

# YEAR BOOK 2023-24



**GOVERNMENT OF PAKISTAN  
MINISTRY OF MARITIME AFFAIRS**

## MESSAGE



Facilitation of trade is crucial for countries to progress because extraction or manufacturing cannot bear fruit unless goods are actually sold in domestic or international markets. In this regard, the role of seaports as enablers of international as well as local trade is of tremendous significance. Additionally, Pakistan and its ports act as gateways to a variety of landlocked countries to trade via sea bringing numerous benefits to the domestic economy as well.

Ports are basically a means of integration into the global economic system. The maritime sector encompasses a wide range of services, the transportation of goods and passengers being the primary one. Other related services included in this sector are various port services (such as pilotage, towing and tug assistance, emergency repairs, anchorage berth and berthing services, etc.) and auxiliary or supporting services (such as storage and warehousing, maritime cargo handling services, customs clearance services, etc.). Also, fishery sector as an important factor of Pakistan's economy played its role.

I congratulate Secretary (Maritime Affairs) and his team for achieving the goal assigned by the Government of Pakistan.

**(Qaisar Ahmad Shaikh)**  
Federal Minister for Maritime Affairs

## FOREWORD



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

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

In pursuance of Rule 25 (2) of the Rules of Business, 1973, I present the Year Book 2023-2024 which gives highlights of the policies and initiatives taken by this Ministry and its supporting organizations. It also contains a gist of the major activities and milestones achieved by ministry of Maritime Affairs during the calendar year

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

**(Syed Zafar Ali Shah)**  
SECRETARY

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# INTRODUCTION

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

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

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

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

## **MISSION STATEMENT**

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

## OBJECTIVES

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

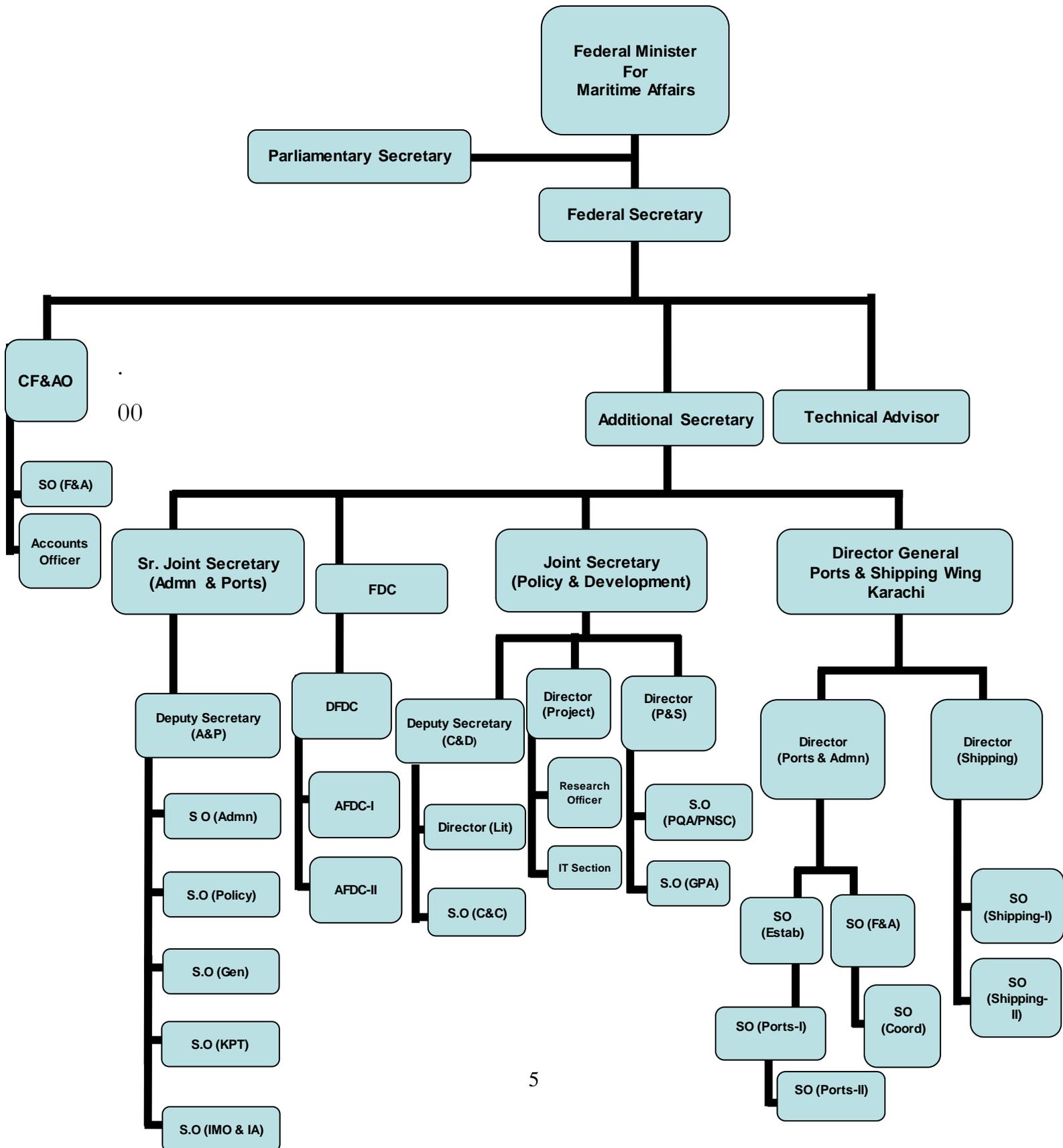
## **FUNCTIONS OF THE MINISTRY**

*(As per Rules of Business, 1973)*

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

# ORGANOGRAM

## MINISTRY OF MARITIME AFFAIRS



## **FUNCTIONS AND ACHIEVEMENTS OF WINGS OF THE MAIN MINISTRY**

### **CHIEF FINANCE & ACCOUNTS OFFICER (CF&AO) WING**

#### **FUNCTION**

- i) Preparation of Revised Budget Estimates and Budget Estimates in-consultation of all Budgetary Units of Ministry.
- ii) Coordination with Expenditure Wing, Finance Division for Submission of Revised Budget Estimates and Budget Estimates of all Budgetary Units of Ministry.
- iii) Submission of Revised / Budget Estimates of revenue Receipt of the Ministry and coordination with Budget Wing Finance Division.
- iv) Examination and Processing of all cases of re-appropriation of funds and supplementary grants.
- v) Monthly reconciliation of budget with all departments and F. A's Organization.
- vi) Surrender of funds of non-development budget.
- vii) Conduct the Internal Audit of Main Secretariat and all budgetary units of Ministry.
- viii) To tender advice in the delegated field.
- ix) Coordination with all departments including autonomous bodies for external audit activities.
- x) Coordination with the Director General Audit for arranging of the meeting of Departmental Accounts Committee.
- xi) Coordination with the Public Accounts Committee for arranging of the meeting of Public Accounts Committee.

#### **ACHIEVEMENTS**

- i. Preparation of Revised Budget Estimates and Budget Estimates in-consultation of all Budgetary Units of Ministry.
- ii. Coordination with Expenditure Wing, Finance Division for Submission of Revised Budget Estimates and Budget Estimates of all Budgetary Units of Ministry.
- iii. Submission of Revised / Budget Estimates of revenue Receipt of the Ministry and coordination with Budget Wing Finance Division.

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- vii. Conduct the Internal Audit of Main Secretariat and all budgetary units of Ministry.
- viii. To tender advice in the delegated field.
- ix. Coordination with all departments including autonomous bodies for external audit activities.
- x. Coordination with the Director General Audit for arranging of the meeting of Departmental Accounts Committee.
- xi. Coordination with the Public Accounts Committee for arranging of the meeting of Public Accounts Committee.

During FY 2023-24, F&A Wing perform all above mentioned task amicably and dispose them of well in time.

### **ADMIN & PORTS WING** **FUNCTION**

- i. All matters of Administration of the main Ministry including appointments, postings, promotions and transfers.
- ii. Hiring cases of all the officers/officials of the Ministry.
- iii. Issuance of Security passes to all the officers/officials of the main Ministry.
- iv. Maintenance of ACRs of officers & staff and Service Books of the Non-Gazette staff of the Ministry (main).
- v. Pension cases of the officers/officials of the main Ministry.
- vi. Declaration of Assets of the officials.
- vii. Aghaz-e-Haqooq-e-Baluchistan.
- viii. All matters relate to DG, P&S Wing, Karachi.
- ix. All matters related to Pakistan Marine Academy, Karachi.
- x. All matters related to Mercantile Marine Department, Karachi.
- xi. All matters related to Government Shipping Office, Karachi.
- xii. All the policy matters pertaining to Ports, Shipping.
- xiii. Matters relating to record room and R&I.
- xiv. All matters relating to purchase maintenance repair of Furniture, fixtures. Machinery equipment, transport and stationery/Misc. items.
- xv. All matters regarding liveries/uniforms of Officials.
- xvi. Provision/allocation of office accommodation.
- xvii. All matters relating to Karachi Port Trust (KPT), Karachi Dock Labour Board (KDLB).
- xviii. Administrative matters of KPT including the visit abroad of the Officers of KPT, Karachi.
- xix. Processing the requests of Demurrage cases relating to KPT.
- xx. Senate/Assembly Questions, relating to KPT if coordination involved.
- xxi. Matters relating to Development Projects pertaining to KPT.
- xxii. SRAB/Harmonization of Scale of Charges.
- xxiii. Appointments/Recruitments rules of KPT.
- xxiv. Process the MoUs/Agreements and other international instruments for signing, deals

with the Joint Economic Commission (JEC), Joint Ministerial Commission (JMC) with different countries. Process the Foreign Trainings, Courses, Workshops and Seminars.

### **ACHIEVEMENTS**

Successfully conducted a workshop under the Integrated Technical Cooperation Programme (ITCP) on Hong Kong International Convention on the Safe and Environmentally Sound Ship Recycling, from 13<sup>th</sup> to 15<sup>th</sup> Nov, 2023.

Accession to the Hong Kong International Convention (HKC) for the Safe and Environmentally Sound Recycling of Ships, 2009 (the Hong Kong Convention) in November, 2023.

Memorandum of Understanding between Ministry of Investment of the United Arab Emirates and Ministry of Maritime Affairs of Islamic Republic of Pakistan on Investment Cooperation in the Port Operations Projects, was signed on 27-11-2023.

## **FISHERIES DEVELOPMENT COMMISSIONER (FDC) WING**

### **FUNCTION**

- i. To look after the affairs of Fisheries related to Federal Government.
- ii. Promotion of a balance and national Provincial Development of Marine and inland fisheries.
- iii. Coordination of Federal and Provincial Govt.
- iv. Fisheries Policies and Programme and formulation of priorities for reduction regional disparities.
- v. Assisting the Govt. in preparing and policy which would facilitate National Fisheries Management Development. Consistent with Federal and Provincial Govt. objectives.
- vi. All Administrative/Budgetary matters concerning Marine Fisheries Department.
- vii. All matters of Korangi Fisheries Harbour Authority (KoFHA).
- viii. Implementation of Aquaculture Rules in Pakistan have been initiated and first ever exports of aquaculture products made.
- ix. Approval of Dossier by Saudi Food and Drug Authority (SFDA) for the Exports of Fish and Fisheries products from Pakistan.
- x. Enlistment of Fish Processing Establishment in European Union (EU) for the Export of Fish and Fisheries Products from Pakistan.
- xi. Department of Commerce, United States granted Two Year Extension for the Export of Fish and Fisheries Products from Pakistan to US in compliance with the Marine Mammal Protection Act (MMPA).
- xii. Ports coordination committee initiated for Ports efficiency enhancement.
- xiii. Amended Fee Charges given in Schedule-III and Schedule-IV of Pakistan fish Inspection & Quality Control Rules, 1998 on 05-03-2024 vide S.R.O 527(i)/2024.

### **ACHIEVEMENTS**

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- ii. Approval of Dossier by Saudi Food and Drug Authority (SFDA) for the Exports of Fish and Fisheries products from Pakistan.
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- Mammal Protection Act (MMPA).
- v. Ports coordination committee initiated for Ports efficiency enhancement
- vi. Amended Fee Charges given in Schedule-III and Schedule-IV of Pakistan fish Inspection & Quality Control Rules, 1998 on 05-03-2024 vide S.R.O 527(i)/2024.

## **POLICY & DEVELOPMENT WING**

### **FUNCTION**

- i. Implementation Status Report of P.M/Presidents Directives/ECC decisions.
- ii. Implementation Status Report of Cabinet Decisions.
- iii. Issues related to other Ministries, divisions, departments, Organizations or corporation and collection of information/material from Organizations/departments of this Ministry.
- iv. Matters relating to Secretaries Committee, Cabinet Committees and Defense Planning Committees.
- v. Preparation of year Book.
- vi. Material for Finance Minister Budget Speech.
- vii. Annual report in Principle of Policy.
- viii. Recommendations for Civil Awards-23<sup>rd</sup> March/14<sup>th</sup> August/Pride of Performance.
- ix. All Misc. matters not following under any other Section.
- x. Senate /Assembly matters.
- xi. Court Cases related to Ministry of Maritime Affairs and all its attached departments/organizations are dealt in Litigation Section.
- xii. The Court cases of Ministry of Maritime Affairs, P&S Wing and attached departments i.e. MMD, PMA, GSO and its subordinate organizations i.e. KPT, PQA, PNSC, GPA and KoFHA are properly pursued.
- xiii. Requisite actions taken on various notices received from High Courts, the Hon'able Supreme Court, the FST, the Wafaqi Mohtasib and Attorney General for Pakistan.
- xiv. Inviting proposal/demands for next financial year's development budget.
- xv. Liaison and Coordination with M/o PD&SI and executing agencies.
- xvi. Coordinating meetings and recording minutes of meetings of DDWP of the Ministry.
- xvii. Preliminary discussions with M/o PD&SI and executing agencies for reviewing PSDP.
- xviii. Processing PC forms for examination and discussion of DDWP and other competent forums.
- xix. Participation in meetings / Seminars / workshops relating to projects.
- xx. Conducting Review Meetings for evaluation and examination of physical and financial progress of projects.
- xxi. Assistance for preparation of replies for Parliamentary questions along with briefs for National Assembly / Senate Standing Committee relating to projects.
- xxii. Coordination and compiling miscellaneous information in respect of projects of departments and organizations of this Ministry.
- xxiii. All matters relating to PSDP projects of the Ministry and its attached / subordinate departments.
- xxiv. All matters related to IT and arrangements for Zoom Meetings.
- xxv. E-office Progress / maintenance / record.
- xxvi. Matters related to Prime Minister's Delivery Unit (PMDU).

