

# YEAR BOOK 2019-20



**GOVERNMENT OF PAKISTAN  
MINISTRY OF MARITIME AFFAIRS**

## MESSAGE



The economic contribution of seaport activity is of prime significance in the context of development and progress of a country. A country's logistics and supply chain system not only benefits national enterprises, but also helps to speed up domestic exports. Pakistan is fortunate enough to be located in such an area where there is availability for development of renewable resources and the sea in this regard play role of backbone of the country's economy.

Ministry of Maritime Affairs, on the one hand is contributing significantly for the development of the national ports according to international standards and on the other hand, endeavoring to ensure competitive shipping for improving the socio – economic condition of the country. It also ensures safe navigation and protection of marine environment as well as sustainable utilization of marine fisheries resources.

It is, indeed, a matter of satisfaction for me that this Ministry has performed well in past and this Year Book speaks about our commitment, performance and achievements.

I congratulate Secretary (Maritime Affairs) and his team for achieving goals of lifting the Ministry to ever higher levels.

**(Syed Ali Haider Zaidi)**  
Federal Minister for Maritime Affairs

## FOREWORD



Pakistani ports provide sea connectivity to the land locked Central Asian States and Afghanistan. They handle cargo requirements of these countries as well. The Ports therefore play an important role in the economy of Pakistan. Fisheries on the other hand, as a sub-sector of agriculture play a significant role towards enhancing the food security of the country as it reduces the existing pressure on demand for mutton, beef and poultry. In this background, the role of Ministry of Maritime Affairs in economic development, regional connectivity, improved trade and livelihood is Central, Vital and Significant.

During year 2019-20, the Ministry of Maritime Affairs has made unstinting efforts to fulfill its responsibilities assigned by the Government of Pakistan. The Year Book 2019-20 aims at providing information on the activities, achievements and progress of the departments under the administrative control of Ministry of Maritime Affairs.

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

**(Mian Asad Hayaud Din)**  
SECRETARY

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# INTRODUCTION

Ports and Shipping being a vital sector and back-bone of the country's economy in handling its trade through sea routes, has throughout been given utmost importance by the present Government. This Ministry has been pursuing the policies envisioned by the Prime Minister and the 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 development of this sector, 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. The Director General (Ports & Shipping) represents the Ministry of Maritime Affairs in Karachi.

The major units of the Ministry are:

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

## **MISSION STATEMENT**

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

## **OBJECTIVES**

- To formulate and implement plans and policies in conformity with International best practices to transform the ports of Pakistan into modern, competitive, user friendly and a transshipment hub of the region with hinterland connectivity.
- To encourage private ship owning under Pakistani flag by creating favourable conditions.
- To improve governance of the ports while focusing on modern and innovative approaches of landlord ports strategies.
- To maintain safety and security standards as per International Maritime Organization (IMO) Conventions with strenuous efforts aimed at maintaining world class standards of marine pollution control.
- To ensure and maintain quality of Pakistani seafarers in accordance with the Standard for Training Certification and Watch-keeping (STCW) 1978 Convention.
- To promote Deep Sea Fishing of Pakistan.
- To regulate the export of Fish and Fisheries Products and also to bring a pronounced positive change in the Harbour Environment.

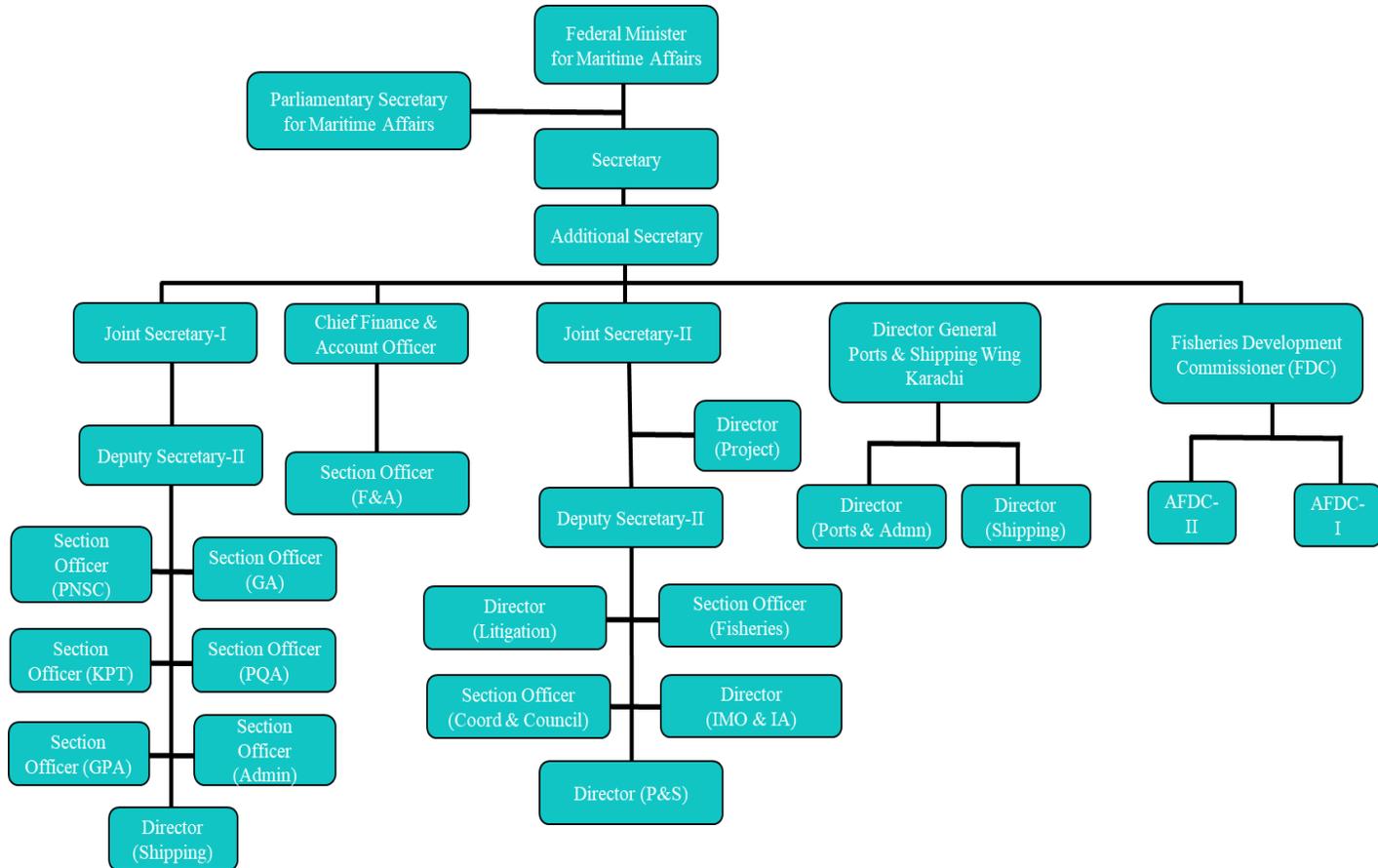
# **FUNCTIONS OF THE MINISTRY**

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

*(As amended up to 19th August, 2019)*

# ORGANOGRAM

## MINISTRY OF MARITIME AFFAIRS



## **DIRECTORATE GENERAL PORTS & SHIPPING WING KARACHI**

The office of the Directorate General Ports & Shipping Wing was established in 1961 at Karachi as a result of implementation of the recommendations enshrined in the Report of the Working Party constituted by the Cabinet to look into the affairs of Ports & Shipping industry in the country. This Wing, having both Secretariat and Technical Functions, is a part and parcel of the Ministry of Maritime Affairs, Islamabad. The objective of placement of the office in Karachi is to facilitate the Ministry based in Islamabad, specifically on administrative matters, related to the Ports and its authorities i.e. KPT, PQA & GPA, as and when referred to; including policy input on matters related to Ports & Shipping, Administration of Merchant Shipping in the country, adherence to International Maritime Conventions, Issuance of Certificate of Competency of Master Mariners, framing Rules, approval of training syllabus of all accredited merchant shipping schools / institutions, conducting survey of all ships & vessels, issuance of certificates relating to implementation of safety regulations and issuance of sea manning agents certification. Karachi Port Trust (KPT), Port Qasim Authority (PQA), Pakistan National Shipping Corporation (PNSC), based in Karachi, Gwadar Port Authority (GPA) are autonomous organizations with their own fully empowered Boards of Directors and stipulated Rules and Regulations. The Office of Directorate General, Ports & Shipping Wing, is consulted for processing cases to the Ministry for approval. Moreover, the issuance of NOCs to foreigners for visit of ports is also done by this Wing.

**The statistical data for year 2019-20 is given below: -**

### **CHIEF NAUTICAL SURVEYOR**

<b>S.No.</b>	<b>DESCRIPTION</b>	<b>NUMBER OF CASES</b>
01.	Applications for Examinations of Certificate of Competency processed	680
02.	Certificate of Competency issued	113
03.	Certificates of STCW issued	550
04.	Certificates of Dangerous Cargo issued	755
05.	Verification of CoCs on hard copy/ online verification and up-dation of record	680
06.	Certificate of Recognition to CoC to foreign CoC holders	26
07.	Notice of Eligibility for Examination of CoC	375
08.	Surveys	200
09.	Total receipts disposed off	2550
10.	Revalidation of GMDSS Certificate and its online verification and up-dation	49

## **FUNCTIONS:**

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

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

# 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. Examination for various categories of seamen is also conducted by this department as a part of maritime administration.

