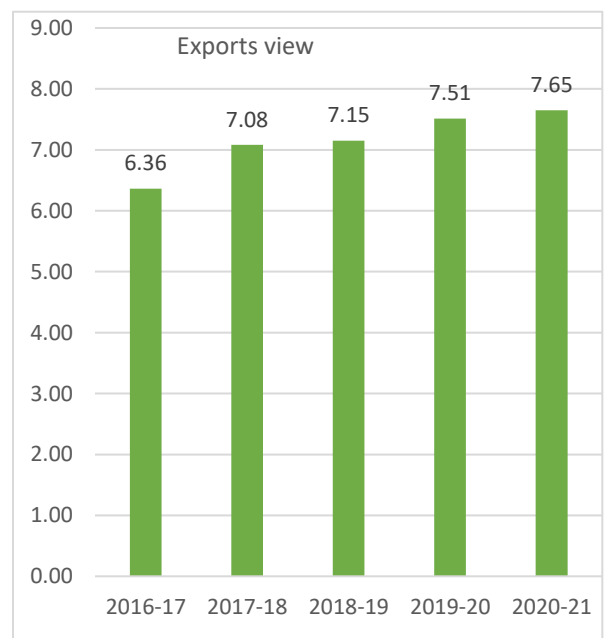
Containerized cargo was the largest imported cargo which represented over 32.5% of total imported cargo. The second most imported commodity was the Coal imports which contributed 31.7% of total imports, third largest imported cargo was the Natural gas which represented 16.3% of total imports, Grains was fourth largest imported commodity group which represented 6.8% of total imports, and Edible oil was fifth largest imported commodity group which represented more than 6% of total imports.

In terms of containerized and non-containerized imports, the non-containerized imports were the largest imported cargo which represented 79.2% and containerized cargo represented 20.8% of total imports. Average annual growth rate in total trade of imports recorded 21.4% over last five years per annum.



EXPORTS

Total export handled at the Port at 7.508 million tons, comprising 5.957 million tons of Containerized cargo and 1.697 million tons non-containerized, cargo which reflected an increase of 2% as against the previous year. Exports accounted for 13.2% of total trade through the port. Average annual growth rate in total trade of export was recorded almost 4% over last five years per annum. The exported commodities for 2020-21 were Cement, Rice, Steel coil, Crude oil, Naphtha, Bitumen, Iron ore, Talcum Powder and Containerized cargo. The exports of containerized cargo were the largest group of exports, which represented 77.8 % and non-Containerized export represented 22.2%.



PORT CALLINGS

Contrary to cargo handling, ship callings also registered a remarkable growth of more than 12.4% and stood at 1709.

Average annual growth rate in shipping has been over 5% over last five years per annum. A total of 1,709 ships called at the port, out of which 576 containers ships, 138 POL ships, 154 edible oil ships, 128 chemicals, 88 LPG carriers, 129 LNG carrier and 496 were others dry/break bulk ships.

PORT HIGHLIGHTS

Developments by category of cargo throughput

DRY CARGO

A statistical breakdown showed that, dry cargo was the largest cargo type by volume, representing 37.3 percent of port total cargo trade in FY 2020-21, which consist of 95.5 % dry bulk and 4.5% break bulk cargo. Dry cargo increased in volumes and totaled 15.23 million (+12.9%) tons in 2020-21. The primarily dry bulk cargo shipments through the Port include Coal, Cement, Sugar, Talcum Powder and Grain (Soybeans, Rice, Wheat, Canola and Rice), and break bulk are Project cargo, Steel coil, Steel Plates and Iron ore.

LIQUID CARGO

According to statistics, liquid cargo represented 33.4% of Port Qasim total Liquid bulk cargo. Liquid bulk trade increased by 21.2 and include Gas oil, Mogas/Gasoline, Furnace oil, Crude oil, Edible oil, Chemicals, LNG, LPG, Bitumen and Naphtha.

CONTAINERIZED CARGO

According to reports, Containerized Cargo developed very positively during the year, with an increase of substantial 16.3% in TEUs (the unit for containers) and 6.5% in tones. Total throughput was 1.258 million TUEs, with a weight of 16.405 million tones, as against the target set for containerized traffic of 1.085 million TEUs, port handled 1.258 TEUs, reflecting over 15.9%, in terms of imports and exports, imports TEUs increased by 15 percent and exports TUEs rose by 17%.

FINANCIAL PERFORMANCE

(Rs. In Million)

DESCRIPTION	2020-21 PROVISIONAL
Operational Revenue	29,934
Industrial Revenue	3,646
Other Revenue	7,101
Total Revenue	40,680
Expenditure	(15,058)
Profit before tax	25,623
Provision for Income tax	(7,431)
Net Profit After Tax	18,192

GWADAR PORT AUTHORITY



Gwadar Port is commercial gateway for Pakistan and the region. Gwadar Port “the first deep sea port in the country” is a complement to Karachi Port and Port Qasim in order to synchronize economic activity of province Baluchistan with the region. IT has tremendous potential to stimulate economic growth of Pakistan in general and Baluchistan in particular by utilizing the available resources of the country and also by providing an outlet for land-locked Central Asian States, Western China and Afghanistan through transit trade and offering transshipment facilities.