- xxvii. Pakistan Citizen Portal.
- xxviii. All Administrative matters relating to Port Qasim Authority, Karachi.
- xxix. All Administrative and Financial Affairs of PQA, excluding budget and PACS/DACS.
- xxx. Appointment of PQA Board Members.
- xxxi. Court cases of PQA.
- xxxii. Cases for appointment/Deputation/Extension in contract period of the Officers of PQA.
- xxxiii. Cases relating to tour abroad of the Officers of PQA.
- xxxiv. Senate/Assembly Questions, relating to PQA and consolidation of all Senate Questions wherein Coordination is involved.
- xxxv. Standing Committee matters.
- xxxvi. Matters relating to development projects pertaining to PQA.
- xxxvii. National Port Master Plan.
- xxxviii. All matters relating to Pakistan National Shipping Corporation (PNSC).
- xxxix. Administrative matters of PNSC including the visit abroad of the Officers of PNSC, Karachi.
  - xl. Senate/Assembly Questions, relating to PNSC if coordination involved.
  - xli. Matters relating to Development Projects pertaining to PNSC.
  - xlii. All matters relating to development of Gwadar Port Project.
  - xliiii. All matters relating to Policy Board on Gwadar.
  - xliv. All Administrative and Financial matters of Gwadar Port Authority
  - xlv. Cases relating to visit abroad of Offices of GPA
  - xlvi. Administration of GPA Act.
  - xlvii. Gwadar Port Master Plan.
  - xlviii. Gwadar Port Security Force Act, 2018.
  - xlix. Appointments/Recruitments and financial rules of GPA.

### **ACHIEVEMENTS**

- i. Implementation Status Reports submitted:
  - PM Directives**
  - ECC Decisions**
- ii. Implementation Status Reports submitted:
  - Cabinet Decisions**
  - CCoSOEs**
  - CCLC**
- iii. Collection of information and timely provided to the quarters concerned during the FY 2023-2024.
- iv. Secretaries Committee Meetings and its decisions implementation status been submitted throughout the FY 2023-2024.
- v. Uploading of Year Book for the FY 2022-2023 on the Website of MoMA.
- vi. Material in respect of Maritime Sector was shared for the Finance Minister's Budget speech FY 2023-2024.
- vii. Annual Report on Principle of Policy for the FY 2023-2024 had complied and submitted to the Cabinet Division.
- viii. Recommendations from MoMA and its Organizations were collected and forwarded to

Cabinet Division.

- ix. Notifications, Information, and orders were circulated throughout the FY 2023-2024 to all organizations under administrative control of MoMA.
- x. Material for Pakistan Economic Survey compiled and sent to M/o Finance.
- xi. One Year Performance report compiled and sent to M/o Information Technology.
- xii. Parliamentary Business, conducting meetings of Senate and National Assembly Standing Committees, Legislations and Questions etc.
- xiii. The Court Cases of Ministry of Maritime Affairs and its attached departments are processed on Case Assignment Management System (CAMS), and completed tasks according to directives of Prime Minister's Office and Law & Justice Division.
- xiv. Para-wise comments/replies and written statements against twenty-nine cases have been drafted and approved from Additional Secretary/ Secretary, Maritime Affairs.
- xv. Various court cases and files for opinion works have been conducted properly. Comments and written statements against thirteen cases have been drafted and approved by Additional Secretary and Secretary, Maritime Affairs. After approval of MoMA, para-wise comments in various cases have been vetted from Law & Justice Division and nomination of Law Officer and thereafter filed the same through Deputy Attorney General (DAGs) in concerned courts for defending the Federation of Pakistan, Ministry of Maritime Affairs.
- xvi. After proper pursuance of cases, nine court cases have been disposed of and all are dismissed in-favor of the Ministry of Maritime Affairs.
- xvii. Accordingly, after proper pursuance of cases, eight court cases have been disposed of in favour of the Ministry of Maritime Affairs.
- xviii. KDLB two petitions filed in I.H.C, Islamabad has been properly conducted and has been dismissed/ disposed of in favor of M/o Maritime Affairs.
- xix. Successful physical and financial closure of PSDP Portfolio equivalent to Rs.3300 million of ongoing / new projects of Ministry of Maritime Affairs, which are as follows:
  - xx. Construction of Gryone Wall / Break Water and Allied Works at East Bay (Demi Zer) Gwadar.
  - xxi. Sewerage Treatment Plant for GPA Housing Complex Gwadar.
  - xxii. Maintenance Dredging of Gwadar Port (The project was completed before stipulated time frame alongwith savings).
  - xxiii. Parametric Security System for Gwadar Port.
  - xxiv. Water supply line for Gwadar Free Zone from 1.2 MGD Desalination Plant to GPA
  - xxv. Water supply line for North Free Zone Gwadar from Airport water works.
  - xxvi. Proficiently processed and sought approval of following projects equivalent to Rs.2600 million from the competent forums:
    1. School for GPA Housing Complex, Gwadar.
    2. Ancillary Facilities for GPA Housing Complex, Gwadar.
    3. Infrastructure Work of Off-Dock Terminal Gwadar.
    4. Establishment of Export Oriented Fisheries & Infrastructure at Korangi Fisheries Harbour Authority (KoFHA) – Foreign Funded.
    5. Survey and Feasibility study of Construction of Eastbay Expressway Phase -II of Gwadar Port.

6. Gwadar Blue Economy Centre.
  7. Land acquisition as per Gwadar Master Plan 750 acres at Grandani Junubi.
  8. Moreover, Baluchistan Governments project titled Modernization and upgradation of Gaddani Ship Breaking and Recycling Industry (Mugsbri) & Development of Allied Facilities at Gaddani” assigned to this Ministry was also processed.
- xxvii. Conducted DPC and processed Summary for the Prime Minister for approval for promotion to the post of DG (P&D).
  - xxviii. Held DPC for promotion to BS-18 of GPA officers.
  - xxix. Processed and Notified Amendment to GPA Service Regulations, 2020.
  - xxx. Processed Regulatory Mechanism of Import of Vehicles for Gwadar Free Zone.
  - xxxi. Processed / taken Amendment to Gwadar Port Authority Ordinance with the stake holders.
  - xxxii. Vetting of Framework Agreement for Feasibility study of EBEW Phase-II

## **DIRECTORATE GENERAL, PORTS & SHIPPING WING, KARACHI (P&S WING)**

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 General 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.

### **MANDATE OF DG (P&S)**

- Maritime legislation and adherence to “STCW Convention”
- Focal Point of Contact with International Maritime Organization
- Administration of Merchant Shipping Ordinance, 2001
- Administration of Pakistan Merchant Marine Policy 2001 (as amended 2019)
- Signing of MoU on recognition of Certificate of competency (CoC) with other Maritime Nations (29<sup>th</sup> MoU already signed)
- Signing of MoU with Recognized Organization (RO) for the delegation of Mandatory survey under IMO convention & MSO 2001
- Navigation and Shipping; safety of ports and regulation of matters relating to dangerous cargo
- Regulating employment of seafarers and Private Sector Seafarer training institutions
- Issuance of licenses to ship manning agencies
- Examination of officers under STCW Convention and MSO 2001 for Deck & Engineer Exams

- Inquiries & Investigations into Shipping Casualties & Accidents
- Light-houses, including lightships, beacons and other provisions for safety of shipping
- Technical and professional advice to the Government on matters relating to Ports & Shipping.
- Coordination of work related to all inter-Government and International conferences and other organization concerning Ports & Shipping.
- Liaison and coordination with KPT, PQA, PNSC and GPA and processing their relevant cases.

#### **FUNCTIONS:**

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

- Technical and professional advice on maritime sector.
- Regulating employment of seafarers.
- Issuance of licenses to ship manning agencies.
- Maritime legislation and adherence to ‘STCW Convention’
- Updation of laws with International Maritime Organization.
- Examine MoUs and agreements with other states employment to Pakistani seafarers.
- Monitoring and approval of standards and syllabus of accredited private seafarers training institutions.
- Maintain safety and security standards as per IMO conventions. Implementing ILO conventions regarding seafarers.
- Coordination of work with other Ministries, Divisions and Inter-Governmental Agencies and International Conferences and other consultative organizations concerning Ports & Shipping & Maritime Affairs.
- Conducting Examination for surveys casualties, inspection and standards for ships’ safety and operation and investigation into shipping casualties.
- Compilation of records of all examination results, certificates of competency issued to certificated marine officers / engineers.
- Marine environments, pollution control and legislative measures including conservation and management in the field of marine wild life.
- Administration of Pakistan Merchant Shipping Ordinance, 2001

#### **IMPORTANT MATTERS AND ACHIEVEMENTS OF THE DG P&S WING:**

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

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

## 2. Examinations

This Wing is involved in a unique function of examinations taken under the International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW), 1978. The seafarers both from the engine side and the deck side have to go through these examinations to attain employment on the foreign going ships which in return generate foreign remittance for the country. The exams are of different levels and each level of exam (Class I, II, III, IV, Chief Mate and Master) is to be taken quarterly under STCW, 1978.

**THE STATISTICAL DATA FOR YEAR 2023-24 IS GIVEN BELOW: -**

### Chief Nautical Surveyor Section

S.No	DESCRIPTION	NUMBER OF CASES
01.	Applications for Examinations of Certificate of Competency processed	802
02.	Certificate of Competency issued	133
03.	Certificates of STCW issued	340
04.	Certificates of Dangerous Cargo issued	280
05.	Verification of CoCs on hard copy/ online verification and updation of record	Various
06.	Certificate of Recognition to CoC to foreign CoC holders	40
07.	Notice of Eligibility for Examination of CoC	250

### Chief Engineer & Ship Surveyor section

S.No	DESCRIPTION	NUMBER OF CASES
01.	Approval for Foreign Exchange Release to PNSC	988
02.	Approval for Dry Docking	03

03.	Approval of Drawings for crafts/fishing boats	53
04.	Survey	20
05.	Allocation of Workshop and NOE for SSB/Examinations of CoCs	390
06.	Applications for Examinations of Certificate of Competency Processed	779
07.	Certificate of Competency issued	163
08.	Certificates of STCW/Dangerous Cargo issued	557
09.	Verification of CoCs / E-mails issued	Various
10.	Equivalency of CoC to Foreign CoC holders	26
11.	Certificate of Competency to Electro Technical Officers (ETO)	08

### **Marine Pollution Control Board (MPCB)**

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

#### **Terms of Reference (TOR) of MPCB were:**

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

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

Implementing the proposal, Ministry of Maritime Affairs, Islamabad has notified MPCB Working Group with Federal /Provincial Governments Organizations, Cantonment Board, Local

Govt. Departments, Karachi Metropolitan Corp. and Management Board for the situation analysis, mitigation and control of marine pollution.

#### **Merchant Shipping Ordinance 2001 (MSO-2001)**

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

#### **Pakistan Merchant Marine Policy 2001**

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

#### **Setting up a Maritime Single Window**

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

#### **Future Planning/Goals:**

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

- Ship & Port security

#### **THE SHIPPING WING UNDERTAKES THE FOLLOWING TASKS:**

- Administering the Merchant Shipping Ordinance, 2001 and keeping it up-to-date in accordance with the international requirements.
- This office ensures that international rules and regulations are implemented in letter and spirit.
- Through the implementation of the shipping rules and laws, it is ensuring that the safety standards are followed as required by the maritime regulatory bodies.
- Through the Pakistan Merchant Marine Policy, it is aimed that the shipping industry of Pakistan will see a boost. This wing administers the meetings and works towards the betterment of the policy in order to encourage investment in this sector and to facilitate and provide incentives to the investors in this industry.
- The opportunities to cooperate and collaborate with other nations in the maritime sector are explored for the uplift of the shipping industry as well as the economy. Cooperation is extended in the form of Memorandums of Understanding (MoUs) and Bilateral and multilateral Agreements.
- Technical assistance is provided to the Ministry of Maritime Affairs in the matters pertaining to international maritime conventions and national and international legislation in this field.

#### **PERFORMANCE 2023-2024**

- Preparation and finalization of draft Merchant Shipping (Amendment) Bill, 2024
- Input on draft National Maritime Policy and Pakistan Shipping Policy, 2024
- Formulation of SOPs for dealing with cases of fake/fraudulent identity, competency Proficiency documents and for cases of desertion
- Recommendation for 8<sup>th</sup> Japan-Pakistan High Level Economic Policy Dialogue (JPHLED)
- Approval of 20 voyage licenses to PNSC
- Input for 21<sup>st</sup> Session of Pak-Iran Joint Economic Commission (JEC)
- Proposed Projects for the Upcoming High-Level Visit to China



## MERCANTILE MARINE DEPARTMENT (MMD)

### 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-Scale) presently. The major function of this department, as a part of Maritime Administration of Pakistan, is to ensure safety of life at sea, safety of navigational and protection of Marine Environment in accordance with National and International Rules and International Conventions. The department also acts as the registration authority for ships and craft under Pakistani flag and also conducts surveys and inspections of these ships & crafts. Examination for various categories of seamen is also conducted by this department as a part of Maritime Administration.