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

## Performance / achievement during the fiscal year 2019-20

### MAIN OFFICE AT KARACHI

S.No	Indicators	Target	Achieved
1	Survey and Inspection	2800	4200
2	Supervision of new construction & repair Evaluation etc	50	37
3	Issuance of Statutory Certificates of Ships	30	27
4	NOC for Outward Port Clearance	3700	3179
5	Registration Change of Ownerships of Ships, Craft	800	761
6	Examination (Technical Personnel Inland)	1400	704
7	Examination of Marine Engineers Deck Officers	1100	405
8	Endorsement	300	214
9	Miscellaneous (notice of Eligibility) Eye Sight test Verification Attestation Etc.	1900	1526

## LIGHTHOUSES AND LIGHTSHIPS

S.No	Indicators	Target	Achieved
1	Ships arriving and departing	4000	3805
2	Foreign category Craft	200	130

## SUB-OFFICE AT GWADAR

S.No	Indicators	Target	Achieved
1	Survey and Inspection	20	00
2	NOC for Outward Port Clearance	20	16
3	Registration Change of Ownerships of Ships, Craft	50	103

## REVENUE RECEIPTS

S.No	Indicators	Target	Achieved
1	Survey, Registration, Examination & Misc.	47 Million	(46.73) Million 46,733,564
2	Light dues	406 Million	369.55 (Million) 369,554,702

# GOVERNMENT SHIPPING OFFICE



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

## FUNCTIONS

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

## MISSION

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

## PERFORMANCE / ACHIEVEMENTS

YEAR	Computerized Seaman Service Book (SSB) issued	Machine Readable Seafarers Identity Card (MRSID) Issued	Seafarers Engaged on Ships	Seafarers Discharged from Ships
2019-2020	1586	640	3940	4582

# 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 and awards Associate Degree in Nautical Science and Marine Engineering to Cadets on completion of 02 years pre-sea training.



**A View of Admin Block**

## MANDATE GOVERNMENT OF PAKISTAN

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

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

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

## **VISION**

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

## **MISSION**

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

## **AIM**

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

## **OBJECTIVES**

The main objectives of Pakistan Marine Academy are:

- a. To provide comprehensive knowledge 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 through the Maritime College / University.

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; Chemical Oceanography & Marine Environment; Biological Oceanography etc., which indeed would be beneficial for achieving desired progress in maritime fields.

## **TRAINING FACILITIES**

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



**Instructional Block**



**Parade Ground/ Cadets' Block**



**Class Room**



**Library**

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



**Ship Model Room**



**Computer Lab**

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



**Full Mission Bridge Simulator**



**Swimming Pool**



**Boat Handling**



**Passing-out Parade**

**Environment:**

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



**A Beautiful View of Jetty**

The Academy has a faculty comprising of permanently employed members supplemented by visiting instructors and guest scholars, as necessary. The team of instructors at PMA includes experienced naval and merchant marine officers and scholars, who mostly 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 and 100 GPs
Total No. of Trained Pre-Sea Cadets:	3,516
Total No. of Trained Post-Sea Training:	30,447 (Nautical & Eng.)
Total No. of Trained GPs:	2,433
Total No. of Cadets undergoing Training:	289 (128 Nautical & 161 Eng.)
Total No. of Trained Short/Mandatory Courses:	4,505

## Pre-Sea Courses

### a. 02 Years Course in Nautical/Marine Engineering Discipline

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

#### *Admission Criteria*

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

### b. 05 months GP-III Training (For Ratings)

#### *Admission Criteria*

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

## Post Sea/Short/Mandatory Courses:

- 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 2019- 20

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

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

S#	Name of Course	Duration	No. of Trainees (2019-20)
1.	Associate Degree in Nautical Science	02 Years	69
2.	Associate Degree in Marine Engineering	02 Years	65
3.	GP-III (Rating course) i) Regular Scheme ii) Prime Minister Scheme (NAVTTTC)	05 months	33(Regular)
4.	Short/Mandatory Courses:	3 to 18 days	835

### Up-gradation of Computer Lab

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

### Co-Curricular Activities

Following Co-curricular activities were held during the year 2019-20:

- a. World Maritime Day “Empowering Women in the Maritime Community” was observed at PMA on 04 October 2019.
- b. 2<sup>nd</sup> Campus Placement Drive was conducted on 15 November 2019 for PMA graduates.
- c. Workshop on “Stress Management & Adjustment” by Prof. Dr. Uzma Ali and Dr. Hina Imran, Clinical Psychological Dept., University of Karachi, was conducted (for 58<sup>th</sup> Batch of Cadets) on 10 January 2019.
- d. Education cum Training Visit (Study Tour) of Sindh University Thatta Campus and Makli was conducted on 16 January 2020.
- e. Lecture on “Precautions & necessary action against Novel Corona Virus emerging from China” was delivered to Cadets and staff on 14 Feb 2020.

### Projects Completed (2019-20)

S#	Name of Project	Cost	Remarks (if any)
1.	a. Renovation/up-gradation of 02 x Classrooms (SX-I & SX-II) and Computer Lab b. Establishment of Language Lab	Rs.2.5M	50 x PCs donated by PNSC
2.	Renovation/up-gradation of 02 Classrooms (SE-I& SE-II) and Corridor	-	Tender Opening in progress
3.	Installation of Security & Street lights in PMA Premises	Rs.25.062	-

# 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”

## 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

## 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 kilometers, 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 terminals 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 equipments.

## 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 KarachiPort, its cargo and its users



## **DREDGING & RECLAMATION WORK**

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



## **ACHIEVEMENTS**

### **KPT Handled 41.840 million Tons of Cargo in Financial Year 2019-20**

Karachi Port Trust handled 41.840 million tons of cargo during the financial year 2019-20. This include 32.040 million tons dry cargo and 9.80 million tons of liquid bulk cargo. Exports handling remained at 14.634 million tons and the imports handling closed at 27.206 million tons. Further breakup shows that the port handled 18.069 million tons dry cargo imports, 9.137 million tons of liquid bulk cargo imports, 13.971 million tons dry cargo exports and 0.663 million tons of liquid bulk cargo exports. Of the dry cargo handling, dry general cargo handling supersedes the dry bulk cargo handling. KPT has handled 15.358 million tons of dry general cargo imports (i.e. almost 85%) and 9.109 million tons of dry general cargo exports (i.e. about 65%). Record clinker exported 4.275 million managed in 2019-20 with increased share of 33.13% as compared to corresponding year 2018-19.

Besides this, port has three efficient container terminals handling containerize cargo. The ending financial year witnessed a handling of 1.992 million TEU (Twenty Equivalent Units – 20 ft. container box) accumulated imports and exports handling. Its breakup shows that the port handled 1.001 million TEU imports and 0.991 million TEU exports containers during the financial year 2019-20. KPT has handled 1492 marine vessels. Breakup shows that the port handled 743 container vessels, 162 bulk cargo vessels, 173 general cargo vessels and 414 marine oil tankers during the financial year 2019-20. Even though the last quarter of financial year got impacted by Covid-19 lockdown pandemic situation, the port was able to close the cargo handling upbeat. The port is expecting an early start of its bulk cargo terminal which will enable the port to handle more dry bulk cargo efficiently. The new financial year is expected to be an economic recovery year for the nation and the port is ready and propels to cash on its fruition through its efficient port operations.

- Export full containers handled at KPT i.e. 12,140 TEUs in the year 2019-20 as compared with corresponding year, due to deep draft container vessels handled at South Wharf (SAPTL).

- The Karachi Port including its Private Container Terminals (PICT, KICT and SAPTL) remained fully functional and operational on round the clock basis and its performance remained outstanding even during global lockdown situation due to COVID-19.
- In order to facilitate port users in prevailing COVID-19 lockdown situation, the KPT Board with the approval of Federal Government of Pakistan extended the existing free period from 5 working days to 15 working days for the cargo/container landed w.e.f. 25-03-2020 to 31-05-2020.

## **HANDLING OF GIANT CONTAINER VESSEL COSCO BELGIUM AT KARACHI PORT**

Karachi Port Trust has achieved another milestone while handling a giant container vessel COSCO BELGIUM at its SAPT terminal in South Wharf of Karachi Port. This is the largest ever vessel handled for the very first time at Karachi Port with length overall (LOA) of 366 meters, highest gross registered tonnage (GRT) of 153,666 metric tonnes and maximum beam of 51.20 meters. No Pakistani port has ever handled such a giant vessel in past. KPT has previously handled vessels of LOA 354.24 meters, 128,929 metric tonnes GRT and 45.6 meters Beam.



## **MEASURES TO CURB COVID-19 PANDEMIC**

To cope with this virus and to limit the spread of this virus among KPT employees, under supervision of Medical Department of KPT took following measures:

- Awareness pamphlets and COVID-SOPs were distributed in all departments
- Ensured adequate necessary supply of facemasks, gloves, sanitizers to all departments
- Screening of suspected COVID-19 cases at KPT Hospital. KPT Hospital Quarantine facility was switched to full-fledged Isolation Ward/ICU to treat COVID-19 Positive cases.

## **DEVELOPMENTS**

### **KPT DEVELOPMENT PROJECTS YEAR 2019-20**

#### **RECONSTRUCTION OF BOAT BASIN –PHASE-I**

KPT has completed reconstruction of Boat Basin Jetty (phase-I) in January 2020 at a cost of Rs. 678 million and the same is being used by Islanders / residential people residing at Manora, Baba & Bhit Islands & people working at Manora KPT workshop.



## **PORT CONNECTIVITY PROJECT**

The cargo handling trend at the Karachi Port has necessitated to establish a dedicated port connectivity to address the traffic congestion issues in and around the Karachi Port. In this regard, KPT Management has engaged consulting consortium of the reputable technical, financial and legal consultants to conduct a thorough Commercial Feasibility Study for the implementation of the Port connectivity scheme on PPP Basis. The feasibility study consist of two phases i.e. Commercial feasibility phase and the transaction advisory phase (for the hiring of a BOT operator).