VISION

1. To cater for all types of ships and handle all types of cargo
2. To facilitate trade industrial and economic development, nationally, locally and regionally
3. To operate in a manner that is efficient, effective, competitive, transparent and fair to all
4. To remain aligned with expectations of local and international customers and stakeholders

In doing so, the development of both Gwadar City and Gwadar Port have started making important contributions to the socio-economic development of the district and the province of Baluchistan while contributing a lot to the national economy and offering numerous commercial opportunities to the regional traders.

PORT OPERATIONS AND RENOVATION

The earlier port operator, M/s PSA Gwadar International Pvt. Ltd, was unsuccessful in bringing business to the port and further expansion of its infrastructure. Since May 2013. The port’s Concessional Rights were transferred to the new operator, viz. China Overseas Port Holding company Limited (COPHCL). Since the concession were handed over to COPHC and they (the Port Operator) have been working on improving port facilities, surrounding environment and port business. The port operator had invested more than \$30 million for port facilities upgradation. The Port is now fully operational with following facilities:

CURRENT PORT EQUIPMENT

Port area	64,000 sq-m
Container stacking area (with terminal)	48,278sq-m
Container freight station	21,750 sq-m
General cargo yard (adjacent to the terminal)	3,790 sq-m
Reefer Cargo space (Container Sockets)	(400 points)367sq-m
Empty container stacking area	6,875 sq-m
Storage yard	28,669 sq-m
Transit shed (75 x 50 m)	3,750 sq-m
Hazardous cargo storage yard	1,800 sq-m
Lorry car park	1,125 sq-m
Control tower(foot print only)	1,536 sq-m
Buoy yard	1,5000 sq-m
Generator building	593 sq-m
Maintenance workshop (general)	1,440 sq-m
Vehicles service garage	450 sq-m

Common offices for GPA, customs	Immigration floors, 4,144sq-m several per floor:
Security building	65 sq-m
Mosque	324 sq-m
Operations office and canteen. Per floor:	1,742 sq-m
Future development area	118,575 sq-m
Oil recovery system	1 completed set

CRAFTS AND VESSELS

2 - Tug Boats, ASD Type, Bollard Pull Tonnage: 30 Tons, Horsepower: 2400 hp

1 - Survey boat

1 - Pilot boats

CRANES & YARD EQUIPMENT

5 x STS gantry cranes, 40 tons lifting capacity (2 cranes are operational and 3 cranes are in commissioning process and will be ready by end of this year.

2 x Rail-mounted Cranes (Portal Cranes) (575m Long rail track), 40 tons lifting capacity, Outreach: 40 meter

2 x Rubber-tired gantry (RTG), 40 tons lifting capacity

In addition, a large fleet of trucks, vehicles and other equipment are available to efficiently handle all types of cargo efficiently.