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

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

### PERFORMANCE / ACHIEVEMENT DURING THE FISCAL YEAR 2023-24

#### (MAIN OFFICE AT KARACHI)

S. No.	Indicators	Achieved
1.	Survey and Inspection	1320
2.	Inspection of Ship (Under Dock Labourers Act 1934)	3321
3.	Supervision of new construction & repair Evaluation etc	02
4.	Issuance of Statutory Certificates of Ships	30
5.	NOC for Outward Port Clearance	3321
6.	Registration Change of Ownerships of Ships, Craft Survey of Boats	705
7.	Examination (Technical Personnel Inland, GP-III)	3623
8.	Examination of Marine Engineers Deck Officers	1193
9.	Endorsement	1695
10.	Crew Card	579
11.	Eyesight Test, Verification & Attestation	4299

#### Revenue Receipts

S.No	Head of Account	Indicators	Target	Achieved
1	C03560	Survey, and Inspection	25.00	42.330
2	C03565	Registration Change of Ownerships of Ships, Craft	20.000	6.951

3	C03567	Examination & Misc	10.000	19.297
4	C03571	Light dues	2000.000	759.507

**Enhancement of Lighthouse Dues of MMD which impacted from 0.5 billion to 2 billion (anticipated)**

**(SUB-OFFICE AT GWADAR)**

S. No.	Indicators	Achieved
1	Survey and Inspection	40
2	NOC for Outward Port Clearance	03
3.	Registration Change of Ownerships of Ships. Craft	13

**Revenue Receipts**

S. No.	Head of Account	Indicators	Target	Achieved
1	C03562	Fees for the Registration of Vessel and Survey inspection	6.000	0.742

## **GOVERNMENT SHIPPING OFFICE (GSO)**

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

### **MAJOR FUNCTIONS**

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

### **MISSION**

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

### **PERFORMANCE / ACHIEVEMENTS**

<b>YEAR</b>	<b>Computerized Seamen Service Book (SSB) issued</b>	<b>Machine Readable Seafarers Identify Card (MRSID) Issued</b>	<b>Seafarers Engaged on Ships</b>	<b>Seafarers Discharged from Ships</b>
2023-2024	1537	2654	5665	4090

## PAKISTAN MARINE ACADEMY (PMA)



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

Pakistan Mercantile Marine Academy was established in 1962 at Juldia, Chittagong (former East Pakistan), for training of Merchant Marine Cadets. In 1971, the Academy was shifted to Karachi at a temporary location and renamed as Pakistan Marine Academy (**PMA**). Subsequently, in 1978, it was finally shifted to 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**

### **Mandate by Ministry of Maritime Affairs, GoP**

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

Ministry of Maritime Affairs has mandated PMA for "Provision of Maritime Education & Training to Cadets and Sailors for onwards deployment in Maritime Sector / Shipping Industry. In view of above, targets set by the Government for PMA are:

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

## **VISION**

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

## **MISSION**

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

## **AIM**

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

## **OBJECTIVES**

The main objectives of Pakistan Marine Academy are:

- a. To provide quality education in the fields of Nautical and Marine Engineering, for a successful career at sea and 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; Chemical Oceanography & Marine Environment; Biological Oceanography etc., which indeed would be beneficial for achieving desired progress in maritime fields.

## **TRAINING FACILITIES**

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



**INSTRUCTIONAL BLOCK**



**PARADE GROUND/ CADETS' BLOCK**



**CLASS ROOM**



**LIBRARY**

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



**SHIP MODEL ROOM**



**COMPUTER LAB**

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



**FULL MISSION BRIDGE SIMULATOR**



**SWIMMING POOL**



**BOAT HANDLING**



**PASSING-OUT PARADE**



**TRAINING BOAT**



**PSC & RB COURSE**

## **ENVIRONMENT**

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



**A Beautiful View of Jetty**

The Academy has a faculty comprising of permanently employed members supplemented by visiting instructors and guest scholars, as necessary. The team of instructors at PMA includes experienced naval and merchant marine officers and scholars, who mostly 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 practicals in the laboratories. All the departments are supported by well-equipped laboratories having state-of-the-art machinery and equipment. PMA has the following laboratories:

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

### **COURSES & TRAINING PROGRAMMES:**

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

Yearly Recruits (Pre-Sea):	170 Cadets.
Total No. of Trained Pre-Sea Cadets:	4,160
Total No. of Trained Post-Sea Training:	16,493 (Nautical & Engg)
Total No. of Trained GPs:	2,433
Total No. of Cadets undergoing Training:	210 (120 Nautical & 90 Engg)
Total No. of Trained Short/ Mandatory Courses:	112,496.

### **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
- v) Interview

## 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.
- j. High Voltage Course.

### Performance /Achievements during the year 2023- 24

**Establishment of PMU at PMA, Karachi is under process.** 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 (2023-24)
1.	Associate Degree in Nautical Science	02 Years	120
2.	Associate Degree in Marine Engineering	02 Years	90
3.	Short/Mandatory Courses:	3 to 18 days	674

### Project Completed (2023-2024)

S#	Name Of Project	Cost	Remarks (if any)
1.	Solarization of Admin block and Cadets Block (230 KW & 130 KW)	Sponsored by Tomini Group	-

### Co-Curricular Activities:

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

- a. Celebrated World Maritime Day 2023, on 28<sup>th</sup> September 2023.
- b. Conducted Guest Speaker Lecture by Cdr (R) Ayaz Mahmood on “**Moral Grooming and Motivation**” in PMA Auditorium on **05<sup>th</sup> July, 2023.**
- c. Ms. Shazia Farooqui, (Marketing Director), Chief Engineer Akhtar Alam and Capt. Rizwan from Terra-Marine group of Company First Ship Management Organization of

Pakistan, delivered a lecture on **“Leadership and Team Work”** to Cadets, on Thursday, **13<sup>th</sup> July 2023.**

- d. Mr. Mathias Bak, Associate MACN, Denmark, delivered a lecture on, **“Training of Future Seafarers”** to Cadets, on **23<sup>rd</sup> September 2023.**
- e. Conducted Guest Speaker Lecture by Mr. Shuja Uddin Shiekh, Ameer of Tanzeem e Islami, on **“Maqsd e Zindagi aur is ky Takazy”** to Cadets, on **22<sup>nd</sup> January 2024.**
- f. Conducted Guest Speaker Lecture by Commodore Muhammad Nauman Rafique SI(M), Director General Pakistan Navy concept and Doctrine Development Center, on **“Information Exchange and Situational Awareness for Maritime Safety and Security in the Region”** to Cadets, on **22<sup>nd</sup> March 2024.**
- g. Ms. Shazia Farooqui, (Marketing Director) and Chief Engineer Akhtar Alam from Terra-Marine group of Company First Ship Management Organization of Pakistan, conducted Workshop on **“International and presentative skills”** from **16<sup>th</sup> April 2024 to 25<sup>th</sup> April 2024.**

## **KARACHI PORT TRUST (KPT)**

### **INTRODUCTION**

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

#### **History of the Port**

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

The photograph taken in 1900, with a general view along the iron Napier Mole Bridge connecting Karachi with Keamari, the landing place for all goods and passengers bound for the city. Karachi, now the capital of the Sindh province in the lower Indus valley, was once the capital of Pakistan and continues to be the country's commercial hub and largest city. Its history prior to the 19th century is largely unrecorded but it is believed to be the ancient port of Krokala on the



Arabian Sea, visited by Alexander's admirals in 326 BC. Karachi is built around a bay which is a natural harbour and protected from storms by a group of small islands. The small fishing village of Karachi became a trading post when the Talpur Mirs of Sindh built a mud fort here in the 18<sup>th</sup> century, but the port remained small. It was completely transformed when its harbour was developed by the British after they conquered Sindh in the mid-19th century. The main navigable channel was dredged and the construction of a mole or causeway joining the main harbour with the rest of the city was undertaken. The Napier Mole Bridge was constructed about five years later, together with the Manora Breakwater, Keamari Groyne, Native Jetty and Chinna Creek.

## **LOCATION**

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



## **OUR VISION**

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

## **GOVERNANCE STRUCTURE**

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

## **KPT BOARD OF TRUSTEES**

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

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

## **FACILITIES AT KARACHI PORT**

### **PORT OPERATIONS**

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

KPT is poised to become the regional shipment hub, and its 3 world-



class terminals serves major shipping lines connecting to ports all over the world. Spread out over almost 33 square kilo meters, KPT is a state of the art port with easy access for ships calling Karachi Port.

The Port itself consists of three wharves. The East Wharf has 17 multipurpose berths (Berth No. 1 to 17), the West Wharf has 13 berths (Berth No. 18 to 30) and the South Wharf has 4 berths (Berth No. 31 to 34). Each of the wharves has a dedicated container terminal with a designed depth of 13-16 meters. The Karachi Port Trust has three oil piers to handle liquid cargo.

### **CONTAINER FACILITIES**

Karachi International Container Terminal (KICT), Karachi Gateway Terminal Limited (KGTL)



and South Asia Pakistan Terminals Limited (SAPTL) are the three dedicated Container Terminals located on the port developed in collaboration with private partnership and equipped with the latest cargo handling equipment.



### **WAREHOUSING FACILITIES**

KPT provides facilities at each berth for transit, storage, warehousing and clearance of cargo and containers. Additional services are provided to

port customers with respect to dangerous cargo handling at packing stations for immediate uploading and packaging of dry goods, custom storage yards, oil tank-ages, bulk cargo stacking areas and container freight stations.



### **LIQUID CARGO TERMINAL**

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



### **SHIP MAINTENANCE & REPAIR**

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

### **PORT SAFETY & SECURITY**

KPT is committed to the utmost safety and security of goods and personnel. A sophisticated system of radars, buoys, and technology system have been employed to monitor incoming vessels and, thereafter, to guide them to their berthing space. Additionally, the



dedicated Port Security Force, Port Technology Units, Marine Pollution Control Department and Fire Fighting Unit at Karachi Port Trust works round the clock to provide security to Karachi Port that includes cargo and port users.

### **Dredging & Reclamation Work**

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



### **ACHIEVEMENTS**

#### **Karachi Port Receives \$50 Million Upfront Payment from AD Ports Group**



KPT has received a substantial upfront payment of \$50 million from Abu Dhabi Ports Group (AD Ports) on 22-04-2024. This payment is part of a new concession agreement between the two parties.

Minister of Maritime Affairs Mr. Qaiser Ahmed Sheikh, the then Federal Secretary Minister of Maritime Affairs Mr. Iram Anjum Khan, Chairman KPT Syedain Raza Zaidi and other notables have attended the august ceremony.

In his remarks during the event, Minister for Maritime Affairs, Mr. Qaiser Ahmed Sheikh, emphasized the government's unwavering commitment to the maritime sector and underscored the pivotal role of partnerships in fostering sustainable growth and development. He expressed confidence that the collaborative efforts between the two countries would yield mutual benefits, strengthening bilateral ties and contributing to the advancement of both nations.

During the signing ceremony, Chairman KPT, Syedain Raza Zaidi, expressed his gratitude and excitement for the partnership with AD Ports Group. He highlighted the transformative opportunities that this investment brings to Karachi Port, emphasizing the significance of the \$50 million contribution and the strategic alliance between KPT and AD Ports Group.

This significant investment is expected to enhance Karachi Port's efficiency and capacity, enabling it to handle larger vessels and increased cargo volumes. The funds will be utilized for

infrastructure upgrades and expansion projects, further strengthening Karachi Port's position as a key maritime hub.

### **Minister for Maritime Affairs inaugurated the reconstructed road inside TPX**



Minister of Maritime Affairs Mr. Qaiser Ahmed Sheikh inaugurated the reconstructed road inside the Thole Produce Yard (TPX) on 9<sup>th</sup> May 2024. He was accompanied by Chairman KPT Syedain Raza Zaidi during the occasion which was well attended by all the General Managers of KPT as well by dignitaries.

It is a significant achievement that has enhanced operational efficiency of the region's busiest container yard making it more safe and secure. Spanning 139 acres, TPX Container Yard receives approximately 600 containers daily, contributing significantly to national revenue. The rehabilitation initiative, covering a 5-kilometer stretch, has mitigated damages and safety concerns caused by torrential rains that became source of operational disruption earlier.

While speaking during the occasion the Federal Minister for Maritime Affairs, Mr. Qaiser Ahmed Sheikh stressed on collective responsibility for Pakistan's economic independence, expressing gratitude to all departments involved in the project.

Chairman Syedain Raza Zaidi commended the dedication and perseverance exhibited by the teams involved in the rehabilitation efforts, emphasizing the significant impact of the renovated roads in ensuring smoother operations within TPX Container Yard.

### **MSC ANNA, the Largest Container Vessel, Arrives at Karachi Port Trust**



KPT proudly welcomed the historic arrival of MSC ANNA, the largest container vessel ever to docked in Pakistan on 31<sup>st</sup> May 2024, at its South Asia Pakistan Terminal Limited (SAPTL). This milestone reaffirms KPT's position as a premier Maritime Hub in the region.

With dimensions of 400 meters in length and a capacity of 19,368 TEUs, MSC ANNA exemplifies KPT's progress and strategic significance. Governor Sindh Mr. Kamran Khan Tessori commended the successful handling of the massive vessel, noting its positive impact on the country's economy.

Federal Minister for Maritime Affairs, Mr. Qaiser Ahmed Sheikh, highlighted the fruitful partnership between KPT and Hutchison Ports Pakistan, emphasizing opportunities for growth in

the blue economy. Chairman KPT, Syedain Raza Zaidi, underscored Karachi Port's pivotal role in regional trade.

CS Kim, CEO Hutchison Ports Pakistan said that Hutchison Ports Pakistan is proud to host such massive ships, reflecting our commitment to enhance Pakistan's maritime industry. Our facility regularly handles large vessels, previously berthing ships with capacities up to 14,000 TEUs and lengths of 366 meters. Now, with the arrival of the CV MSC ANNA, which has a length of 400 meters and a capacity of 19,368 TEUs, we continue to demonstrate our capacity to handle the largest vessels efficiently.