However, after detailed survey, traffic forecast study, site limitations & constraints , it was agreed that a dedicated alignment may be planned to ease traffic congestion at the sore locations i.e Jinnah Bridge & ICI Intersections. Accordingly, the project consultants were tasked to carry out Detailed Design for the Road Connectivity Bridge to connect East & West Wharves, which may further traverse along the Karachi Circular Railway (KCR) alignment and end up at Mauripur Road. The project is being implemented under two phases. Under Phase 1, connecting bridge (east to west wharf) shall be constructed. The estimated cost of bridge along with allied stuctures /works is about Rs.2.25 Billion.

## **RHIB BOAT AND LABORATORY EQUIPMENT**

KPT has procured Rhib Boat along with Hydo Lab to keep a check on sea water quality. Additionally, the procurement of Lux meter, fuel Gas analyzer and light sensitivity meter, 3 LEL have also been made by KPT.

## **PILOT BOATS PROCUREMENT**

KPT has planned the procurement of pilot boats to meet the shipping demands of vessels calling at Karachi Port.

## **SURVEY BOAT PROCUREMENT**

KPT has planned to procure a survey boat to facilitate dredging of Karachi Port and Tipu Sultan channels.

## **ANCHOR HANDLING VESSEL PROCUREMENT**

KPT will also procure an Anchor Handling Vessel for port use in near future.

## **ACTIVITIES**

### **KPT PARTICIPATED IN BARRACUDA EXERCISE-X ALONG WITH NAVY AND OTHER STAKEHOLDERS**

KPT shares its resources and equipment every year with Pakistan Navy and other stakeholders that participate in Barracuda Oil Spill drills organized by Pakistan Navy (PN). This year in the 10<sup>th</sup> drill “Barracuda Exercise-X” from 2<sup>nd</sup> to 4<sup>th</sup> December 2019, KPT participated along with Pakistan Maritime Security Agency (PMSA), Pakistan Air Force (PAF) and other national stakeholders of oil business with an aim to make themselves ready to face any kind of oil spills disaster. The objective of the whole exercise was to mobilize oil combating available resources and KPT played a leading role in this exercise due to its professional expertise. During the event,



KPT Tugs roped the inflated boom to combat spills carried out near anchorage area of Karachi Port.

### **PAKISTAN CITIZEN PORTAL**

KPT has nominated two officers for Pakistan Citizen Portal (PCP) duly approved by Ministry of Maritime Affairs. KPT has handled the complaints during the period from July 2019 to June 2020 as under:

<b>Complaint Status – July 2019 to June 2020</b>		
1	Resolved	29
2	Dropped	50
3	Forwarded	51
4	Total Complaints handled	130

### **KPT SPRAYED DISINFECTANT**

KPT continues to spray disinfectant in Karachi as part of its CSR activity which has received welcome nod from the general public who approached the port for disinfectant chlorine spray in their respective areas and towns of metropolis Karachi. Karachi Port Trust provided two fire tenders each time it went to spray disinfectant in the lockdown localities in the morning and evening shifts. During the ongoing pandemic Covid-19 lockdown period KPT has carried out 58 disinfectant spray activities that



spread for 38 days in Karachi using 103 tenders.

### **KPT Unleashes Monsoon Precautionary Measures to Ensure Safety**

Monsoon season starts in Karachi from mid of July every year. In view of upcoming monsoon season, KPT has issued the following safety precautions in advance for implementation to safeguard its port assets during the season. All sheds are made water proof with due completion of masonry works. Sheds have the availability of enough numbers of Tarpaulin to protect cargo from damage during rains and these are kept in easily accessible places to meet emergencies. Hose pipes and sand filled gunny bags are made readily available inside the sheds to prevent the flow of rain water inside the sheds.

- Drainage pipeline have been cleaned. Cleanliness of all roads is ensured to avoid formation of gullies/ravine by rainy water in their respective vicinities as well as the sheds.
- All engineering items at roof tops of any KPT building/premises are secured properly. All leakages of roof tops is intimated to Chief Engineer for timely repairs.
- All electrical wires at pits are isolated properly as well as made free of garbage.
- Generators in hospital are operated safely during flooding.

- All loose wires are properly secured.
- Loose lubricant drums at Return Wharf are moved to a secured and safe place.
- It is ensured that KPT crafts are safely secured and loosening of mooring ropes is avoided.
- Stump tank at oil piers to remain empty and be monitored regularly on daily basis during the rainy weather.
- Pumping machines be made available on short notices in the operational area along with stand by generators and manpower.
- PSF Check Posts have to utilize all equipment in their command in safe manner (equipment like thermal guns, bracket fans, telephone sets, weapons, etc.).
- Availability of janitorial staff be ensured to drain out rainy water on priority basis from KPT accommodation area as well as from KPT Hospital premises. Janitorial staff be directed to drain channels and sewerage lines and clear off all rubbish and mud.
- Cargo must be stacked properly in wooden sleepers, pallets covered properly with Tarpaulins.
- All fire hydrants to remain clear of cargo at all times during the season.

## **SPORTS**

### **Maaz Khan clinches Gold Medal for Pakistan**

The internationally famed Kick Boxer of KPT, Mr. Maaz Khan, while representing Pakistan in the 13<sup>th</sup> South Asian Games – 2019 Wushu Competition at Nepal, won Gold Medal. Besides international tournaments, he has also represented KPT team in the 33<sup>rd</sup> National Games 2019.

### **KPT Interdivisional Sports Festival - 2019**

KPT sports department organized a KPT Interdivisional Sports Festival-2019 from 30<sup>th</sup> September to 10<sup>th</sup> October 2019. Various games i.e. Cricket, Volleyball, Football, Table Tennis (men & women) and Badminton (men & women) were included in the festival.

The following were the results of Interdivisional Sports Festival-2019.

<b>S.No.</b>	<b>Game</b>	<b>Winner</b>	<b>Runner-up</b>
1	Cricket	Engineering	Operations
2	Volleyball	Operations	Administration
3	Football	Operations	Engineering
4	Table Tennis (Men)	Engineering	Administration
5	Table Tennis (Women)	Secretariat	CW/E

6	Badminton (Men)	Engineering	Operations
7	Badminton (Women)	Administration	Finance

# PAKISTAN NATIONAL SHIPPING CORPORATION (PNSC)



## INTERODUCTION

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's fleet is a mix of double hull Aframax tankers, LR-1 product tankers, Panamax, Supramax, Handymax and Handysize bulk carriers, all of modern vintage, having a total **deadweight(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; these new acquisitions took place in current financial reporting year.

## 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

- During FY 2019-20, PNSC and its vessel-owning subsidiary companies lifted 8.808 million freight tones of cargo.
- A comparative of sector-wise cargo lifting of FY 2019-20 is as under:

	Unit of Measurement	2019-2020
Dry Cargo (Bulk Carrier)	Million tons	1.533
Liquid Cargo (Tanker)	Million tons	7.275
<b>Slot Charter</b>		
- Break Bulk	Higher of MT or CBM (W/M)	0.009
- Containerized Cargo	Thousand TEUs	1.679

- PNSC Group has improved revenue from managed vessels by 21% (Rs. 13,803 million v/s Rs. 11,389 million last year). Group has improved revenue from managed vessels by 45% (Rs. 12,280 million v/s Rs. 8,480 million last year), while there is 53% decline (Rs. 1,296 million v/s Rs. 2,741 million last year) in revenue from chartered segment. During the year average charter out rate of bulk carriers experienced a declining trend during second and third quarters, while AFRA and World Scale increased to the benefit of the Group. The fluctuations gave tough time to bulk carrier segment, while tankers yielded better revenues than prior year.

- Group expenditure increased by 12%. Fleet direct expenses for FY 2019-20 are Rs.9,083 million as against Rs.8,108 million.
- Gross Profit of Rs. 4,568 million was achieved as against Rs. 3,112 million last year thereby showing an increase of 46%.
- PNSC Group has declared profit after tax of Rs. 2,413 million, an increase of 10% as compared to last year Rs. 2,194 million.
- The administration expenses in FY 2019-20 are Rs.1,120 million as compared to the Rs.1,113 million corresponding period last year. There is no significant increase, merely increase of 1% as such in the administration expenses and there is decrease of 9% in other expenses amount to Rs.266 million in FY2019-20 as compared to Rs.291 million in comparative period last year.
- Earnings per share of the Pakistan National Shipping Corporation Group of Companies was Rs. 18.27 as against Rs. 16.61 last year.

### ACHIEVEMENTS AND PROGRESS

Following table depicts the comparison of fiscal position of PNSC for the year 2019-20 & 2018

DESCRIPTION	2019-20	2018-19
<b><u>FISCAL POSITION:</u></b>	<b>(Rs. In '000)</b>	<b>(Rs. In '000)</b>
Operating Revenue	13,803,576	10,862,459
Operating Expenditure	(9,234,891)	(8154103)
Gross Profit	4,568,685	2,708,356
Administration expenses	(1,120,281)	(1,113,280)
Impairment loss	(411,138)	(58,039)
Other Expenses	(266,226)	(291,396)
Other income	946,170	1,255,068
Finance cost	(1,135,464)	(450,153)
Profit before Taxation	2,581,746	2,454,431
Taxation	(167,868)	(260,057)
<b>Profit after Taxation</b>	<b>2,413,878</b>	<b>2,194,374</b>

## PNSC FLEET STRENGTH

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

### STRATEGIC OBJECTIVES OF PNSC

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.

**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, one Aframax crude oil tanker and one Ultramax bulk carrier are planned for procurement in upcoming financial year which will increase the number of vessels from 11 to 13.