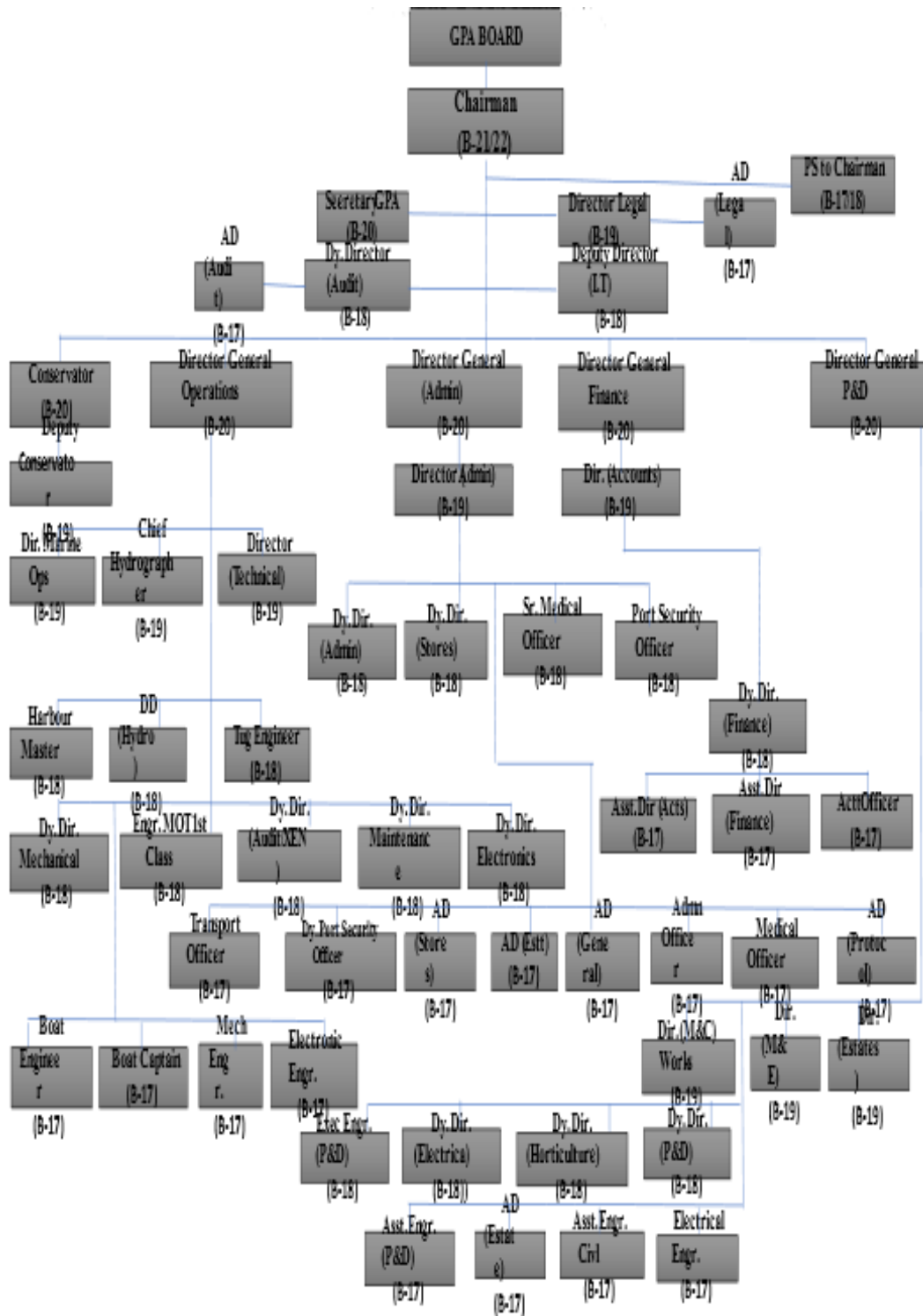
GWADAR PORT FREE ZONE

During the initial phase of the execution, the COPHC started work on internal development of the Pilot Zone (initial area) of the Free Zone (FZ) and initiated marketing. The construction of initial area has now been completed. All infrastructures, including power, water, road, telecom, waste treatment, drainage system have been completed. More than 20 enterprises, involving in the fields of banks, insurance, financial leasing, hotels, overseas warehouses, fishery products processing, edible oil processing, pipe, furniture manufacturing, electric



vehicle assembly, trade and logistics, have already been registered in the FZ with more than construction work completed. An amount of US\$ 270 million has been incurred by COPHC/Gwadar Free Zone Company for developing the initial area of GFZ on 60 acres of land. Additional investment is also being made from 5 main investors, investing in industrial units, logistic business centers, and some commercial services in Initial Area. A state of the art commercial centre namely Pak China Business Centre (PCBC) has been constructed which is center of attention of most of commercial, diplomatic and high end social gatherings.

ORGANOGRAM



PORT OPERATIONS

GPA Port Performance				
Year	No of Ships Handled	Cargo Imports (MT)	Cargo Exports (MT)	Total Cargo Handled (MT)
2020	15	21157.179	377.05	21534.229
2021	20	92700	411.55	93111.55
Total	35	113857.179	788.6	114645.779

AFGHAN TRANSIT

Afghan transit trade is operational in full swing in Gwadar Port. Gwadar Port has been licensed by federal government. To operate transit for bulk cargo to Afghanistan which has diverted a lot of business of fertilizers and wheat to Gwadar Port resulting in suitable economic activity along transit route to Afghanistan.

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

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

CONSTRUCTION OF EAST BAY EXPRESSWAY

East Bay Express Way will connect the newly built Gwadar Port and its free zone with Makran Coastal Highway East Bay Express Way is 18.9 KM long and 45 M row, with 4 lands and 2 embankments. It will be limited access high speed road meant for the use of heavy traffic fulfilling the cargo needs of the port. The required cost of the project is RS.17.369 billion. The overall physical progress of the project is 92.05 % till date. East Bay Express Way will provide access to and from the port and its free zone for cargo movement. Provide employment opportunities during and after construction of the project.



PAK-CHINA TECHNICAL & VOCATIONAL INSTITUTE

Pak China Technical & Vocational Institute has been started adjacent to the Port Free Zone, to cater for the future requirements of skilled manpower in Free Zone and port related fields. The project comprises main building for class rooms, admin block, workshops; labs, hostels (Male & Female), examination block, teachers lodges parking area at a revised cost of Rs2099.262 million with 91.52% Chinese grant- in- aid. This institute will link itself with industries to meet the required technical manpower from adjoining area of Gwadar in general and Gwadar district in particular.