### **Renovation of KPT Staff College Inaugurated by Federal Minister for Maritime Affairs**



Federal Minister for Maritime Affairs, Mr. Qaiser Ahmed Sheikh, accompanied with Chairman KPT Syedain Raza Zaidi, inaugurated the renovated KPT Staff College on 28<sup>th</sup> May 2024. The college underwent its first proper renovations since establishment in 1979. Additionally, the Minister Mr. Qaiser Ahmed Sheikh recognized the outstanding performance in SSC exams and distributed cash awards and certificates of appreciation to students and teachers of KPT Schools. Minister Mr. Qaiser Ahmed Sheikh commended KPT's dedication to train officers according to guidelines given by international standards as a proactive approach. He highlighted KPT's role as Pakistan's gateway and expressed confidence in achieving maximum benefits through collaborative efforts.

Chairman KPT Syedain Raza Zaidi expressed satisfaction over renovation works of KPT Staff College and on KPT schools' performance. He praised the efforts of concerned General Managers and their teams.

In recognition of academic excellence, Mr. Qaiser Ahmed Sheikh distributed cash prizes and certificates among students achieving top grades and their teachers. This gesture reflects KPT's commitment to fostering academic excellence.

The inaugural ceremony signifies KPT's mission to uphold educational standards and to the advancement of maritime expertise in Pakistan. The renovated Staff College stands as a testament to KPT's dedication to excellence and its pivotal role in shaping the maritime sector's future.

## Successful Refit of FB Arfa Karim and DT Mazdoor inaugurated

Chairman KPT Syedain Raza Zaidi inaugurated FB Arfa Karim and DT Mazdoor after their successful refit operations during a ceremony held on 2<sup>nd</sup> May 2024. He was accompanied by KPT's General Managers.

While speaking during the occasion, the Chief Guest Chairman KPT Syedain Raza Zaidi termed these major refit of two vital vessels an achievement of a significant milestone by the Engineering Division of KPT and commended the dedication and expertise shown by Rear Admiral Habib ur Rehman HI(M) and his efficient team in bringing these vessels back to operational status. Their relentless efforts have not only restored functionality but have also enhanced the efficiency and reliability of these vessels, contributing significantly to KPT's operational capabilities. It underscores the organization's continuous efforts towards excellence and innovation in maritime infrastructure and services, he added.

The KPT Newsletter team extends heartfelt congratulations to the entire working team involved and best wishes for continued success in their future endeavors.

## Strategic Partnership: Karachi Port Trust & Abu Dhabi Ports Group

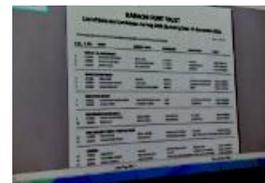
Karachi Port Trust (KPT) has signed a significant commercial agreement with Abu Dhabi Ports Group on February 4, 2024. The partnership aims to efficiently manage Bulk and General Cargo Terminals at seven berths



within the East Wharf Karachi Port, strengthening maritime and logistic ties between Pakistan and the UAE. The signing ceremony was attended by the then Caretaker Prime Minister Anwaar-ul-Haq Kakar, Caretaker Minister for Communication, Railways, and former Minister for Maritime Affairs Mr. Shahid Ashraf Tarar, alongside other officials from Pakistan and distinguished figures from the UAE, including the minister of state for foreign trade Dr. Thani Bin Ahmed Al-Zeyoudi, Hamad Obaid Ibrahim Salem Al-Zaabi, UAE Ambassador to Pakistan, and other esteemed dignitaries. This agreement underscores the commitment to mutual growth and cooperation between the two nations.

In a preceding meeting with the UAE Minister of Foreign Trade, Caretaker Prime Minister Kakar conveyed his best wishes to the President of the United Arab Emirates, Sheikh Mohammed bin Zayed Al Nahyan, reaffirming the enduring brotherly relations between the two nations and solidifying the groundwork for sustained cooperation and diplomatic relations.

## First-ever Advanced Computerized Hajj Balloting -2024 held at KPT



KPT continues its tradition by sponsoring the Hajj aspirants, including 2 officers and 18 employees, Hajj in 2024.



expenses for 20 who will perform

A significant milestone in to religious assistance approved demand, KPT has successfully ever computerized balloting for the selection of employees and officers eligible for the Hajj-2024 sponsorship.

in line with the conducted its first-

Mr. Syedain Raza Zaidi, Chairman KPT, opened the momentous occasion by initiating the computerized balloting application, a new era in the fair and transparent selection process on 7<sup>th</sup> December 2023.

#### Governor Sindh Unveils Vital Road Link at Keamari Boat Basin

On February 15, 2024, KPT organized an event to unveil the newly rehabilitated road connecting the Keamari Boat Basin to Oil Pier-I. The ceremony was attended by Sindh Governor Muhammad Kamran Khan Tessori, who emphasized the importance of collective efforts in achieving success. Guests included Chairman of Pakistan National Shipping Corporation (PNSC), Rear Admiral Jawad Ahmed SI (M), and Mr. Farhan Essa from Essa Laboratories, along with senior management representatives from KPT.



Muhammad Kamran Khan Tessori, Governor Sindh eloquently emphasized the significance of individual initiative and collective efforts in achieving success. Applauding the proactive approach of Chairman KPT and his dedicated team, the Governor signified the KPT's crucial role in the rehabilitation project.

#### KPT's oldest Terminal KICT celebrated Silver Jubilee

KPT's oldest terminal "Karachi International Container Terminal" celebrated a milestone, having handled 15 million TEU containers, marking the Silver Jubilee celebrations on 17<sup>th</sup> January 2024 at Karachi Port. It was attended by Chairman KPT Syed Syedain Raza Zaidi besides the senior management of KPT and other eminent personalities of the maritime sector of Pakistan.



While speaking on the occasion the Chief Guest, the then Chief Minister of Sindh, Justice (R) Maqbool Baqar highlighted on the significance of confronting global challenges and complimented KPT and KICT both for playing a key role in the buildup of national economy. He showed resolve to leave no stone unturned to facilitate Karachi Port in pursuing its development goal and advancements.



Earlier, in his key note address, the Chairman KPT Syedain Raza Zaidi congratulated KICT on their contribution towards national economy and in this connection, he underlined the significance of sea ports which serves as lifelines of economies when compared the challenges faced by landlocked countries. As the oldest seaport of the country, Karachi Port is switching to the concept of landlord port



and our container terminals are making commendable efforts to strengthen the national economy, added the Chairman KPT.

Hutchison Ports Managing Director Middle East and Africa Mr. Andy Tsoy also spoke during the occasion and applauded the efforts shown by KICT team in realizing corporate goals. He said that there is tremendous potential in Pakistan and that together we can progress to achieve many milestones.

The Chief Executive Officer KICT Mr. Alvin Chow has termed the unwavering commitment shown by his team is a thing that kept them on track over the years to achieve the milestone of handling 15 million containers at KICT Terminal. The proceedings concluded with mementoes presented to the then Chief Minister Sindh Justice (R) Maqbool Baqar by Chairman KPT Syedain Raza Zaidi and CEO KICT Mr Alvin Chow.

#### **24.43 % Increase in Cargo Handling at Karachi Port at the End of F.Y 2023-24**

Cargo handling operations, including Import and Export at Karachi Port Trust remained outstanding at the end of fiscal year 2023-24 and witnessed a notable rise of 23.43% in cargo handling. The entire freight closed at 51.65 million tons in which the Dry Cargo 40.24 million tons with 31.39% growth and Liquid Bulk Cargo 11.41 million tons with 1.69% increased, as well as in the last year the same was 41.85 million tons in which the Dry Cargo 30.63 million tons and Liquid Bulk Cargo 11.22 million tons was handled in fiscal year 2022-23.



The breakup shows that overall Export Cargo handling at KPT closed at 18.80 million tons with the stunning 47.16% rise at the end of fiscal year 2023-24, whereas the same was 12.78 million tons during the fiscal year 2022-23. Similarly, the total Import cargo handling at KPT is noted as 32.85 million tons showing 13% jump from 29.07 million tons of the fiscal year 2022-23.

The further breakdown shows that the Export Dry Cargo handled at KPT at the end of fiscal year 2023-24 is closed at 17.66 million tons with 49.12% increase due to extraordinary Clinker handling, while the same was 11.84 million tons during the fiscal year 2022-23. Similarly, the Export Liquid Bulk Cargo of KPT noted at 1.14 million tons with 22.24% increase due to contribution of Furnace Oil and Molasses etc., however the same was 0.93 million tons during the fiscal year 2022-23.

In continuation of above, the Import Dry Cargo handled at KPT recorded at 22.58 million tons with 20.21% increase mostly due to Wheat, Fertilizer, R/Phosphate and Iron Ore etc., whereas the same was 18.78 million tons during the fiscal year 2022-23. Similarly, the Import Liquid Bulk Cargo handled at KPT is 10.27 million tons, whereas the same was 10.29 million tons during the fiscal year 2022-23.

Karachi Port Trust's sturdy performance in container handling highlights its vital role in international trade and economic development. With 57% of its total cargo being containerized, KPT's operational success in container handling is 2.28 million TEUs at the end of fiscal year 2023-24, showing 17.90% increase from 1.93 million TEUs of the fiscal year 2022-23.

Karachi Port showed significant performance in ship movement by handling 1767 ships at the end of fiscal year 2023-24 and witnessed the growth of 5.68% as compared to 1672 ships handled in the fiscal year 2022-23.

Karachi Port contemporary performance by handling 79.7 million Gross Registered Tonnage (GRT) at the end of fiscal year 2023-24 with the considerable rise of 16.69% increase from 68.3 million handled in the fiscal year 2022-23.

KPT provides On-Dock cross-stuffing of in-transit containers at designated areas on both East and West Wharves to enhance global logistics and trade. Through strategic planning and stakeholder engagement, KPT aims to maintain competitiveness and drive future success.

## **CORPORATE SOCIAL RESPONSIBILITIES**



### International Awareness Campaign on Breast Cancer

In continuation of its commitment towards well-being of humanity, KPT has undertaken a significant initiative to become part of international Breast Cancer awareness programme which aims to educate and empower women about the early detection and treatment of this disease which impacts significantly. In this regard a session was organized at KPT Staff College for the officers and staff employees which was conducted by a renowned guest speaker Dr Fareya Usmani. Information about prevention and management of Breast Cancer for the well-being of the community was shared during the occasion.

Karachi Port Trust has also earlier illuminated its landmark heritage Head Office Building with Pink lights on nights of 21<sup>st</sup> and 22<sup>nd</sup> October 2023, as a visual reminder for women to become aware of Breast Cancer.



### Free Medical Camps

KPT Medical Team organizes free medical camps in surrounding area of KPT on regular basis. During Year 2023-24, KPT Hospital held Free Medical Camp at Manora, Baba & Bhit, Shamspir Island, etc. The medical team examined and provided medicines to more than 1300 patients. Patients mostly had skin related issues, lungs related diseases, gastrointestinal issues and chronic diseases like HTN and diabetes. Various lab tests of varied nature were also carried out.



## DEVELOPMENTS

KPT has following ongoing projects

- a. Construction of Connectivity Bridge between East & West Wharves - Rs. 2,319 million
- b. Reconstruction of Jetty at Boat Basin, Phase-II - Rs. 937 million

KPT has following future projects

### ROAD CONNECTIVITY PROJECTS

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

S.No.	Projects	Cost (Millions)
A	Connectivity to Maripur Road	3,008
B	Construction of an up-ramp to enter KGTL (PICT)	440
C	Up-gradation of Shara-e-Ghalib between South Wharf and Bilawal Chowk	1320

D	Construction of Flyover from SAPTL to KHAMIS Gate	3800
E	Construction of Eastbay Expressway	25,000
<b>Total</b>		<b>33,568 Million</b>

### **LYARI ELEVATED FREIGHT CORRIDOR PROJECT**

KPT submitted the concept proposal for the Economic Development Corporation Fund (EDCF) Loan through Ministry of Maritime Affairs. The project was accepted by the Exim Bank Korea and they have appointed the consultant for preparing feasibility, which is expected to be completed by the end of December 2024.

### **PORT INFRASTRUCTURE PROJECTS (RECONSTRUCTION OF OIL PIER-I)**

KPT has plans to reconstruct Oil Pier-I which has outlived its useful life. The project has been designed by M/s Inros Lackner (Germany). The estimated cost of the project is Rs.13,000 million.

### **MAINTENANCE DREDGING WORKS**

KPT intends to dredge the existing channels via Maintenance Dredging of 04 MCM and project is around USD 30 Million.

### **LNG AND LPG JETTY AT SOUTH WHARF**

KPT intends to multiply its investments at South Wharf KPT's vision is to establish a State-of-the-Art Energy Hub to cater for energy shortages by LNG/LPG Jetty along with storage facility.

### **BUSINESS DISTRICT / FINANCIAL HUB @ TPX**

KPT intends to develop business district at 140 Acres land at TPX. Target businesses are Banks, Insurance companies, shipping companies and media houses.

## **EVENTS**

### **A High Delegation of Maersk Line visited KPT**

Chairman Karachi Port Trust Syedain Raza Zaidi and Chairman Port Qasim Authority Rear Admiral (R) Syed Hasan Nasir Shah HI(M), along with General Managers of KPT, convened a high-level meeting at KPT Head Office with Maersk Line delegation



on 24<sup>th</sup> April 2024. The delegation was led by Mr. Keith Svendsen, Chief Executive Officer of APM Terminals.

The meeting remained focused on exploring avenues for investment available at both the ports of Karachi. Discussions centered on strategic collaboration and potential opportunities for enhancing port infrastructure and operations. The delegation from Maersk Line expressed keen interest in furthering partnerships with KPT and PQA, recognizing the ports' significance in facilitating trade and commerce

### **KPT Celebrated World Ocean Day with a focus on marine conservation**

KPT has highlighted the importance of marine conservation and sustainable practices while organizing a special ceremony to mark World Ocean Day on 8<sup>th</sup> June 2024. The event was well



attended by esteemed guests. Federal Minister for Maritime Affairs, Mr. Qaiser Ahmed Sheikh was the chief guest on the occasion. He was accompanied by Chairman KPT, Syedain Raza Zaidi, General Managers and other stakeholders. The proceedings aimed at underscoring the crucial role of oceans in supporting life on Earth.