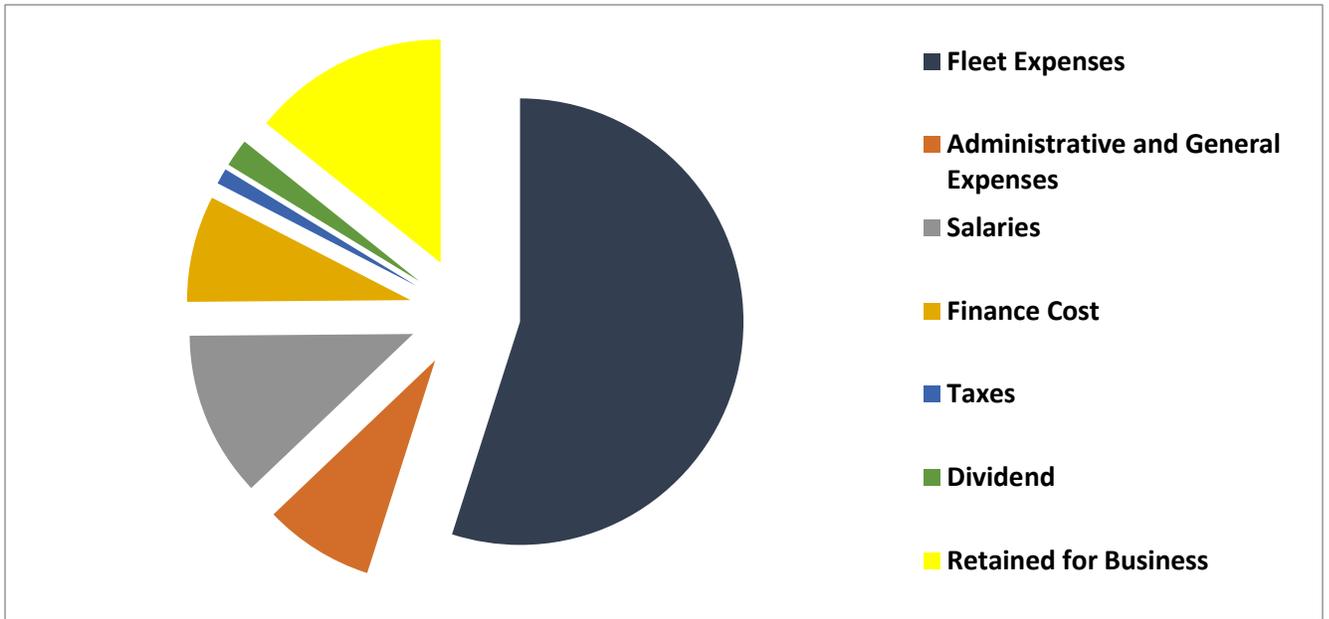
**Pakistan National Shipping Corporation (Group)**

## Value Added Statement

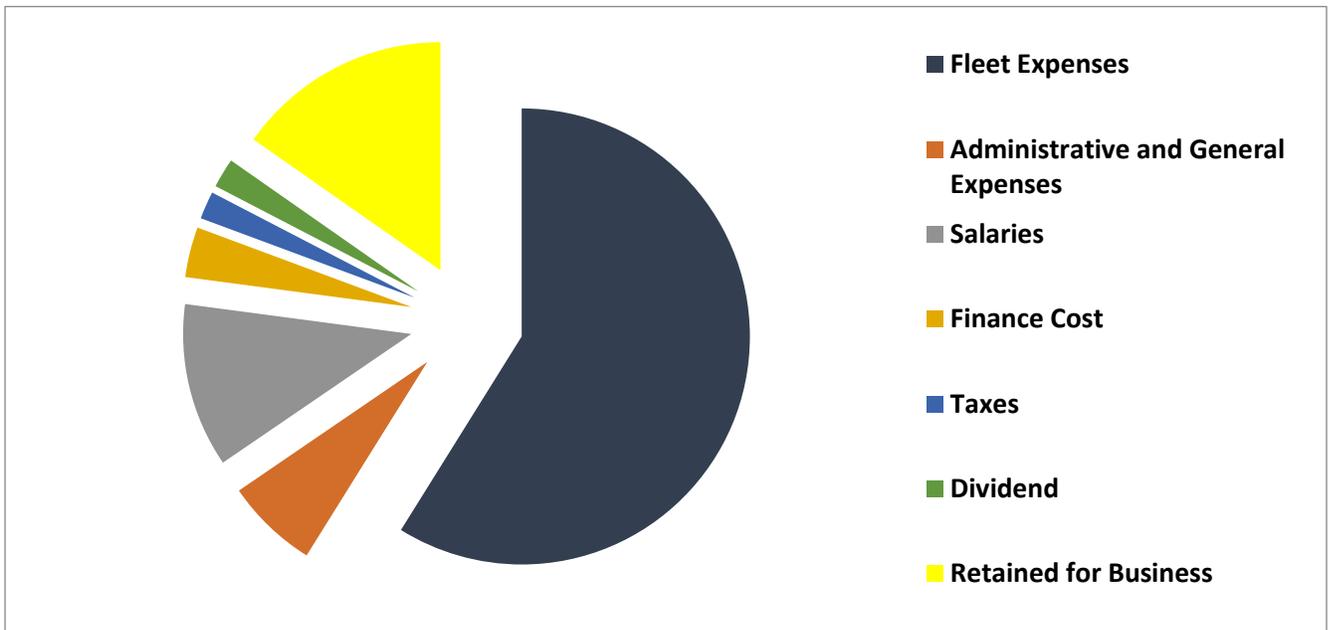
<b>Wealth Generated</b>	<b>2020</b>		<b>2019</b>	
	<b>Rs. In '000</b>	<b>%</b>	<b>Rs. In '000</b>	<b>%</b>
Income from Shipping Business	13,575,492	92.0%	11,220,410	88.7%
Rental Income	228,084	1.6%	168,649	1.3%
Other operating income	946,170	6.4%	1,255,068	10.0%
	14,749,746	100.0%	12,644,127	100.0%

<b>Wealth Distributed</b>	<b>2020</b>		<b>2019</b>	
	<b>Rs. In '000</b>	<b>%</b>	<b>Rs. In '000</b>	<b>%</b>
Fleet Expenses	8,092,834	54.9%	7,437,005	58.8%
Administrative and General Expenses	1,172,107	8.0%	832,429	6.6%
Salaries	1,767,595	12.0%	1,470,109	11.6%
Finance Cost	1,135,464	7.7%	450,153	3.6%
Taxes	167,868	1.1%	260,057	2.0%
Dividend	297,143	2.0%	264,127	2.1%
Retained for Business	2,116,735	14.3%	1,930,247	15.3%
	14,749,746	99.9%	12,644,127	100.0%