Phase-II of the institute is under process with Chinese MoFCOM on site feasibility. Minutes have been signed between GPA and China IPPR. Letter of Exchange (LoE) has been signed between EAD and MoFCOM. Implementation Minutes will be shared by MoFCOM in this month for Signature of GPA.

DETAILS OF ONGOING PROJECTS STATUS

S.No.	Name of Project	Expenditure incurred During FY 2020-21	
1	Construction of Eastbay Expressway	190.56.(M)	In progress
2	Establishment of CPEC (CSU) for related projects and activities in Gwadar Port Authority	5.891 (M)	
3	Pak-China Technical & Vocational Institute at Gwadar	3.9 (M) in PSDP share.	Completed

GWADAR PORT'S INITIATIVES TO SUPPORT LOCAL FISHERMEN

With the initiation of China Pakistan Economic Corridor (CPEC), the role of Gwadar Port in regional trade integration and connectivity as well as in Social Corporate Responsibilities on the local level has been enhanced. On the demands and suggestions of the local fishermen following steps have been taken for the best interest of local people:

INCLUSION OF 03 BRIDGES

In order to provide access to Sea to the local fishermen for parking their small boats near their homes, the design (preliminary) included 05 underpasses in the offshore section of the Expressway, at appropriate locations. On the demands of local fishermen, the design of Eastbay Expressway was modified and 03 bridges incorporated in the offshore portion of Eastbay Expressway on different locality of Gwadar.

COMPENSATION AMOUNT FOR DAMAGE HOUSES

A survey was conducted by the Deputy Commissioner involving all the stakeholders, to assess the damage caused due to movement of heavy machinery during the construction of Eastbay Expressway. The local fishermen demanded that the compensation amount be disbursed on priority. This demand was genuine and Government paid Rs. 53 million to the Fishermen in the month of September, 2021.

CONSTRUCTION OF GROUYNE WALL/ BREAK WATER AND ALLIED

In order to facilitate the local fishermen to provide them safe anchorage area for their boats. This project is being carried out by Gwadar Development Authority and sponsoring agency is Ministry of Maritime Affairs with budgetary support of 1087.914 million rupees.

KORANGI FISHERIES HARBOUR AUTHORITY



BACKGROUND

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

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

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

OBJECTIVES

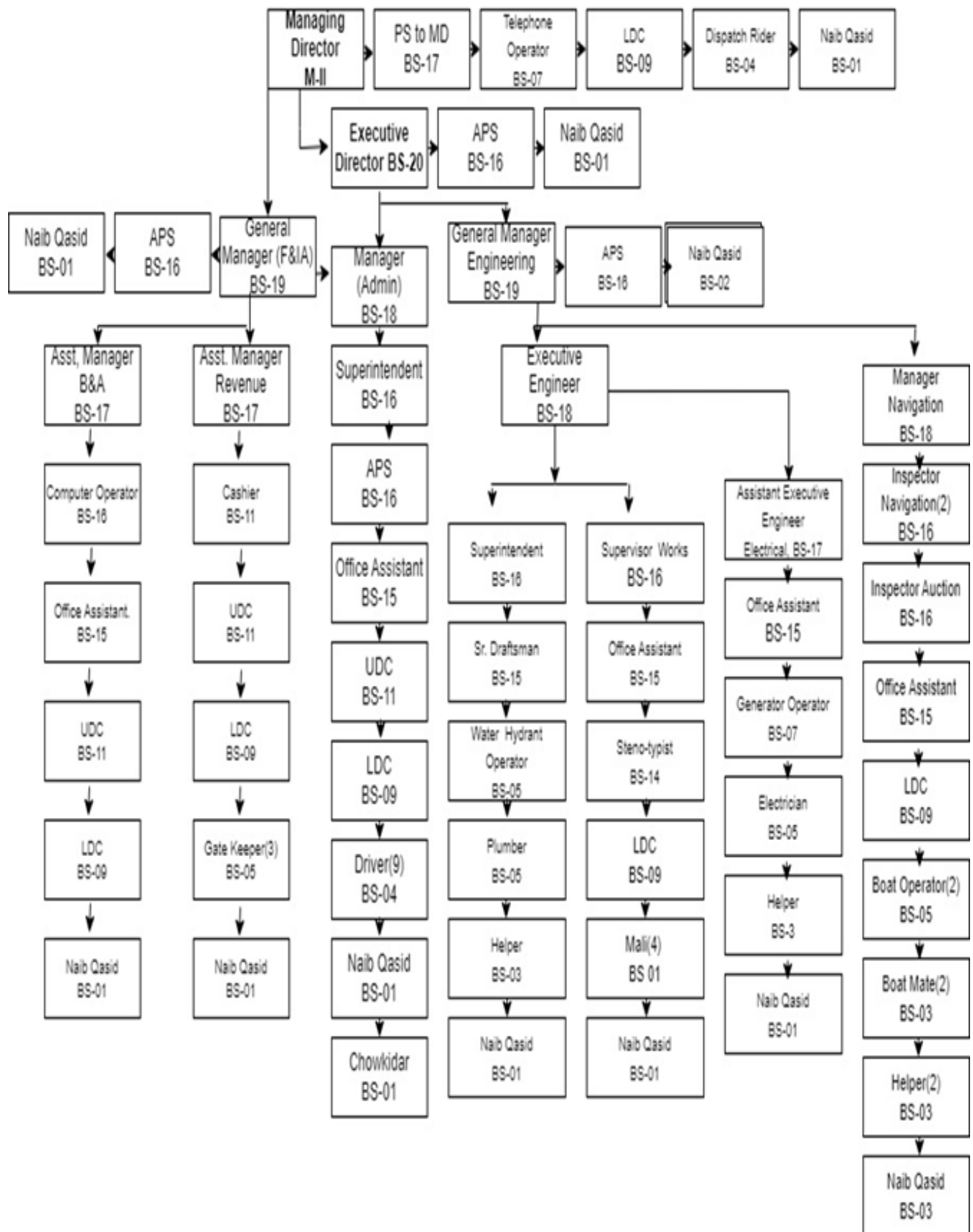
Following were the objectives for development of deep-sea fish harbour at Korangi creek:

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

LEGAL FRAMEWORK

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

ORGANOGRAM



FUNCTIONS

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

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

ORGANIZATION

The general directions and administration of the Authority and its affairs are vested in the Board, which may exercise all power and do all acts and things which may be exercised or done by the Authority. The strength of the Authority comprises 79 sanctioned personnel out of which 51 are in position at present.

HARBOUR FACILITIES

The harbour facilities consist of a total of 709 meters long jetty (unloading, supply & waiting) to facilitate operation of a fleet of 408 vessels of various sizes to land a catch of 92,000 MT annually. Besides Jetty structures, other facilities such as Navigational Aids, Fish Auction Hall, Offices for the Mole Holders, Restaurant, Net Mending Shed, Public Toilets, Car Park, Access Roads, 100 Telephone lines on DRS link, Water (135,000 GPD) and Power Supplies (3.6 MW & 600 KW from KE) etc. have also been provided at the harbour.

PERFORMANCE

PORT OPERATION & FISH LANDINGS

The main objectives of Korangi Fish Harbour are to promote deep sea fishing by accommodating medium-sized vessels for exploiting fisheries resources beyond territorial waters and removing the prevailing congestion at Karachi Fish Harbour by diverting boats beyond the capacity of Karachi Fish Harbour to Korangi Fish Harbour.

Deep Sea Fishing Policy has been discontinued since year 2006. The FAO advised to discontinue the deep-sea fishing for the time being due to depletion of fish stock in Pakistan till the fish stock builds up again.

Currently, the operation of KoFHA depends on migration of traditional boats from Karachi Fish Harbour to relieve it from boat traffic congestion. During past years the fleet size of local fishing boats has substantially increased. Presently, 300 small and large boats are operating on regular basis using Korangi as home port. The significant surge has been noticed in number of boats using KoFHA as home port. During the fiscal year 2020-21 about 24,114(MT) of fish catch was unloaded by the local boats as per following details:

YEAR	NOS. OF BOATS	NOS. OF TRIPS	QUANTITY OF FISH (MT)
2018-19	300	2,208	23,780
2019-20	300	2,095	22,865
2020-21	300	2,075	24,114
TOTAL			70,759

Pursuant to Deep Sea Fishing Policy 2018, invitations have been called through press media for issue of 50 licenses to deep sea fish trawlers. The decision on issue of deep-sea fishing trawler licenses is yet awaited.

FINANCIAL PERFORMANCE

The Authority has earned revenue of Rs 80.354 Million during the financial year 2021-21. In absence of deep-sea fishing traffic, the operating income of the Authority is still slightly behind the targets as anticipated at the time of inception of Korangi Fisheries Harbour. The Authority has succeeded in improving the income from other sources during past as mentioned below:

Figures in Million Rupees

S. No.	Particulars	2017-18	2018-19	2019-20	2020-21
(a)	Operating	32.737	52.087	27.470	31.776
(b)	Non-Operating	40.215	19.885	40.800	48.579
	Total Income	72.952	71.972	68.270	80.354

ESTABLISHMENT OF FISHERIES INDUSTRIES & INFRASTRUTURE

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

- Nine Fish Processing Plants are functional.
- Seven more seafood processing factories are under construction. Remaining land for industrial undertakings has been allotted to potential parties.
- Two ice plants are functional.
- 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 the employment opportunities for 5,000 people and substantial increase in fish exports.