Minister for Maritime Affairs Mr. Qaiser Ahmed Sheikh reiterated the significance of marine conservation efforts, stressing the urgent need to expand mangrove forests for safeguarding marine life and coastal ecosystems. The Minister emphasized the critical role of oceans in sustaining life on Earth and urged for a global commitment to ocean protection for the benefit of all.

Earlier in his welcome address, the Chairman KPT Syedain Raza Zaidi underlined the potential of the Blue Economy and emphasized the necessity of harnessing ocean resources while maintaining the health of marine ecosystems. He called for the preservation of marine habitats and stringent measures to control various forms of sea pollution, aligning with the theme “Catalyzing Action for Our Oceans and Climate” of World Oceans Day 2024.

#### **KPT Board of Trustees convened its Final Meeting**

The KPT Board of Trustees, established on 5<sup>th</sup> August, 2022, convened its final meeting as its tenure concluded on 15<sup>th</sup> May 2024. Chairman KPT, Syedain Raza Zaidi, expressed gratitude and extended best wishes to all esteemed board members for their future endeavors.



The Board's contributions have been invaluable to KPT's progress and success during its tenure. Their dedication and expertise have significantly contributed to the organization's achievements. Chairman KPT Syed Raza Zaidi acknowledged the collective efforts of the Board in steering KPT towards its goals and objectives. Their commitment to excellence has played a vital role in shaping KPT's trajectory and ensuring continued growth and success.

#### **Karachi Port Trust Demonstrates Solidarity with Kashmiri People**

Karachi Port Trust (KPT) organized a solidarity walk in support of Kashmiri people on February 5, 2024, at Nishan-e-Pakistan, Sea-View. Chairman KPT, Syedain Raza Zaidi, led the walk, joined by dignitaries including Mr.



Altaf Sario, Deputy Commissioner (South), Mr. Mansoor Rajput, Director of Information, and Mr. Nasir Ali, an Ex-Olympian. The procession marched from Nishan-e-Pakistan to Chunki-Monkey, with KPT officials and students of KPT Schools participated fervently. Chairman KPT emphasized Kashmiri people's struggles and the inevitable quest for independence from India. The walk symbolized KPT's unwavering support for rights and freedom of Kashmiris. The walk also served as a powerful protest against the Indian Government's implementation of Act 35-A, which encroaches upon the sovereignty of Jammu & Kashmir.

**The U.S. Consul General paid a visit to the Karachi Port Trust (KPT) Head Office**

Mr. Conrad Tribble, the United States Consul General in Karachi, extended a courtesy visit to Chairman KPT, Syed Syedain Raza Zaidi on 30<sup>th</sup> November 2023. Accompanying him were Ms. Shelley Saxen, Political-Economic Section Chief, and Mr. Fahd Zaidi, Economic Adviser. The meeting remained focused on elevating port efficiency, enhancing road and railway connectivity fostering environmentally sustainable shipping practices during the occasion.



**Chairman KPT welcomes Iranian Ambassador at Karachi Port Trust Head Office**

The Ambassador of Iran, Raza Amiri Moghaddam, visited KPT Head Office on 21<sup>st</sup> November 2023. The Discussion on potential areas of collaboration in maritime sector of the two brotherly countries, Iran and Pakistan, focusing on commencement of trade and ferry service activities have taken place during the occasion. The delegation also toured the Ferry Terminal at West Wharf and witnessed container handling operations at the South Asia Pakistan



Terminals Limited (SAPTL) with motive to strengthen maritime ties and bilateral relations with Pakistan

**Former SAPM on Maritime Affairs called on Chairman KPT**

Former Special Assistant to the Prime Minister on Maritime Affairs, Vice Admiral (R) Iftikhar Rao, and the Provincial Minister for Tourism, Environment, and Climate Change, Arshad Wali Muhammad, visited Karachi Port Trust on 21<sup>st</sup> October, 2023.



Chairman KPT Syed Syedain Raza Zaidi, accompanied with General Managers, provided them a comprehensive briefing on KPT's performance, highlighting its role in bolstering the country's economy, ongoing development projects, and future plans aimed at positioning Pakistan at the forefront of global progress.

During the meeting, discussions were centered on matters of mutual interest, with a specific focus on promotion of tourism, water sports, and the conservation of the marine environment. The officials engaged in a constructive dialogue, exploring potential avenues for collaboration and the exchange of ideas to advance these shared objectives.

**A delegation from the Sultanate of Oman visted KPT**

A distinguished delegation from the Sultanate of Oman, comprising senior officers and logistics representatives, visited Karachi Port Trust on 12<sup>th</sup> December 2023. The purpose of the visit was to explore potential



joint ventures and business opportunities, between Oman and Pakistan, especially in the logistics and maritime sectors. Areas of cooperation and to leverage the strategic advantages of both countries to enhance trade and economic growth were identified during the meeting. Later, the delegation accompanied with Chairman KPT proceeded to visit Port area.

#### **KPT organized a Mangrove Plantation Drive for Climate Action**

KPT organized a Mangrove Plantation drive in collaboration with Karachi Gateway Terminal Limited (KGTL) on 19<sup>th</sup> December 2023. In this regard, a ceremony held at the seafront facing mangroves. The Chief Guest of the ceremony was His Excellency Mr.



Bakheet Ateeq Al Rehmiti, Consul General of UAE in Karachi accompanied with Mr. Syedain Raza Zaidi, Chairman KPT, Mr. Khurram Aziz Khan, Chief Executive of KGTL and General Managers of KPT.

Mr. Syedain Raza Zaidi, Chairman KPT, while addressing the gathering, highlighted the importance of preserving Pakistan's natural beauty amid environmental challenges. He emphasized the need to combat climate change, highlighting its adverse effects on the country, such as unexpected weather patterns, forest reduction, and coastal degradation.

During his speech, he invited KGTL to join hands in restoring mangrove forest along the Karachi coastline. This joint venture aims to conduct annual mangrove plantations with plans to designate the area as the “Mangroves Park of KPT”.

The Chief Guest, His Excellency Mr. Bakheet Ateeq Al Rehmiti further elaborated the significance of mangroves to protect aqua marine life and adverse affects of climate change and stressed upon the need for collective action. The event showcased a commitment to creating a cleaner Karachi harbor surrounded by lush mangroves, aligning with the city's growth and development.

Afterwards, KPT’s senior officers, media representatives, students and other attendees have planted 500 mangroves sapling along with Chairman KPT, CEO KGTL, all General Managers and Chief Guest, the Consul General of UAE in Karachi.

#### **Participants of Maritime Security Workshop (MARSEW-6) visited KPT**

A delegation comprising 83 participants representing the Maritime Security Workshop 2023, in conjunction with a team of 5 members from the Pakistan Naval War College (PNWC), visited Karachi Port Trust on 11<sup>th</sup> December



2023. This visit played an important role in bridging gap between theoretical knowledge and practical applications mandatory for achieving goals of maritime industry and shipping sector.

Mr. Syedain Raza Zaidi, Chairman KPT presided the session, during question and answers session following the briefing given to participants during the occasion to engage them in two way discussion on areas of mutual interest.

#### **Anti-Encroachment Drive: Safeguarding City Aesthetics and Accessibility**





The Anti-Encroachment Department has successfully reclaimed valuable KPT land in various areas such as Sikandarabad, Hijrat Colony, Machar Colony,

and Docks Colony through 85 individual and 3 joint operations. These achievements were made possible through collaborative efforts with the Sindh Police and Port Security Force. The Anti Encroachment Department vacated 8600 square yards of land through individual operations by demolishing various structures. Additionally, specific illegal encroachments were addressed, including the peaceful reclamation of KPT Quarters at Building # M-16, Manora, decisive measures against encroachers at Boat Building Yard, West Wharf, and the demolition of an illegal structure at Machar Colony, reclaiming 200 square yards of land. All vacated properties, including land, quarters, and shops, were transferred to the Estate Department. The General Manager (RED) commended the AE Team.

### TRAINING & DEVELOPMENTS

#### Informative Session on "Smart Cities and Climate Change" Held at KPT Staff College



KPT Staff College hosted an enlightening session featuring Mr. Farhan Anwar, Urban Planning Consultant on 16th May 2024. Mr. Farhan delivered a compelling talk on "Smart Cities and Climate Change," shedding light on the impacts of climate change and potential solutions. The session aimed to raise awareness and foster understanding among attendees about this critical issue.

#### Mr. Mushahid Hussain Syed Delivered lecture on Strategic Significance of Pakistan

KPT Staff College hosted a session of an eminent speaker, Senator Mushahid Hussain, who delivered a comprehensive talk on the "Strategic Significance of Pakistan - Challenges & Way Forward" on 4th June 2024. The event was attended by Chairman KPT, Syedain Raza Zaidi, alongside KPT General Managers and officers, as part of the organization's ongoing intellectual grooming initiative.

Senator Hussain's insightful address explored a deep strategic



landscape surrounding Pakistan as well as the multifaceted challenges and charting a path towards a more secure and prosperous future. The session was marked by an engaging interactive Q&A segment, where the audience had the opportunity to engage with the speaker and gain a deeper understanding of the complex issues at hand.

**KPT Hosted Educational Visit for I. Ilmsters School Students**

KPT welcomed 23 young explorers, grade 5 students along with their teachers from Ilmsters School on 25th April, 2024. The students visited the Marine Pollution Control Department to gain insights of human impact on the marine environment and to explore



innovative solutions to combat pollution. Through interactive sessions and hands-on experience, the students learned about the various challenges facing marine ecosystems and the role they play in preserving these vital habitats.

KPT remains committed to fostering environmental awareness and empowering youth to become stewards of our planet's oceans. By engaging with young minds and providing educational opportunities, KPT continues to promote sustainable practices to advocate protection of our marine environment.

**Lecture on "The Ideology of Pakistan - Journey of a Nation"**

The distinguished Senator (R) Javed Jabbar graced the KPT Staff College with an enlightening lecture titled "The Ideology of Pakistan - Journey of a Nation" on 26th June 2024 at KPT Staff College. The event, aimed at enriching the intellectual growth and knowledge of KPT officers, proved to be a resounding success.



Senator (R) Javed Jabbar captivated the audience with his insightful analysis of Pakistan's ideology and the evolution of the nation over the years. His thought-provoking exploration of the nation's journey resonated deeply with the attendees, sparking thoughtful discussions and reflections among the KPT officers.



The lecture was followed by an engaging Q/A session, where the audience had the opportunity to delve deeper into the topics discussed and gain valuable insights from Senator (R) Javed Jabbar's expertise.

**Computer Modern Techniques / Skills Course**



A comprehensive two-day course on computer modern techniques and skills conducted by Ms. Sumera Ghouri, a certified Microsoft Office Specialist (MOS) at KPT Staff College from 13th to 14th June 2024.

During the course, Ms. Sumera explained the latest advancements in computer technology, shedding light on innovative ways to implement these advancements. Participants had the opportunity to enhance their knowledge and skills in the ever-evolving world of technology.

### **Renowned Economist Tariq Bajwa Illuminated on Public Finance Management!**

Former Governor of the State Bank of Pakistan, Mr. Tariq Bajwa, delivered an insightful talk on "Public Finance Management" to officers at the KPT Staff



College on 5th March 2024. The session encompassed discussions on Financial Policies, Budgeting, Accounts, Audit, and more, culminating in an engaging Question & Answer segment. Chairman KPT Syedain Raza Zaidi thanked Mr. Bajwa and presented a souvenir to conclude the event.

### **Session on "The Genesis and Heritage of Pakistanis"**

Barrister Shahida Jamil led an engaging session on "The Genesis and Heritage of Pakistanis", organized at KPT Staff College on 4<sup>th</sup> February 2024. The talk delved into the historical and archaeological aspects of the region, emphasizing the importance of continuous learning for national prosperity.



Attendees were captivated by Barrister Shahida Jamil's insights, which highlighted the rich civilization that has influenced Pakistan's identity. The session served as a reminder of the value of understanding our past for a brighter future, which shows KPT's dedication to intellectual discourse and cultural awareness.

### **Embracing AI for Sustainable Port Operations**

An enlightening session took place at the Staff College on 16<sup>th</sup> February, 2024, focusing on the adoption of sustainable technologies and the implementation of Net Zero initiatives in ports. Dr. Shahid Mahmud delivered a thought-provoking talk, shedding light on the crucial intersection of environment, technology, and artificial intelligence (AI).



The attendees were provided with valuable insights into the transformative potential of AI in port operations, highlighting the significance of staying at the forefront of technological advancements to ensure environmental sustainability.



### **Awareness Session on Promoting a Healthy Lifestyle**

A session on "Healthy Lifestyle" was conducted by Cardiologists Dr. Usman H. Bhatti and Dr. Umair Abrar from OMI Hospital at KPT



Staff College on 20<sup>th</sup> February, 2024. The esteemed speakers underscored the importance of preventive measures, focusing on aspects such as healthy food intake, engaging in physical activities, effective stress management, and maintaining discipline in daily life.



The session served as a valuable opportunity for attendees to gain insights into the significance of adopting a healthy lifestyle to enhance overall well-being and prevent cardiovascular diseases. Dr. Usman H. Bhatti and Dr. Umair Abrar's expertise and guidance provided a holistic approach to promoting health and wellness among the KPT community.

**Talk on Exploring Fiscal Crime and Ethics**

KPT hosted a thought-provoking workshop on "Fiscal Crime" led by Justice (R) Syed Mahmood Alam Rizvi at the KPT Staff



College on 22<sup>nd</sup> February, 2024. The session explored into the intricate issues surrounding fiscal crime, with a focus on moral ethics, integrity, and individual accountability.