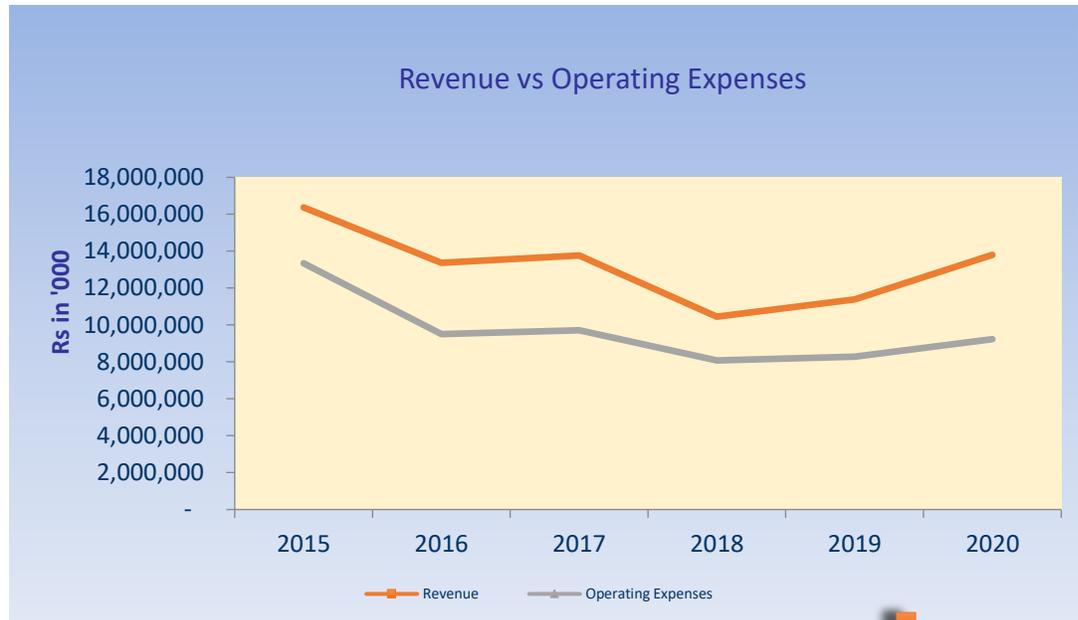
**2020**



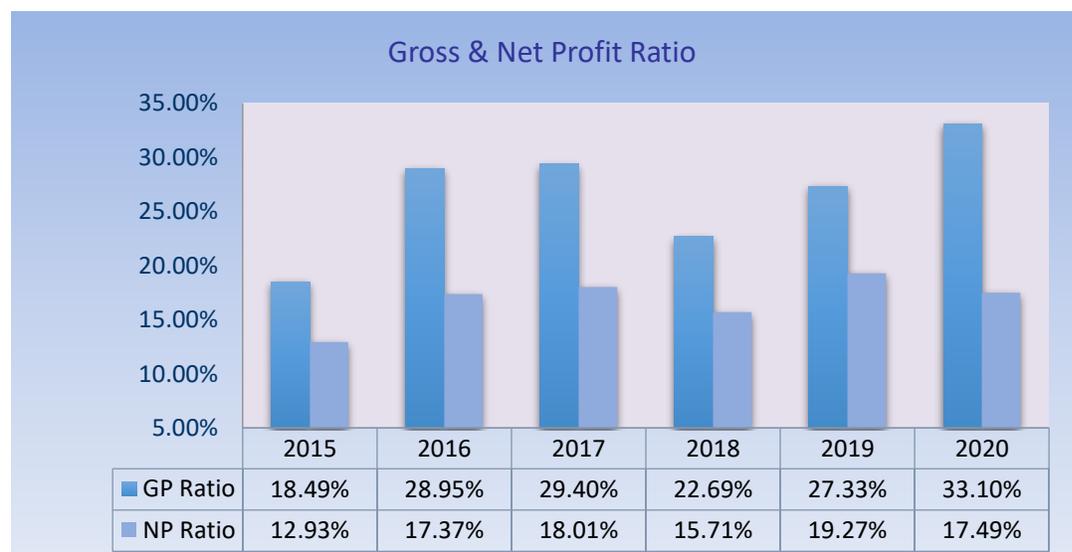
**2019**



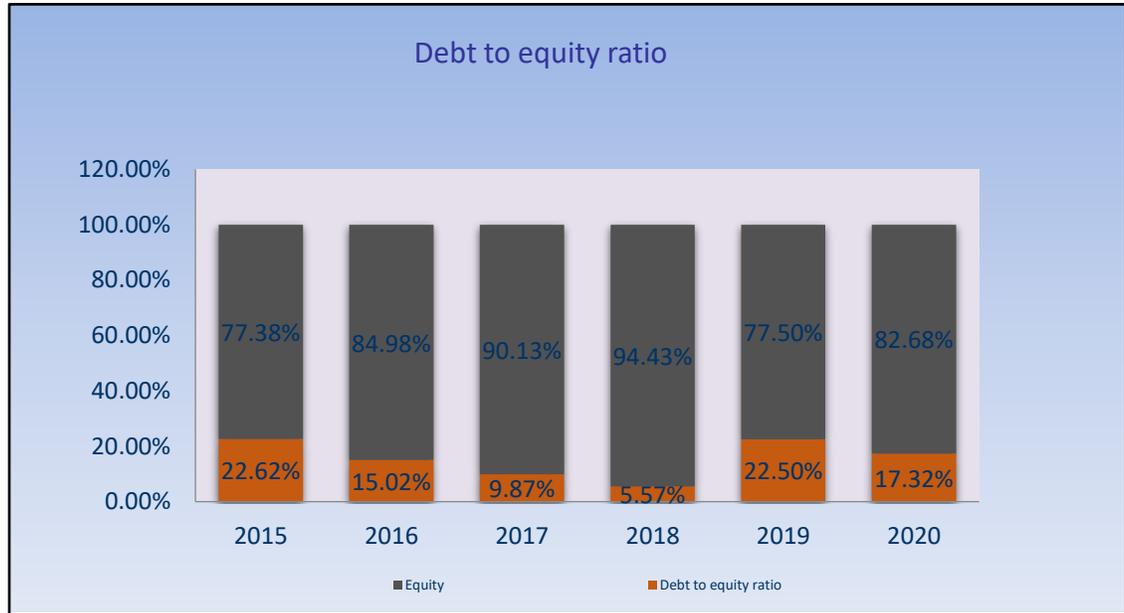
<b>(1) Revenue Vs Operating Expenses</b>						
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Revenue	16,368,717	13,370,504	13,755,959	10,448,805	11,389,059	13,803,576
Operating Expenses	13,341,383	9,499,130	9,712,092	8,078,156	8,276,828	9,234,891



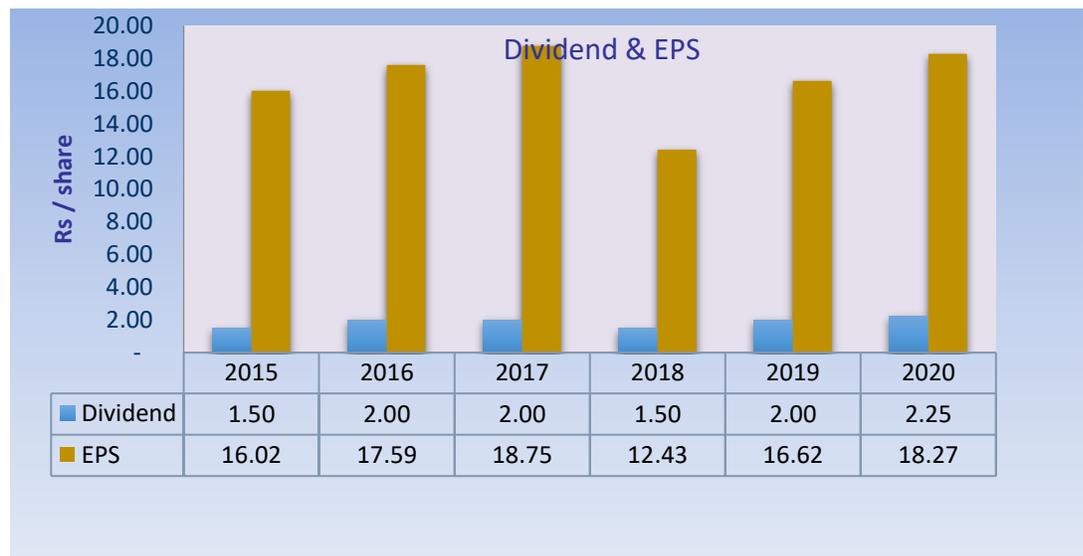
<b>(2) Gross &amp; Net Profit Ratio</b>						
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
GP & NP Ratio						
GP Ratio	18.49%	28.95%	29.40%	22.69%	27.33%	33.10%
NP Ratio	12.93%	17.37%	18.01%	15.71%	19.27%	17.49%



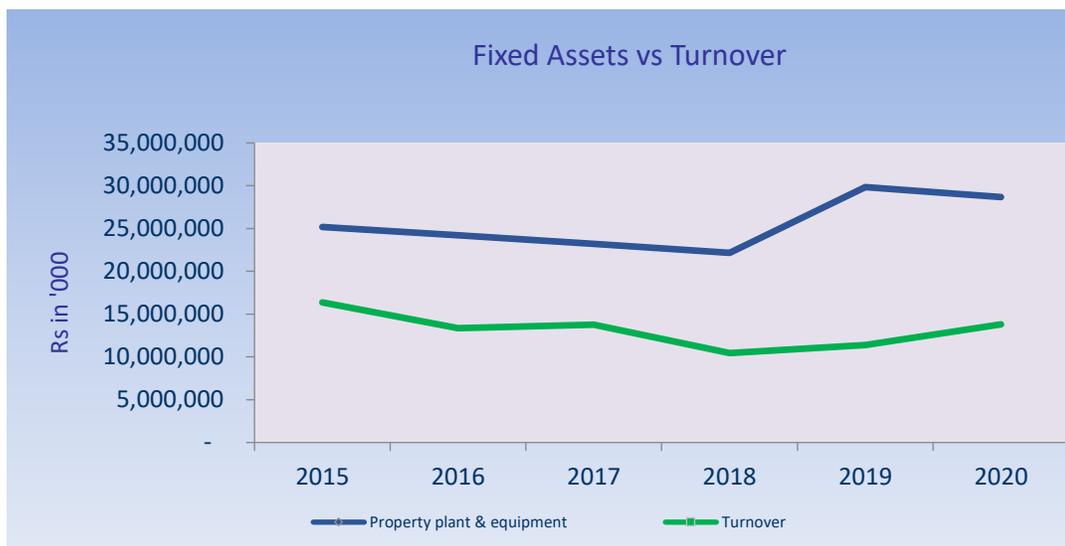
<b>(3) Debt to Equity Ratio</b>						
Debt to Equity Ratio	2015	2016	2017	2018	2019	2020
Debt to equity ratio	22.62%	15.02%	9.87%	5.57%	22.50%	17.32%
Equity	77.38%	84.98%	90.13%	94.43%	77.50%	82.68%



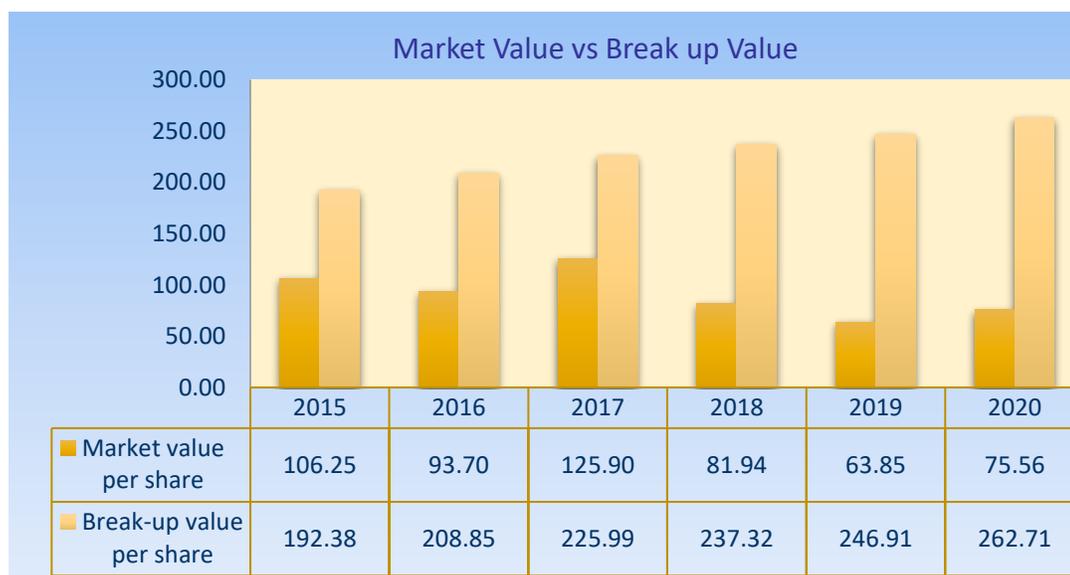
<b>(4) Dividend Payout (Rs. Per Share)</b>						
Dividend Payout (Rs. Per share)	2015	2016	2017	2018	2019	2020
<b>Dividend</b>	1.50	2.00	2.00	1.50	2.00	2.25
<b>EPS</b>	16.02	17.59	18.75	12.43	16.62	18.27