PLANS FOR NEXT YEAR & WAY FORWARD

Goals and targets fixed for the financial years 2021-22 are as under:

- i. Immediate issuance of deep-sea fishing licenses.
- ii. To reclaim and develop 25 acres of leased land for establishing Business Park for industrialization of fish processing units at KoFHA.
- iii. Improve port infrastructure facilities & services.
- iv. Attract local boats from the vicinity to use Korangi as home port.
- v. Three Projects are proposed through Japanese Grant.
 - a. Modification of Fish Auction Hall on International and EU Standards costing Rs. 94.51 Million.
 - b. Establishment of Business Park costing Rs. 784 Million.
 - c. Establishment of cold storage & freezing tunnels costing Rs. 170.1 Million.

MARINE FISHERIES DEPARTMENT



Marine Fisheries Department is an attached Department of Ministry of Maritime Affairs, Government of Pakistan. It is the executive fishery agency of the Federal Government, with primary responsibilities for ensuring conservation, management and development of fishery resources besides the regulation of fish & fishery products.

Fisheries as a sub-sector of agriculture plays a significant role in the national economy and towards the food security of the country as it reduces the existing pressure on demand for mutton, beef and poultry.

CONTRIBUTION OF FISHERIES

• GDP	1%
• Contribution to Agricultural GDP	4%
• Contribution to labour force	1%
• Source of livelihood	
• Direct fishermen	400,000
• Ancillary Industries	600,000
• Per capita consumption / P/Y	1.9 kg

LEGAL FRAMEWORK (ACTS, RULES AND REGULATIONS)

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

ACTIVITIES, PROGRESS AND ACHIEVEMENTS DURING 2020-21

QUALITY CONTROL AND EXPORT OF FISH & FISHERY PRODUCTS

Marine Fisheries Department is responsible to regulate quality and promote export of fish and fishery products in accordance to Pakistan Fish Inspection & Quality Control Act, 1997 and Rules, 1998 and subsequent amendments made in-line with International Standards & the Regulations of importing countries. Accordingly, this Department issued Certificates of Quality & Origin and

Health for seafood commodities exported from Pakistan. The detail of Certificates of Quality & Origin and Health issued during the period from 01stJuly, 2020 to 30thJune, 2021 is as under: -

In million Rs.

S. No.	LOCATION	No. of Certificates of Quality & Origin	No. of Health Certificates	Total No. of Certificates	Revenue collected from Certificates	Revenue collected from Registration /Renewal from Processors/ Exporters	Total Income (Rs. million)
1	MFD, Karachi	19,152	9,687	28,839	28.839	5.679	34.518
2	Regional Office, MFD, Peshawar	482	-	482	0.482	-	0.482
Total		19,634	9,687	29,321	29.321	5.679	35.000

EFFORT MADE BY GOVERNMENT TO ENHANCE EXPORT OF FISH & FISHERY PRODUCTS

Government has taken number of steps to improve fisheries sector, which enter-alia include strengthening of extension services, introduction of new fishing methodologies, development of value-added products, enhancement of per capita consumption and up-lifting of socio-economic condition of the fishermen communities. Following achievements were made during last financial year:

- i) Constitution of Inspection Committee for registration of new processors / exporters.
- ii) During the financial year, 2020-21 total 26 Processing units were registered with Marine Fisheries Department.
- iii) Total 1220 TED has been installed on trawlers

A total of 184,396 metric tons of fish and fish preparation was exported during the financial year 2020-21 (July, 2020 to June, 2021). Pakistan's major buyers are China, Thailand, Malaysia, Middle East, Sri Lanka, Japan, etc. Pakistan earned US\$ 414 million.

Further number of initiatives are being taken by federal and provincial fisheries departments which includes inter alia strengthening of extension services, introduction of new fishing methodologies,

development of value-added products, enhancement of per capita consumption of fish, up gradation of socio-economic conditions of the fishermen's community & review of deep-sea fishing Policy 2018.

EXPORT OF FISH AND FISHERY PRODUCTS TO THE EUROPEAN UNION (EU) COUNTRIES

Since resumption of export to the EU countries, different consignment of fish, cuttle fish and shrimps sent from two companies to the EU were successfully cleared after 100% laboratory analysis at EU border. Export of seafood to EU countries is as under:

PERIOD FROM 01STJULY, 2020 TO 30THJUNE, 2021 Quantity in M. Tons
Value in 000 US \$

COMMODITY /COUNTRY	Shrimp		Fish		Squids		Crabs		Total	
	Q	V	Q	V	Q	V	Q	V	Q	V
Belgium	1,374	7,192	341	812	-	-	-	-	1,715	8,004
Italy	-	-	-	-	-	-	-	-	-	-
Netherland	47	169	209	595	3	14	-	-	259	778
Spain	-	-	-	-	191	356	-	-	191	356
U.K	213	726	1,106	3,949	60	180	3	13	1,382	4,868
EU CN TOTAL	1,634	8,087	1,656	5,356	254	550	3	13	3,547	14,006

Quality Control Laboratories of Marine Fisheries Department consist of Microbiology Laboratory, Chemistry laboratory, Hydrological Laboratory, Biological laboratory and Biochemical laboratory, are working in seafood analysis and quality control services since the inception of the Department.