Justice (R) Syed Mahmood Alam Rizvi's perceptive discourse shed light on the ethical considerations and legal implications associated with fiscal misconduct. Attendees had the opportunity to engage in discussions that highlighted the importance of upholding moral values, practicing integrity, and taking personal responsibility in matters related to fiscal governance.



**Interactive Session to Discuss Prevailing Economic Issues**

An engaging session with Mr. Tariq Bajwa, former Governor of the State Bank of Pakistan, took place at the KPT Staff College on 22<sup>nd</sup> January, 2024. The esteemed guest speaker addressed matters pertaining to public services and shared his experience during an insightful discussion on the prevailing economic issues in the country. A significant turnout of esteemed participants, including Chairman KPT Syedain Raza Zaidi, General Managers, Heads of Departments, and other officers, all of whom displayed a keen interest in the discourse on these critical issues.

## A Session held on "Tsunami Hazards"



A session focusing on "Tsunami Hazards" was conducted at KPT Staff College on 4<sup>th</sup> January, 2024. The session featured a comprehensive presentation by Dr. Sarosh Hashmat Lodhi, Vice Chancellor of NED University. He shared valuable insights on the topic. The KPT officials were engrossed by Dr. Lodhi's expertise and gained significant knowledge from the session. The event concluded with a presentation of a memento, recognizing Dr. Lodhi's profound understanding of the subject matter.

## An Interactive Session: Leveraging Culture

An interactive session titled "Harnessing Cultural Assets to Enhance Pakistan's Positive Image"



was conducted at KPT Staff College on 10<sup>th</sup> January, 2024. The session, led by Mr. Kamran Lashari, Director General of Walled City Authority Lahore, provided valuable insights into leveraging cultural resources to bolster Pakistan's favorable global perception. The audience was thoroughly captivated by the session's exploration of this important subject matter.

## Economic Potential of Pakistan's Ports, Shipping, and Maritime Tourism seminar concluded at KPT Staff College

A seminar focusing on the "Economic Potential of Pakistan's Ports, Shipping, and Maritime Tourism" took place at KPT Staff College on 2<sup>nd</sup> November



2023. The lecture was delivered by the guest speaker, Cdre. Dr. Anjum Sarfraz, an Honorary Fellow of the National Institute of Maritime Affairs, attracted a

significant number of participants that includes General Manager (Admin) Brig. Tariq Bashir TI(M), General Manager (Planning & Development) Mr. Raghیب ul Khair, General Manager (Finance) Mr. Mashoud Jan and other senior management officials. The learned session concluded with award of memento to Dr Anjum Sarfaraz during the occasion.

## Session on "Pakistan's Maritime Potential"

Dr. Sajid Mehmood, the Vice Chancellor of Minhaj University (Lahore), delivered an insightful lecture at KPT Staff College on the subject of "Pakistan's Maritime Potential." Throughout his presentation, the esteemed speaker emphasized on tapping untapped potential of Pakistan's maritime resources which plays crucial role and contributes well to the national economy.



The session concluded with the presentation of Memento by Chairman KPT Syedain Raza Zaidi to the learned guest speaker during the occasion.

**Talk on "Pakistan Economic crises and the path ahead"**

A seminar titled "Pakistan's Economic Challenges and Future Prospects" took place at the KPT Staff College on 13<sup>th</sup> November 2023. The renowned economist, Dr. Kaiser Bengali, was specially invited to share his expertise on the subject. His presentation not only provided valuable insights but also significantly raised awareness among the attendees about the economic challenges confronting Pakistan and potential pathways for future. It is noteworthy that all participants demonstrated a keen interest and remained actively engaged throughout the duration of the lecture session.



**Interactive Session on Proficiency/Training need Analysis**



KPT organized an interactive session with IBA professionals at KPT Staff College on October 18, 2023. 47 Officers from different departments of KPT participated in two groups, with the goal of conducting a proficiency and training needs analysis.

**Dr. Ishrat Husain, Ex-Governor SBP, delivers a lecture on "Development Pathways and Overcoming Economic Hurdles"**

Dr. Ishrat Husain, the former Governor of the State Bank of Pakistan, delivered an detailed presentation on the Development Pathway and prevalent economic impediments on 13<sup>th</sup> December 2023 at KPT Staff College. His comprehensive analysis shed light on the challenges that have impacted our economic landscape over the past four decades. Dr. Husain's talk gave us a valuable view on the many factors that are causing our economic problems. It helped us understand the history and current challenges that are stopping sustainable growth.



The discourse culminated in an engaging and interactive Q&A session, which further enriched the exchange of ideas and perspectives on the economic trajectory and potential remedies.

### **Interactive Session with Solo Survivor of an Airplane Crash, Mr. Zafar Masud, CEO of BoP**



KPT organized a captivating and thought-provoking interactive session featuring Mr. Zafar Masud, CEO of Bank of Punjab, held at KPT Staff College on 1<sup>st</sup> December 2023. The speaker shared a remarkable and inspiring account of surviving a plane crash in Karachi. Throughout the session, Mr. Masud drew upon his expertise to provide valuable insights into Pakistan's economy and offered suggestions aimed at enhancing port efficiency.

Chairman KPT, Mr. Syedain Raza Zaidi, along with General Managers and Heads of Departments of Karachi Port Trust has attended the session with keen interest. Attendees had a valuable opportunity to engage in meaningful discussions and gain insights into these crucial subjects. On conclusion, Chairman KPT presented a souvenir to the Mr. Zafar Masud.

### **KPT organized a session titled China Pakistan Economic Corridor (CPEC)**

A session to understand the Causes of Slow Progress and Charting a Way Forward on CPEC



took place at KPT Staff College on 8<sup>th</sup> December 2023. A former Ambassador Mr. Masood Khalid enlightened in a presentation and shared valuable insights with KPT officers on the origins, vision, mission, economic potential, and effectiveness of CPEC. Mr. Syedain Raza Zaidi, Chairman KPT, praised Mr. Khalid's informative lecture and presented him a memento to mark the conclusion of the day's event.

### **SPORTS**

#### **Mr. Anas Khan bags the 5<sup>th</sup> KPT Squash Championship 2024 Trophy**

Mr. Anas Khan emerged victorious in the 5<sup>th</sup> KPT Squash Championship 2024, defeating Abdul Basit from the Pakistan Navy in a thrilling final match on 27<sup>th</sup> April 2024, at the KPT Sports Complex. KPT Sports Complex hosted the championship showcased intense competition among



players from

across Karachi, demonstrating the spirit of sportsmanship and athleticism inherent in Squash.

#### **Administration Division Emerges Victorious in KPT Interdivisional Football Competition 2024**

Karachi Port Trust organized the “KPT Interdivisional Football Competition 2024” at the KPT Sports Complex. The tournament commenced on March 4, 2024, and concluded on March 6, 2024. Eight teams showcased their talents in a ceremony inaugurated by Chairman KPT and General Managers, setting the stage for an exhilarating competition.



Following intense matches, the final showdown on March 6, 2024, featured the Administration and Engineering Divisions. Harjivan and Faraz Patel from the Administration Division exhibited remarkable teamwork, scoring the winning goals and securing victory for their team. Brig Tariq Bashir TI(M), General Manager Administration, graced the finale as the Chief Guest and distributed awards amongst them.



### **KPT Organized Annual Indoor Rowing Regatta – KPT team clinches Bronze Medal**

Annual Indoor Rowing Regatta, jointly organized by the Karachi Port Trust (KPT) and Karachi Boat Club (KBC), was contested by 700 students from 28 schools and universities at the KPT Sports Complex on 29<sup>th</sup> October 2023.



KPT team has also taken part in the event and won Bronze Medal in the Under-15 Category during the occasion.

Chairman KPT, Syed Syedain Raza Zaidi, graced the occasion as chief guest and awarded medals to the winners during the occasion.

The Rowing Regatta, hosted by KPT, has become a prominent event in recent years, underlining KPT’s dedication for promoting sports and nurturing a culture of wholesome competition.

### **KPT distributed Android Tablets amongst Rowing Regatta Winners**

In a ceremony at the KPT Sports Complex on 4<sup>th</sup> March, 2024, KPT awarded Android Tablets to the winners of the KPT School Students Rowing Regatta during the Interdivisional Football Competition inauguration. Chairman KPT, Syed Syedain Raza Zaidi, honored the Gold, Silver, and Bronze medalists and praised the athletes and their coach for their exceptional achievements. Chairman KPT accompanied with General Manager Administration, Brigadier Tariq Bashir, General Manager Finance, Mr. Mashoud Ahmed Jan, and General Manager Civil Works/Engineering, presented the Android Tablets to the students on behalf of KPT. The event was a memorable and rewarding experience for all those in attendance.



### **3<sup>rd</sup> KPT Ramadan Snooker Tournament 2024**

The 3<sup>rd</sup> KPT Ramadan Snooker Tournament kicked off on 1<sup>st</sup> Ramazan-ul-Mubarak at the KPT Sports Complex. Rear Admiral Rizwan Ahmed, SI(M), General Manager Operations inaugurated the tournament. The tournament witnessed the participation of renowned national-level players.



In a thrilling finale, which took place on 29<sup>th</sup> March 2024, Mr Zulfiqar A Qadir and Mr. Mr Ian Mark John battled their way to the top, showcasing exceptional skills and sportsmanship. Ultimately, Mr Zulfiqar A Qadir emerged victorious, claiming the championship title. Chairman KPT Syedain Raza Zaidi honored the winner and the runner-up with cash awards and trophies, recognizing their outstanding performances throughout the tournament.

### **KPT Football Challenge Cup 2023**

The 3<sup>rd</sup> KPT Football Challenge Cup 2023 came to an exhilarating end at the KPT Sports Complex on 15<sup>th</sup> January, 2024. The tournament commenced in December 2023, with esteemed sports celebrities joined the Chairman KPT Syedain Raza Zaidi in inaugurating the event. The final match and subsequent closing ceremony attracted a large and enthusiastic crowd of spectators. The final match was featuring moments of brilliance that kept the audience thoroughly engaged. Ultimately, Mohammadan Baloch emerged as the victors, securing the trophy with a hard-fought 1-0 win over Burma Afridi.



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## PAKISTAN NATIONAL SHIPPING CORPORATION INTRODUCTION

Pakistan National Shipping Corporation (PNSC), the national flag carrier of Pakistan, is a reputed player in the global maritime transportation industry. With a focus on maximizing shareholder value, PNSC operates a fleet of 12 vessels with a total carrying capacity of 938,876 tonnes, serving diverse trade routes across the globe. PNSC boasts a strategically diverse fleet, includes Five double hull Aframax and two LR-1 Product tankers catering to the country's energy needs. Panamax bulk carriers alongside Supramax, Handymax, and Handy size bulk carriers, facilitating the transport of a wide range of dry bulk commodities, including iron and steel products, fertilizers, minerals, coal, iron ore, grain, and construction materials.

### 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 FY2023-24, PNSC and its vessel-owning subsidiary companies lifted 9.94 million freight tons of cargo.
- ii. A comparative of sector-wise cargo lifting of FY 2023-24 is as under:

-----Figures in 'million tons'-----

Description	Dry Bulk		Liquid Bulk		Total	
	2024	2023	2024	2023	2024	2023
Pakistan Seaborne Trade	67.17	54.13	29.20	28.80	96.37	82.95
PNSC's Share	1.29	1.57	8.64	9.26	9.94	10.83

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

Segments	Unit of Measurement	2024	2023
Dry Cargo (Bulk Carrier)	Million tons	1.268	1.574
Liquid Cargo (Tanker)	Million tons	8.647	9.26
<b>Slot Charter</b>			
– Break Bulk	Higher of MT or CBM (W/M)	0.030	0.075
– Containerized Cargo	Thousand TEUs	1.173	1.230

- i. In the current fiscal year, The Group achieved a profit of Rs. 20,182 million. Factors that affected the business of the Group are attached at Annex – A.
- ii. The Group's dry cargo segment experienced a significant decline this year by 48% primarily due to the fact that average charter rates decreased by 39%, Operational days decreased by 15% owing to incidents as mentioned above and due to decrease in slot charter by 33% owing to lesser Government consignments. It is also worth considering that the Group did not derive any revenue from freight from voyage performance other than time charter due to absence of business from the TCP, which was conducted in the corresponding period last year (amounting to Rs. 2,775 million).

- iii. The Group in spite of all challenges was able to sustain revenue from its liquid cargo segment by achieving Rs. 39,630 million (after a decline of 5%). While, revenue from foreign charter vessels surged by 75% amounting to Rs. 4,363 million, owing to extended dry-dock period of tanker vessels resulting in requirement of charter-hired tanker vessels for fulfillment of COA obligations, its worth considering the fact the gross profit on foreign flag vessel is considerably low as compared to fulfillment of COA obligations through owned fleet, thus contributing towards higher direct fleet expense. However, the refinery business increase by 631,421 MT resulting in increase in number of voyages by 9 to 102.
- iv. Major factors contributing towards fleet expenses are increase in depreciation costs from capitalizing drydocking expenses, significant increase in repair and maintenance costs and stores & spares consumed owing to extensive repair and maintenance required for the ageing fleet and revision in salary slabs and linking of Afloat officers and staff salaries to USD, aligning with global standards, resulting in increased salary expenses. Fluctuations in exchange rates have further exacerbated USD based costs.
- v. Administrative expenses have increased due to inflationary pressure and salary increments.
- vi. The Group successfully repaid a Rs. 10.5 billion long-term loan in September 2023, despite the challenging environment of high KIBOR rates as a part of effective and efficient financial management, resulting in lower finance costs. The Group recorded exchange loss amounting to Rs. 188 million as compared to extraordinary exchange gain amounting to Rs. 3,039 million last year. Further, in the corresponding period last year the Group made a gain on disposal of MT Karachi amounting to Rs. 3,337 million. However, the Group achieved Rs. 7,032 million on short-term investment.
- vii. Impairment losses recognized during the current financial year are solely based on the ECL model, while in the corresponding period last year a specific provision of Rs. 787 million was made for balance receivable from PSO which is yet to be recovered.
- viii. The Board of Directors is pleased to recommend the final dividend of 250% i.e. Rs 25 per share & Bonus shares in proportion of 50 shares of every 100 shares held i.e. 50% for the year ended June 30, 2024 for the approval of the members in the upcoming 46<sup>th</sup> Annual General Meeting. This is in addition to the interim dividend of Rs. 10.00 per share, that is, 100% already paid, making a total cash dividend of Rs. 35.00 per share, that is, 350% during the year.
- ix. The Group earnings per share is reported as Rs.152.81/-.