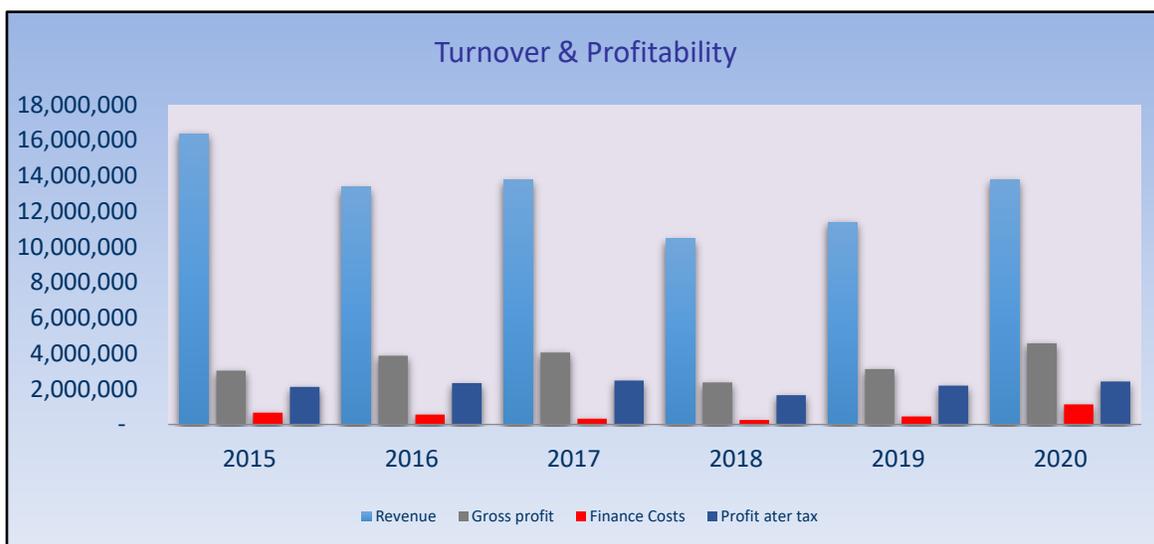
<b>(5) Fixed Assets and Turnover</b>						
<b>Fixed Assets &amp; Turnover (Rs. '000)</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Property plant &amp; equipment</b>	25,178,610	24,215,418	23,195,568	22,158,254	29,837,872	28,674,222
<b>Turnover</b>	16,368,717	13,370,504	13,755,959	10,448,805	11,389,059	13,803,576



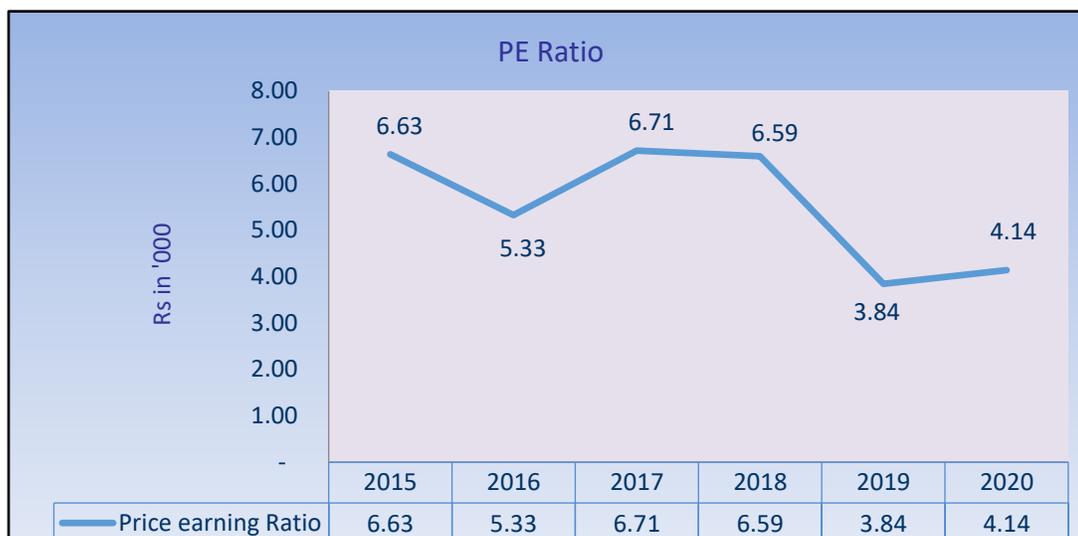
<b>(6) Market / Break-up Value per share</b>						
<b>Market / Break-up value per share (Rs./share)</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Market value per share	106.25	93.70	125.90	81.94	63.85	75.56
Break-up value per share	192.38	208.85	225.99	237.32	246.91	262.71



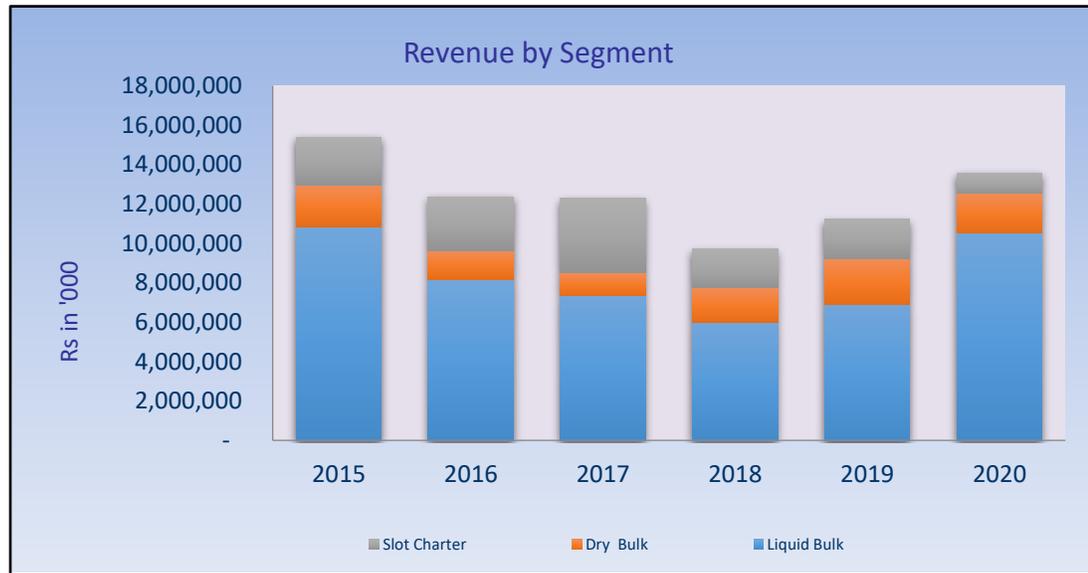
<b>(7) Turnover and Profitability</b>						
Turnover & Profitability	2015	2016	2017	2018	2019	2020
Revenue	16,368,717	13,370,504	13,755,959	10,448,805	11,389,059	13,803,576
Gross profit	3,027,334	3,871,374	4,043,867	2,370,649	3,112,231	4,568,685
Finance Costs	669,949	558,581	330,411	250,402	450,153	1,135,464
Profit after tax	2,116,410	2,323,054	2,476,815	1,641,121	2,194,374	2,413,878



<b>(8) Price Earning P/E ratio</b>						
PE Ratio	2015	2016	2017	2018	2019	2020
Price earning Ratio	6.63	5.33	6.71	6.59	3.84	4.14



<b>(9) Sector wise Revenue</b>						
<b>Sector-wise revenue</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Liquid Bulk	10,848,937	8,143,681	7,336,215	5,990,862	6,908,159	10,540,470
Dry Bulk	2,099,858	1,500,327	1,155,020	1,750,086	2,319,541	2,001,798
Slot Charter	2,432,556	2,723,833	3,795,001	1,976,699	1,992,710	1,033,224



# PORT QASIM AUTHORITY



## TRADE HIGHLIGHT

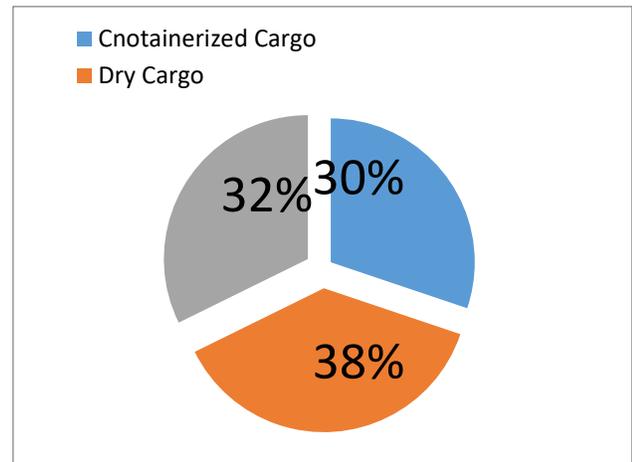
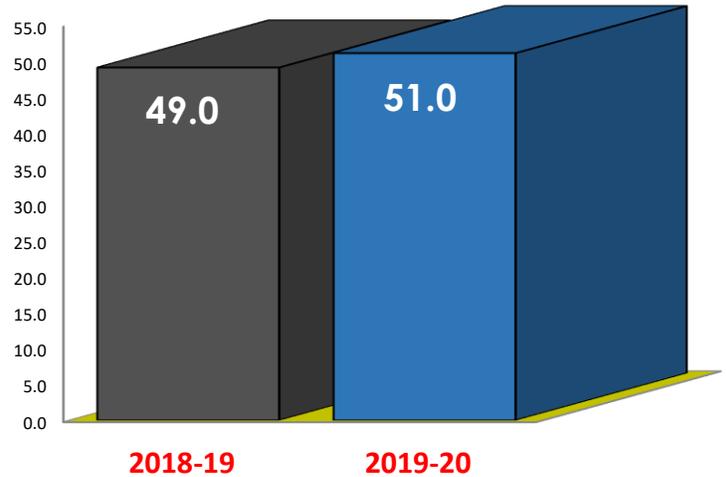
**PQA achieved throughput of over 51.017 million tones that is 4% more than 2018-19.**

In terms of imports and exports, imports increased 3.89 percent and export increase 4.96 percent during the report period.