In order to ensure control on the level of residues and contaminants etc., the samples for Laboratory analysis for Microbiology & Chemical parameters are taken, analyzed and results thereof are reported as per the international standards. Laboratories are carrying out the routine analysis, microbiological and chemical examination of food and feeding stuffs, hygiene checks of fishery and water.

TED AND TRIALS OF TED BY LOCAL FISHERMEN:

The primary purpose of TED is to reduce the mortality of sea turtles in fishing nets, (shrimp trawl net) and safeguarding the livelihood of the local fishermen.

The use of TED is mandatory requirement for export of shrimps to USA. The federal and provincial governments have assigned the task to the Maritime Security Agency for ensuring compliance of United State regulation about TED on all shrimp trawlers to ensure the export of shrimp to USA. Marine Fisheries Department, Government of Pakistan, conduct training programme for fishermen about the use of Turtle Excluder Device (TED).

MODERNIZING THE FISHING FLEETS:

As a result of introduction of modular boats by Marine Fisheries Department in January, 2008 the boat owners have started modification of their boats at their own expenses. This is a success story which shows that the fishermen community has accepted the technology of lining of fish holds of fishing boats with fibreglass coating.

- For the monitoring of boat modification, inspection is conducted by a committee of MFD and new/fresh wooden/fibreglass fishing boats for fish holds and other areas are modified with fibreglass coating, as per EU standard. Accordingly Marine Fisheries Department issues Boat Approval Certificate for one year expiry.

At present 1,710 fishing boats including Trawler, Gillnetters and Horas and Doondas are modified and upgraded.

VISION

“TO PROMOTE FISHERIES AND ENSURE FOOD SECURITY THROUGH AVAILABILITY OF QUALITY PRODUCTS AT COMPETITIVE PRICES”

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

- Improvement of marketing infrastructure for fishermen along coast i.e. providing technical assistance / guidelines to stakeholders / provinces for improvement of landing sites/auction halls at different fish harbours.
- To provide guidelines for up gradation of fishing boats according to international standards.
- To provide guideline/technical assistance for value addition and to promote aquaculture to boost fish production volume wise as well as value wise.
- Providing guidelines to the stake holders for implementation of Hazard Analysis Critical Control Point (HACCP) based food safety management system.
- Increased capability for fisheries planning and management based on the sound knowledge of the state of fishery resources and exploitation of these resources.

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

- To liaison and deal with international organizations on fisheries related matters particularly on promotion and development of the sector and conservation, management and sustainable utilization of living marine resources.

ROLE AND OBJECTIVES OF MARINE FISHERIES DEPARTMENT

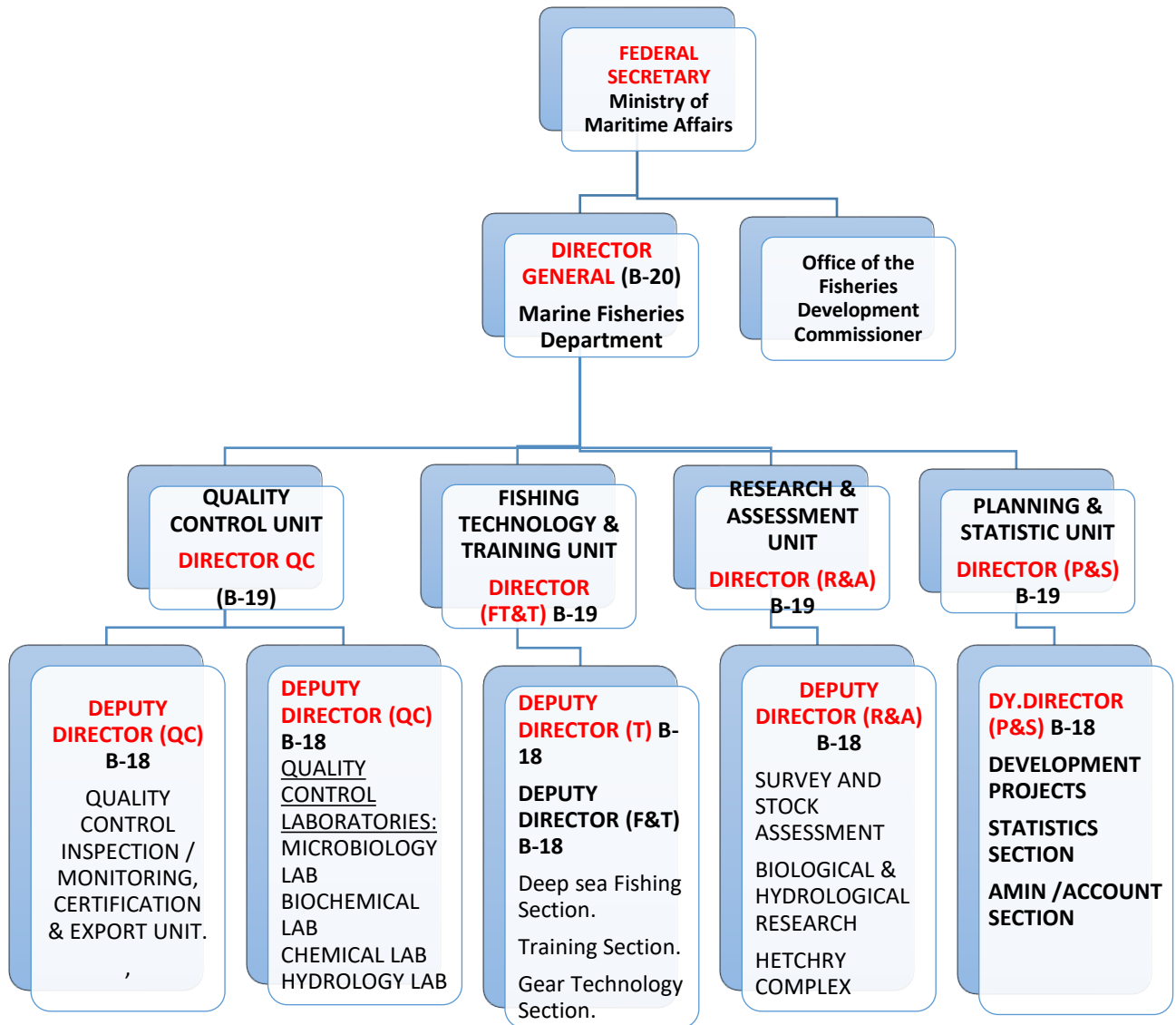
The role & objective priorities for future development of fisheries sector includes following strategies:

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

LEGAL FRAMEWORK (ACTS, RULES AND REGULATIONS)

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

ORGANOGRAM



KARACHI DOCK LABOUR BOARD



INTRODUCTION

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

ORGANIZATION

- The Board consists of the following Members: -
- Representing Federal Government
- Chairman 01
- Senior Executives – KPT 02
- Director Labour, Govt. of Sindh 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. 01
- Total : 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 2671 Dock Workers are registered on KDLB Roster under the following categories in Day/Night Shifts:-

CATEGORIES	S T R E N G T H		
	<u>Day</u>	<u>Night</u>	<u>Total</u>
1. HATCH WORKERS	0580	0579	1159
2. TINDAL	0050	0051	0101
3. WHARF WORKERS	0575	0533	1108
4. WINCH CRANE DRIVERS	0153	0150	0303
TOTAL:-	<u>1358</u>	<u>1313</u>	<u>2671</u>



(Dock Workers getting requisition)

ORGANOGRAM

The Administrative Setup of Board according to the Scheme is as follows:

BOARD

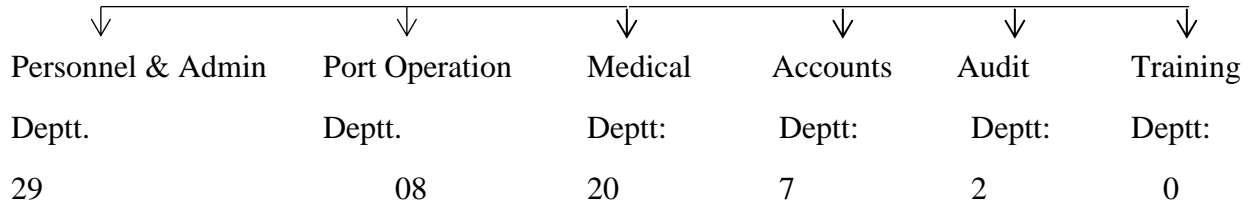


CHAIRMAN



→ Executive Officer/Secretary (01)

← Administrative Body



OFFICERS	STAFF	TOTAL
12	55	67

CARGO/CONTAINER HANDLED BY KDLB DOCK WORKERS – 2020-2021

CATEGORY	2020-2021
Cargo Handling	(Million Tons)
Dry Bulk/Gen. Cargo	10,570,766
Total Dry Cargo	10,570,766

CONTAINER HANDLING (MILLION TEUs)

Import TEUs	623,818
Export TEUs	342,840
Total TEUs	966,658

- **Dry Bulk/General Cargo has been handled with 39.83% increase in comparison to previous year**
- **Containers have been handled with 21.90% increase in comparison to previous year**

KARACHI DOCK LABOUR BOARD PROJECTS

- KDLB secretariat building.
(Ground + Five Story)
- Booking call station West Wharf adjacent KDLB building for hatch workers.
- Booking call station Keamari near to Jungle Shah, Keamari for Wharf Workers.
- Mosque Khat-Mur-Rusul, adjacent KDLB building.
- Training centre for dock workers.
- Canteen adjacent booking call station, West Wharf.
- KDLB hospital (110 beds hospital), Keamari.



(View of KDLB Hospital)