#### **ACHIEVEMENTS AND PROGRESS**

The financial information/data covering the FY 2023-2024 is delineated as:

<b>Description</b>	<b>FY 2023-2024 (Rs. in '000)</b>
Revenue	46,363,490
Expenditures	(27,561,069)
Gross Profit	<b>18,802,421</b>
Administrative expenses	(2,003,503)
Impairment loss	(173,225)

Other expenses	(752,394)
Other income	7,899,179
Operating Profit	<b>23,772,478</b>
Finance Cost	(1,014,771)
Profit before tax	22,757,707
Taxation	(2,575,972)
<b>Net Profit</b>	<b>20,181,735</b>

### PNSC'S INCOME FROM GOVT.AND PRIVATE SECTOR

PNSC's total earnings (last five years) from Govt. and private sector are attached at [Annex – C.](#)

### PNSC FLEET STRENGTH

Vessel Name	Built	Date of Induction	Deadweight (MT)	Length Overall (M)	Beam (M)	Gross Tonnage (MT)
<b>Five 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. SHALAMAR	JAPAN 2006	1-Dec-14	105,315	228.60	42.00	55,894
M.T. MARDAN	JAPAN 2007	3-Aug-22	107,123	246.80	42.00	58,168
M.T. SARGODHA	JAPAN 2008	11-Aug-22	107,123	246.80	42.00	58,168
<b>Two Clean Product LR-1 Tankers</b>						
M.T. BOLAN	KOREA 2013	25-Mar-19	74,919	220.89	32.24	42,411
M.T. KHAIRPUR	KOREA 2012	16-Apr-19	74,986	220.89	32.24	42,411
<b>Five Dry Bulk Carriers</b>						
M.V. CHITRAL	JAPAN 2003	25-Oct-10	46,710	185.73	30.95	26,395
M.V. MALAKAND	JAPAN 2004	27-Dec-10	76,830	225.00	32.20	40,040
M.V. HYDERABAD	JAPAN 2004	21-Apr-11	52,951	188.50	32.26	29,365

M.V. SIBI	JAPAN 2009	18-May-11	28,442	169.37	27.20	17,018
M.V. MULTAN	JAPAN 2002	26-Sep-12	50,244	189.80	32.26	27,986
	<b>TOTAL</b>		<b>938,876</b>			<b>514,131</b>

## **PNSC'S STRATEGIES, OBJECTIVES AND GOALS**

### **STRATEGIC OBJECTIVE & GOALS**

The strategic objectives & goals of PNSC are as delineated:

- 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 Armed Forces during peace & war.
- iv. To do highly ethical, environment friendly and socially responsible business practices.
- v. Ensuring that every employee feels proud of being part of PNSC team.
- vi. To provide its clientele safe, secure, reliable and efficient shipping services.
- vii. To practice & believe in Equal Opportunity for every one in every aspect of business.

### **FLEET EXPANSION PLAN**

PNSC intends to procure four (04) Aframax Crude Oil Tankers in ongoing financial year; 2023-2024, which will increase the number of vessels from 12 to 16.

### **PNSC'S STRATEGIES, OBJECTIVES AND FUTURE PROSPECTS**

The Corporation is currently pursuing various new initiatives / projects, under its short-, medium- and long-term policies to diversify its revenue stream. Pertinent details are attached at **Annex – B.**

### **PNSC'S ROLE**

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

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

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

**INTERNAL / CORPORATION FACTORS THAT AFFECTED THE BUSINESS OF GROUP**

During the financial year, the Group was able to successfully discharge its loan obligation acquired for the acquisition of LR-1 Tankers namely; MT Bolan and MT Khairpur. However, the Group encountered operational challenges, including extended dry dock periods for Lahore and Quetta aggregating to 327 days, due to excessive work required being aging vessels. Furthermore, the situation was further worsen owing to incidents reported for MV Sibi and MV Chitral that necessitated extensive repairs and maintenance and resulted in loss of 297 operational days. However, being a matter adequately covered by insurance arrangements we are in process of recovering insurance claim against these claims.

It's worth mentioning the commendable results achieved by the Treasury department, due to its effective and efficient financial strategies which resulted income from short-term investment amounting to Rs.7,032 million, thereby, contributing significantly towards to bottom-line of the Group's financial performance.

**INTERNATIONAL MACRO ECONOMIC FACTOR THAT AFFECTED THE BUSINESS OF GROUP**

The Shipping industry witnessed a decrease in average AFRA from 214 to 169 (21%) while average world scale increased from 5.93 to 6.47 (9%) respectively during the current financial year as compared to corresponding period last year. Further, the average charter rate per day decreased from USD 13,894 to USD 8,504 (39%).

Whereas, exchange rate against USD remained fairly stable during the year as compared to last year. Average exchange rate to USD during the financial year was Rs.283/- and the 3 months KIBOR rate reached an all-time high of 23.17% during the current year.

## STRATEGIES, OBJECTIVES AND FUTURE PROSPECTS

- PNSC’s current fleet comprises 5 aging Aframax tanker vessels that are approaching the end of their operational and useful life. The international merchant shipping fleet is facing increasing pressure for renewal and modernization in compliance with foreseeable international regulations aimed toward the de-carbonization of international shipping, set to take effect in 2050 with the first major milestone coming into effect in 2030. As the maritime industry witnesses this significant shift towards de-carbonization, with regulatory bodies implementing stricter emissions standards to combat climate change the future operations of older tonnage unable to comply with new regulations remains questionable. Additionally, advancements in maritime technology and digitalization are also transforming the sector, requiring operators to adopt more efficient and environmentally friendly practices. As such, continuing to operate aging vessels beyond 2030 poses substantial risks to PNSC in terms of compliance, competitiveness, costs and operational efficiency.
- To address these challenges, PNSC has initiated a fleet modernization strategy by floating a tender for the procurement of up to four new Aframax/LR-2 tankers. This strategic move aims to replace the aging uncoated tanker fleet with modern vessels that not only meet current environmental standards but are also future-proofed against upcoming regulations. The decision to pursue new building rather than procuring secondhand older tonnage reflects PNSC’s commitment to investing in long-term sustainability and operational excellence. This initiative represents a pivotal moment in the Corporation’s history, signaling a shift towards a more innovative and forward-thinking approach to maritime operations.
- The new tankers will be equipped with dual fuel capabilities, allowing them to operate on conventional fuel or alternative fuel, thereby significantly reducing greenhouse gas emissions. The vessels will feature G series MAN B&W engines designed to comply with the International Maritime Organization’s (IMO) Tier III emissions standards for nitrogen oxides (NOx) and sulfur oxides (SOx). Additionally, these vessels will meet the Energy Efficiency Design Index (EEDI) Phase III criteria, which set strict energy efficiency benchmarks for new ships. By investing in advanced technology and environmentally compliant vessels, PNSC aims to minimize its carbon footprint while enhancing its operational capabilities.
- This project marks a groundbreaking step for PNSC, as the Corporation has not previously ventured into the new building of vessels. The transformation of PNSC’s fleet into a future ready lineup is not merely a response to regulatory pressures but a strategic decision to position the company as a leader in sustainable shipping practices. By embracing innovation and investing in modern technology, PNSC can enhance its operational efficiency, reduce maintenance costs, and improve its market competitiveness. Moreover, this initiative aligns with global trends towards sustainability and corporate responsibility, reinforcing PNSC’s commitment to environmental stewardship.
- PNSC’s fleet modernization initiative is a forward-looking response to the challenges posed by aging vessels and stringent regulatory changes. By investing in new, environmentally compliant Aframax/LR-2 tankers, PNSC is not only ensuring compliance with future regulations but also positioning itself as a proactive player in the evolving maritime landscape. This transformation will enhance operational efficiency, reduce environmental impact, and solidify PNSC’s reputation as a forward-thinking leader in the shipping industry.

## PAKISTAN NATIONAL SHIPPING CORPORATION

## TOTAL EARNINGS

## LAST FIVE YEARS

	Rs. in '000				
<b>Government parties</b>	<b>2024</b>	<b>2023</b>	<b>2022</b>	<b>2021</b>	<b>2020</b>
Freight income	23,939,084	24,734,605	10,736,320	6,365,164	6326190
Income from other operating activities	1,229,909	1,256,578	231,174	-	-
Rental income	29,022	26,187	14,426	12,407	11,715
	<b>25,198,015</b>	<b>26,017,370</b>	<b>10,981,920</b>	<b>6,377,571</b>	<b>6,337,905</b>
<b>Private parties</b>					
Freight income	17,058,831	22,495,848	12,836,106	6,202,781	7,249,302
Income from other operating activities	3,847,688	5,844,696	3,645,166	-	-
Rental income	258,956	239,270	224,588	208,209	216,369
	<b>21,165,475</b>	<b>28,579,814</b>	<b>16,705,860</b>	<b>6,410,990</b>	<b>7,465,671</b>
<b>TOTAL</b>					
Freight income	40,997,915	47,230,453	23,572,426	12,567,945	13,575,492
Income from other operating activities	5,077,597	7,101,274	3,876,340	-	-
Rental income	287,978	265,457	239,014	220,616	228,084
	<b>46,363,490</b>	<b>54,597,184</b>	<b>27,687,780</b>	<b>12,788,561</b>	<b>13,803,576</b>

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# PORT QASIM AUTHORITY (PQA)

## TRADE HIGHLIGHTS

A year of Excellence with Record Exports.

44 years ago, started as dedicated Iron ore & Coal berth, Port Qasim has shaped itself into modern international sea port. Today PQA is premier multipurpose integrated port with 24/7 rail, road and pipeline connectivity catering for almost 50% of the seaborne trade of Pakistan.

FY 2023/24 was an excellent year for the port hitting new heights in exports trade since commissioning. An unprecedented growth of over 39 percent was recorded in exports with trade volume of 9.874 million tonnes.

Containerized trade registered growth of 20% and non-containerized trade reflecting an increase of almost 7.5 percent. Overall growth of 11% is attributed to Chemicals, Coal, Cement, LPG & LNG, Grain and Containerized cargo. The port surpassed the planned target of cargo volume by 5.4 % by achieving 44.889 million tonnes cargo against planned target of 42.617 Tonnes.

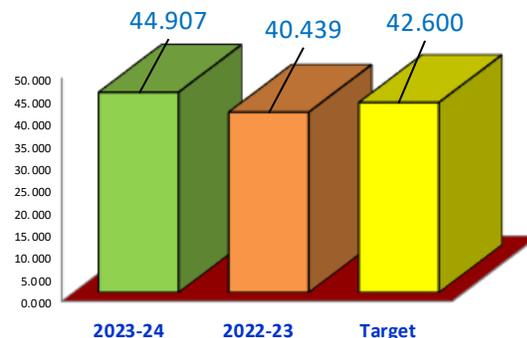
On 28th September-2023, another important milestone was achieved, when PQA welcomed 254 meters long container ship APL Le Havre, the largest vessel in terms of length ever berthed at QICT.



**TOTAL TRADE** throughput of Port Qasim was 44.907 million tonnes, 11 percent more than 40.439 million tonnes recorded for last FY. The total throughput comprises 78% imports and 22% exports.

Trade figure showed that throughput of imports depicts 5.1% increase while exports represent a substantial increase of over 37 percent.

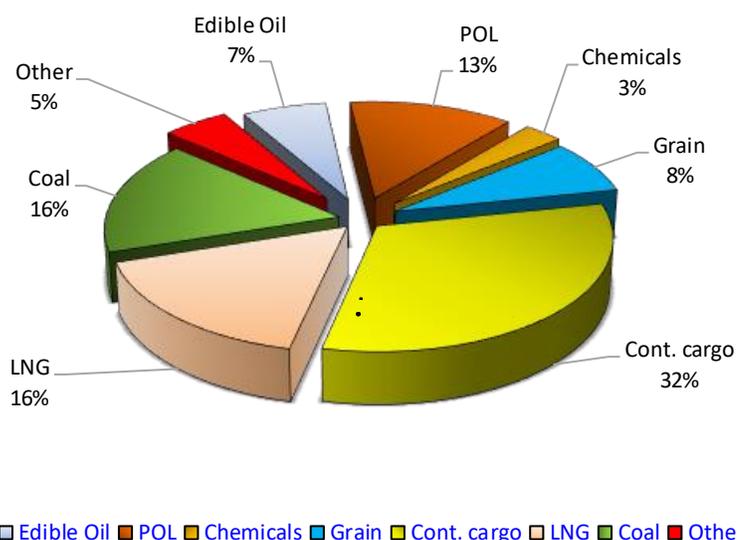
Bifurcation of trade by cargo type for the fiscal year 2023/24 depicts that out of 44.907 million tonnes, the Liquid cargo was 17.741 million tonnes (39.5%),



containerized cargo was 14.233 million tonnes (31.7%) & remaining 12.933 million tonnes (28.8%) included miscellaneous types of dry bulk / break bulk cargo. Containerized segment displays a remarkable growth of over 20% and dry cargo increased 17.2 percent, while liquid cargo shows a minor increase of 1.1% against the figures of 2022/23.