The increase of 4% is mainly in Gas oil by 10.86%, Coal by 49% and in container traffic by 4.2% during the year.

The port received 530 Container vessels and handled 1.081million Twenty-Foot Equivalent Units (TEU) containers during the year.

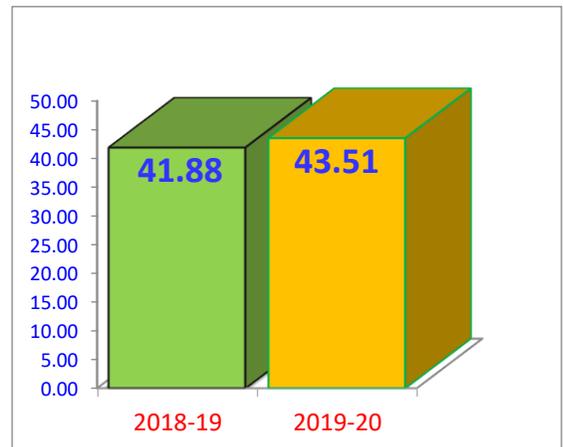
Port delivered an impressive performance last year with all round growth in all the segments. Out of 51.017 million tonnes, the dry cargo (bulk and break bulk cargo) was handled 19.152 million tonnes (38%), Liquid cargo (Oil, Chemicals and Gas) was 16.472 million tonnes (32%) & containerized cargo remained 15.393 million tonnes (30%), as against the 2018/19, dry cargo increased by 13.13%, containerized segment shows a growth of 4.21% and liquid cargo demonstrate increase of 4.96 percent.



## IMPORTS

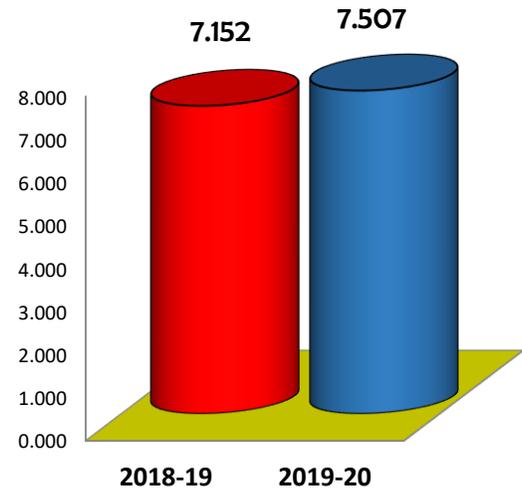
The volume of imported cargo during July-June 2019-20 stood at 43.509 million tonnes, as against the 41.878 million tonnes handled during corresponding period last year, showing an increase of **3.89%**.

The major non-containerized imports were Coal, LNG, LPG, POL, Chemicals, Palm oil and Grain, the Coal imports was the largest imported cargo which represented over **32.74%** of total import cargo, LNG was the largest second imported cargo represented **14.47%** of total imports, the third largest imported cargo was the containerized cargo which represented **14.9%** and fourth largest imported cargo was the Gas oil which represented **10.79%**.

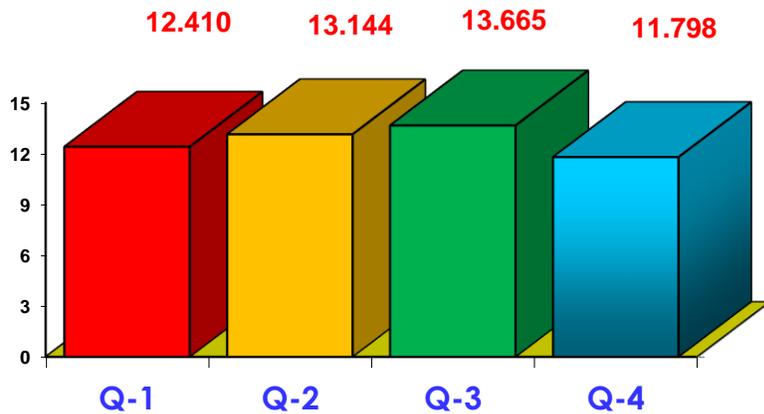


## Exports

The exported cargo handled was 7.508 million tonnes during twelve months of financial year 2019-20, as compared to 7.152 million tonnes handled during corresponding period 2018-19, showing an increase of **4.96%**, exported cargo comprised 6.132 million tonnes (81.6%) containerized traffic, 1.375 million tonnes (18.4%) non-containerized cargo. The main non-containerized export commodities were the Cement, Rice, Clinker, Talcum Powder and Crude oil.



*GRAPHIC VIEW OF QUARTERLY CARGO HANDLING*



View of graphic shows that the Third Quarter of fiscal year saw highest number of cargo handling, reaching over 13.665 million tonnes, while average cargo handling remained at the port at 12.754 million tonnes per quarter during FY 2019-20.

## PQA/ KPT

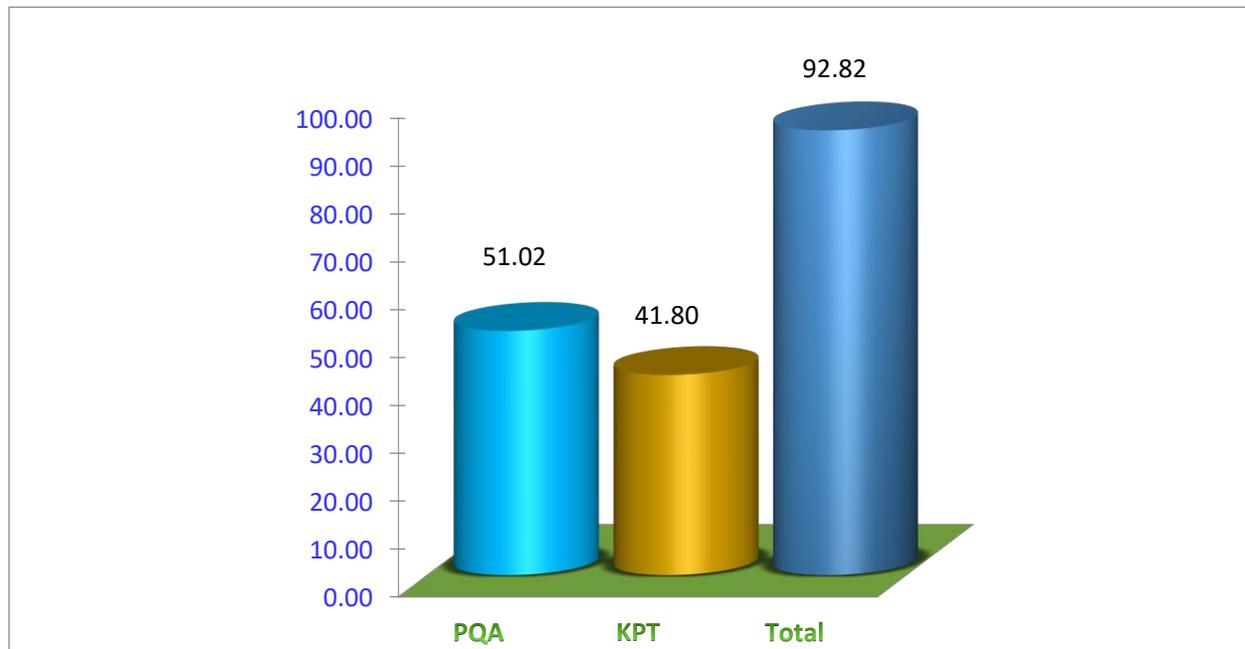
PQA is the largest logistics industrial port in country and busiest port of Pakistan, led from the front in boosting maritime sector as it occupied the lion's share in the overall port traffic. During the fiscal year 2019-20, Port Qasim remained Pakistan's first busiest port, by handling over **51** million tonnes of cargo throughput which is largest volume of annual cargo throughput as compared to 41.8 million tonnes of cargo throughput of Karachi Port, showing an increase of 22 percent.

Contrary to cargo throughput, shipping also showing an increase of 1.87% against the KPT, where 1,520 ships visited at Port Qasim and 1,492 ships were handled at KPT.

## PAKISTAN SEABORNE TRADE & PQA SHARE

During the year 2018-19, Pakistan Seaborne Trade (PQA/KPT) stood at 92.818 million tonnes, out of which Port Qasim handled 51.017 million tonnes cargo, which is represented around **55%** of PQA Share.

Figure in million tones



# 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 Balochistan with the region. It has tremendous potential to stimulate economic growth of Pakistan in general and Balochistan 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 Balochistan 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 Pt. 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 Ports 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	<b>64,000 sq-m</b>
Container stacking area (with terminal)	48,278 sq-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 several floors, per floor: 4,144 sq-m
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 centre of attention of most of commercial, diplomatic and high end social gatherings.

## Port Operations

<b>GPA Port Performance</b>				
<b>Year</b>	<b>No of Ships Handled</b>	<b>Cargo Imports (MT)</b>	<b>Cargo Exports (MT)</b>	<b>Total Cargo Handled (MT)</b>
2019	38	1849.386	878.89	2728.276
2020	15	21157.179	377.05	21534.229
<b>Total :</b>	<b>53</b>	<b>23006.565</b>	<b>1255.94</b>	<b>24262.505</b>

## 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.

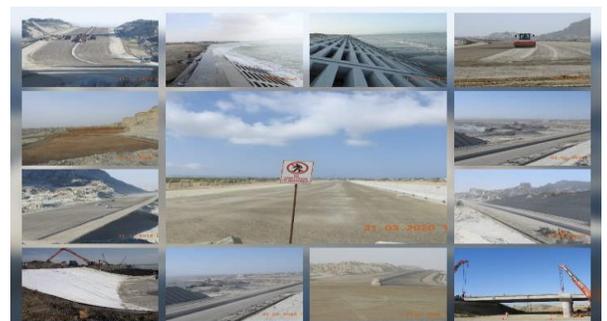
## China Pakistan Economic Corridor (CPEC) & Gwadar Port and City

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,**
- **Pak-China Technical & Vocational Institute**
- **Construction of Breakwaters,**
- **Capital Dredging of Berthing Areas & Channels,**

## 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. 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 Rs 2099.262 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.



### **Development & Construction of Port Allied Structures of Business Complex.**

Gwadar Port Authority has successfully completed huge project port-allied facilities including commercial centres, warehouses, container yards, storage places and seamen centre for vessel crew.

### **Up-gradation of GPA Housing Complex**

In order to provide better living facilities to officials of GPA the project of “Up-gradation of GPA Housing Complex” was started in January 2017 with a cost of Rs.519.921 million. Which is successfully completed in the end of 2019. In addition to GPA employees, the complex has also accommodated various federal and provincial public sector agencies on rental terms since this complex is the first of its kind at Gwadar city in terms of security, location, infrastructure, connectivity and facilities.

### **Details of on-going projects status.**

S.No.	Name of Project	Expenditure incurred During FY 2019-20	
1	Construction of Eastbay Expressway	62.500(M)	
2	Establishment of CPEC (CSU) for related projects and activities in Gwadar Port Authority	7.315 (M)	
3	Feasibility Study for construction of Breakwaters	27.156(M)	In progress
4	Pak-China Technical & Vocational Institute at Gwadar	3.9 (M) in PSDP share.	
5	Upgradation of Housing Complex	56.00 (M)	Completed during 2018 & 2019
6	Development Construction of Port Allied Structure	2382 (M)	

# KORANGI FISHERIES HARBOUR AUTHORITY



## BACKGROUND

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

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

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

## OBJECTIVES

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

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

## LEGAL FRAMEWORK

- With the declaration of Exclusive Economic Zone (EEZ), Pakistan extended its jurisdiction up to 200 nautical miles from the coastline and added about 250,000 SM of sea area to territory.
- Therefore, the Exclusive Fishery Zone (Regulation of Fishing) Act, 1975 was promulgated for sustainable exploitation of the fishery resources beyond territorial waters. Federal Government under entry 36 of FFL is responsible for fishing & fisheries beyond territorial waters.

- Pursuant to Deep-sea Fishing Policy of 2018, it is mandatory for all deep-sea vessels operating in EEZ (20 to 200 nautical miles) to land/export the fish catch from Korangi Fisheries Harbour.
- The Korangi Fisheries Harbour Authority has been established with the very purpose of exploiting fisheries resources beyond territorial waters (12 NM).

## **FUNCTIONS**

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

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

## **ORGANIZATION**

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

### (i). 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 2019-20 about 22,865(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)
2017-18	210	1,851	17,871
2018-19	300	2,208	23,780
2019-20	300	2,095	22,865
<b>TOTAL</b>			<b>64,516</b>

The Deep-Sea Policy has been revised in April, 2018 to regulate local fishing vessels presently operating in federal waters without any license/permit. The Deep-sea Fishing is already being carried out by local fishermen in EEZ without fishing permit/license using destructive fishing gears (fine trawl nets & extraordinary long gill nets). More than 2,300 local fishing trawlers are operating in EEZ upto a depth of 130 meters by using power winches.

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.

### (ii). FINANCIAL PERFORMANCE

The Authority has earned revenue of Rs. 68.270 Million during the financial year 2019-20. 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	2016-17	2017-18	2018-19	2019-20
(a)	Operating	25.435	32.737	52.087	27.470
(b)	Non Operating	31.015	40.215	19.885	40.800
	<b>Total Income</b>	<b>56.450</b>	<b>72.952</b>	<b>71.972</b>	<b>68.270</b>

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

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

- 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.

### **INITIATIVES TAKEN DURING THE YEAR**

- Expression of Interest (EOI) had been invited for the grant of deep-sea fishing licenses directly to foreign operators (Joint Venture with locals) by Marine Fisheries Department, MFD. The approval is to be granted for operation of deep-sea vessels through Inter Ministerial Scrutiny Committee.
- **Shifting of Local boats from Karachi to Korangi Fish Harbour & from vicinity.**  
More than 300 small & large local boats are operating on regular basis from Korangi Fish Harbour against the target of 1000 vessels. Modalities are being worked out with Govt. of Sindh & Karachi Fish Harbour Authority for shifting of Mottara Boats (Indian

confiscated trawlers auctioned by Pakistan Maritime Security Agency) & large Gillnetters to Korangi Fish Harbour.

- Closure of illegal jetties in the vicinity of Korangi Harbour i.e. Ibrahim Haidery.
- Depletion of Fish Stock due to illegal juvenile fishing through use of banned nets i.e. Bullah, Gujjah & Katra.
- Stoppage of dumping of solid waste along coastal road & encroachment on coastal land.
- Rehabilitation of Approach Roads with installation of Street Lights.
- Major Repair works of Jetty Structures.
- Construction of Boundary Wall along periphery land.
- Capital & Maintenance Dredging and Revival of Navigation Aids system of KoFHA Navigation Channel.

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

Goals and targets fixed for the financial years 2020-21 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



## INTRODUCTION

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 reduce 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 01<sup>st</sup>July, 2019 to 30<sup>th</sup>June, 2020 is as under:-

Amount in million Rs.

S. No	LOCATION	No. of Certificates of Quality & Origin	No. of Health Certificates	Total No. of Certificates	Total income (Rs. million)	Revenue collected from registration/renewal from processors/exporters	Total income (Rs. million)
1	MFD, Karachi	15,996	5,736	21,732	21.732	12.632	34.364
2	Regional Office, MFD, Peshawar	152	-	152	0.152	-	0.152
<b>Total</b>		<b>16,148</b>	<b>5,736</b>	<b>21,884</b>	<b>21.884</b>	<b>12.632</b>	<b>34.516</b>

### 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:

**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:

Quantity in M. Tons  
Value in 000 US \$  
Period from 01st July, 2019 to 30th June, 2020.

COMMODITY/ COUNTRIES	Fish		Squid/Cuttle fish		Shrimp		Total	
	Q	V	Q	V	Q	V	Q	V
Belgium	49	171	-	-	924	3,714	<b>973</b>	<b>3,885</b>
Netherland	308	877	53	209	463	2,131	<b>824</b>	<b>3,217</b>
Spain	-	-	125	270	-	-	<b>125</b>	<b>270</b>
Italy	-	-	-	-	-	-	-	-
U.K.	211	762	18	69	10	48	<b>239</b>	<b>879</b>
<b>Total</b>	<b>568</b>	<b>1,810</b>	<b>196</b>	<b>548</b>	<b>1,397</b>	<b>5,893</b>	<b>2,161</b>	<b>8,251</b>

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 1,599 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).

# KARACHI DOCK LABOUR BOARD



## INTRODUCTION

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

## ORGANIZATION

The Board consists of the following Members:-

Representing Federal Government:

➤ Chairman	01
➤ Senior Executives – KPT	02
➤ Director Labour, Govt. of Sindh	<u>01</u>
	04
➤ Representing CBA of Dock workers	05
➤ Representing Pak. Stevedores Conference (G) Ltd.	02
➤ Representing PNSC	01
➤ Representing Pak. Ship Agents Association	01
➤ Representing Overseas Chamber of Commerce & Ind.	<u>01</u>
	14 Members

## OBJECTIVES

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

## **FUNCTIONS**

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

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

## **REGISTERED DOCK WORKERS**

At present 2707 Dock Workers are registered on KDLB Roster under the following categories in Day/Night Shifts:-

	<b><u>CATEGORIES</u></b>	<b><u>S T R E N G T H</u></b>		
		<b><u>Day</u></b>	<b><u>Night</u></b>	<b><u>Total</u></b>
1.	Hatch Workers	0586	0603	1189
2.	Tindal	0048	0037	0085
3.	Wharf Workers	0586	0544	1130
4.	Winch Crane Drivers	0156	0147	0303
	<b>TOTAL:-</b>	<b><u>1376</u></b>	<b><u>1331</u></b>	<b><u>2707</u></b>



**(Dock Workers getting requisition)**

**CARGO/CONTAINER HANDLED BY KDLB DOCK  
WORKERS – 2019-2020**

<b>CATEGORY</b>	<b>2019-2020</b>
<b>Cargo Handling</b>	<b>(Million Tons)</b>
Dry Bulk/Gen. Cargo	7,559,886
Total Dry Cargo	7,559,886
<b>CONTAINER HANDLING (MILLION TEUs)</b>	
Import TEUs	485,556
Export TEUs	307,409
Total TEUs	792,965

- Dry Bulk/General Cargo has been handled with 9.420% decrease in comparison to previous year
- Containers have been handled with 10.16% decrease 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.
- KDL Bhospital (110 beds hospital), Keamari.



**(View of KDLB Hospital)**