### CARGO COMPOSITION

Containerized cargo throughput is largest cargo which represented over **32%** of total cargo, the second largest imported cargo was the **Coal** represented **16%** of total throughput, and third largest imported cargo was the LNG which is also represented 16% of total cargo throughput. Graphical representation of cargo is depicted bellow:



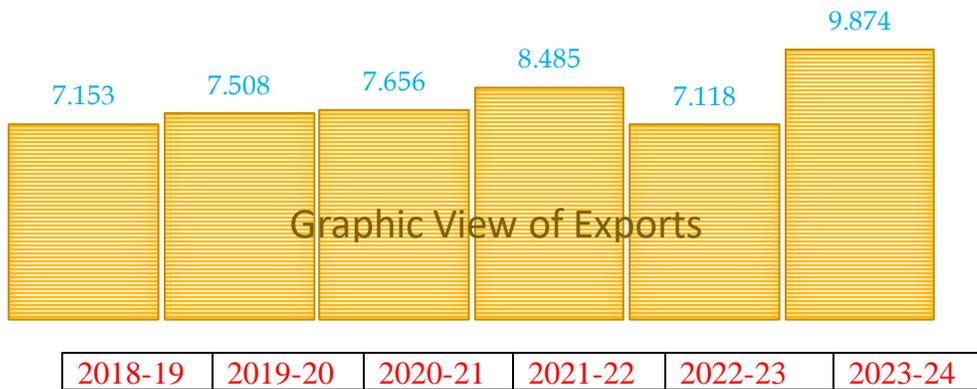
### EXPORTS THROUGHPUT

Port recorded a historic development with over 9.874 million tonnes of exports throughput handled during the fiscal year 2023-24 as compared to 7.118 million tonnes handled during 2022-23, showing a remarkable increase of almost 39%. Throughput of exports comprised 6.320 million tonnes (64%) containerized traffic and 3.554 million tonnes (36%) non-containerized traffic. The exported commodities for this fiscal year were Cement, Rice, Corn, Iron ore, Clinker, Furnace oil, Condensate, Bitumen and Containerized cargo.

**Rice** registering over 169% increase (excluding containers of rice) and **Cement** rose by 21% during the year, while Furnace oil also remained on higher side compared to last year which showing a growth of 314%.



Exports of dry and liquid bulk cargo through the port was recorded 3.554 million tonnes, which depicts an increase of 86% and containerized cargo also shows an increase of 21.3% as compared to the previous year.



### IMPORTS THROUGHPUT

Throughput of imports during July to June 2023-24 stood at 35.033 million tonnes, as compared to 33.321 million tonnes handled during last year, showing growth of 5.1 percent.

The major non-containerized imports were Coal, LNG, POL, Chemicals, Palm oil and Grain, the Coal was the largest imported cargo which represented over **21.16%** of total import cargo, the second largest imported cargo was the LNG which represented **21.15%** and third largest imported cargo was the containerized cargo represented **18%** of total imports.

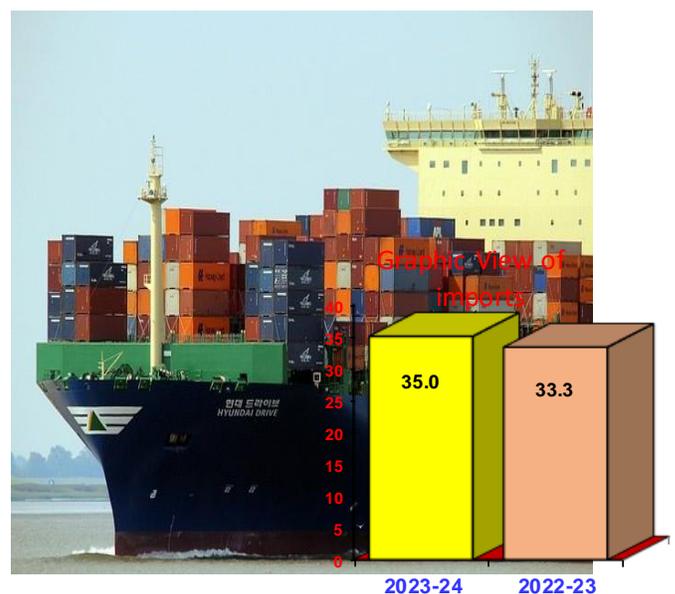
In terms of Containerized and non-containerized imports, Containerized imports through the port stood at 7.913 million tonnes and non-containerized imports were handled 27.120 million tonnes.

#### Containers Throughput:

Container throughput showed positive growth during the fiscal year 2023/24 in terms of weight and TEUs; container trade accounting 32% of the Port's total trade and container throughput recorded growth of 20% in weight and 8% in TEUs. Port handled 14.233 million tonnes of containerized cargo (1.058 million TEUs) during the financial year 2023/24 surpassing the previous annual container handling of 11.867 million tonnes and 0.979 million TEUs. Out of the total container traffic of 1.058 million TEUs, the share of terminal-1 was 0.405 million TEUs and the share of 2<sup>nd</sup> container terminal was 0.653 million TEUs.

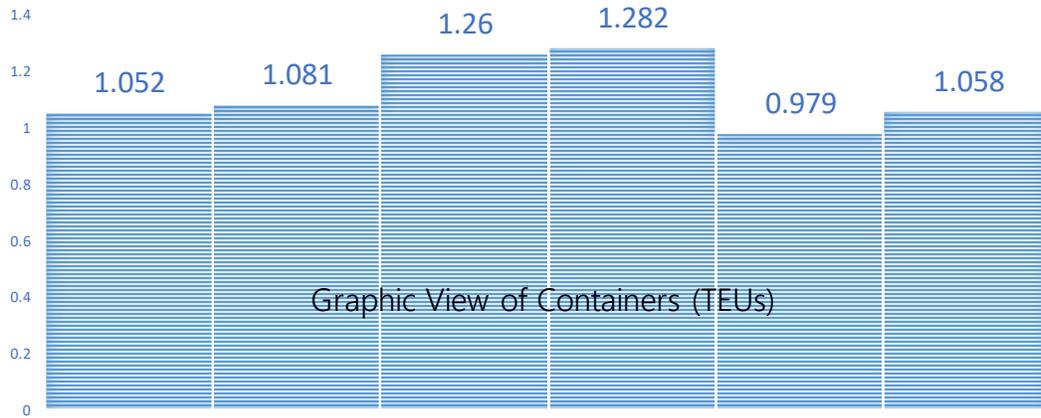
Containers break-up shows that out of 1.058 (TEUs), 0.896 were fully loaded with exports and imports, 0.154 were empty containers and 0.008 containers transshipped.

Total container imports were up 8.4 per cent and exports gained 7.7 per cent during the year. Around 15 commercial shipping lines call at Port Qasim, they make around 616 container ships visits this year at monthly average of over 51



vessel per month. Containerized cargo comprises Scrap, Raw cotton, used Clothing, Polypropylene, Textile, Rice, Animal Fodder, Iron ore and Polyester chip and miscellaneous.

Graphic View of Containers (TEUs):



2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
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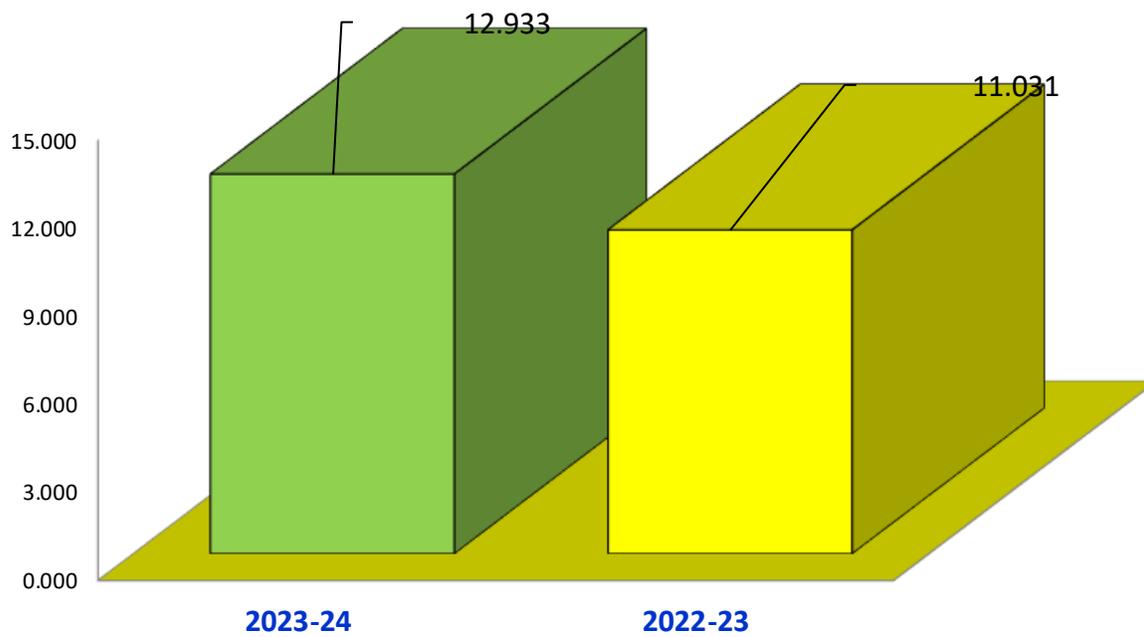
**NON-CONTAINERIZED TRADE**

The non-containerized trade represents an increase of 7.3% as compared to last year, and accounted for **68.3%** of total trade, non-containerized cargo were 30.674 million tonnes, which comprised 27.120 million tonnes imports, with growth of 2% while 3.554 million tonnes of exports registered growth of more than **86%**. The non-containerized cargo consists into two types, liquid cargo and dry cargo.

**DRY CARGO**

The port is a major player of bulk cargo like agribulk, coal and cement and there are several bulk terminals at Port Qasim, such as FAP, HFP&S, PQEPT, PIBT and MW.

The volume of dry cargo representing 29 percent of port's total cargo trade in 2023/24, which consists 99% dry bulk and 1% break bulk cargo. Dry cargo increased in volume by 17.2% and totalled at 12.933 million tonnes, the primarily dry bulk cargo shipments include coal, coke, clinker, cement, and grain (Soybeans, Rice, Wheat, Canola, Rape seeds, Lentils, Peas and Rice),



fertilizer and break- bulk cargo, Steel coil, Steel Plates and Iron ore.

**MAJOR DRY CARGO:**

**Agri-bulk**

During the year 2023-24 the volume of Agri bulk was 3.485 million tonnes as compared to 3.106 million tonnes of last year recording growth of 12.2%. Agribulk commodities/ goods include wheat, rice, soybeans, rape seeds, canola seeds, sun flower seeds, peas, lentils and corn.



**Steel coil**

Steel Coils are the major commodity of break-bulk cargo with volume 0.469 million tonnes during the report period.



**Coal**

Coal was the largest imported cargo which represented over 21% of total import cargo. The volume of Coal Throughput remained 7.415 million tonnes in financial year 2023-24. Out of 7.415 million tones, PIBT handled 6.309, PQEPT handled 0.515 and HFP&S handed 0.591 million tonnes of coal during the report period.

Movement details of coal ships depicts total 133 ships with Pakistan International Bulk Terminal (PIBT) handling 111 ships,

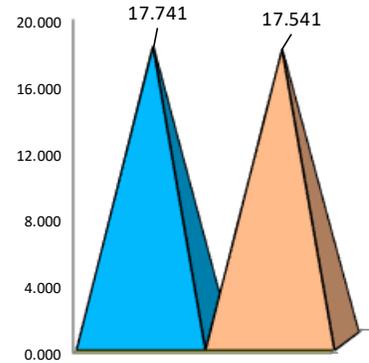


Port Qasim Electric Terminal (PQEPT) handling 10 ships and Huaneng Fong Ports & Shipping Terminal (HFP&S) 12 ships. Iron ore & Coal Berth remained non-operation due to closure of operations at Pakistan Steel Mills since August 2015. The year 2023/24 recorded almost 11% growth in shipping of Coal in the Port as compared the last year.

### Liquid Cargo

A statistical breakdown showed that liquid cargo was the largest cargo type by volume in the year 2023/24 according to statistics, liquid cargo represented

39.5% of Port Qasim's total cargo, liquid bulk trade increased by 1.1%, which included Gas oil, Mogas, Furnace oil, Crude oil, Edible oil, Chemicals, LNG, LPG and Bitumen handled at port terminals, FOTCO, LCT, EVTL, EETL, SSGC and PGPC. Break up of major liquid cargo with the highest growth are LNG (+ 3.3%), LPG (+34%) and Chemicals (+ 31.8%) and Furnace oil (+ 314.7%).



### MAJOR LIQUID CARGOES

#### LNG

Port Authority is currently the only port in Pakistan handling LNG at two terminals with capacity of 12 billion m<sup>3</sup>. In FY 23/24, **7.412** million tonnes Liquefied Natural Gas was handled, as compared to last year depicting a growth of **13.3%**. Total 121 LNG ships called at the port out of 121 ship, 72 ships arrived at the Engro Elengy Terminal (EETL) and 49 ships handled by Pakistan Gasport Consortium Terminal (PGPCL). The LNG imports represented over 27.3% of total import cargo throughput.



#### Palm Oil

2.930 million tonnes of palm oil was imported at the port during fiscal year 2023/24 with total **149** edible oil ships calling at the port, out of **149** ship, 137 ships arrived at the Liquid Cargo Terminal (LCT) whereas 12 ships were handled at Multi-Purpose berth (MW-1).



#### Chemicals

Chemicals include Phosphoric Acid, Acetic Acid, Paraxyline, Mono Ethylene Glycol (MEG), Ethylene Dichloride (EDC) and Vinyl Chloride Monomen (VCM). Total chemicals throughput remained 1.371 million tonnes against 1.040 million tonnes of previous year, which reflected **32%** increase.



## LPG

In FY-2023-24, 0.403 million tonnes of Liquid Petroleum Gas (LPG) handled at the port as compared to 0.301 million tonnes handed during last year showing an increase of 34%. out of 0.403 million tonnes of LPG, 0.251 million tonnes handled at SSGC and 0.152 million tonnes handled at EVTL.



## Petroleum Products

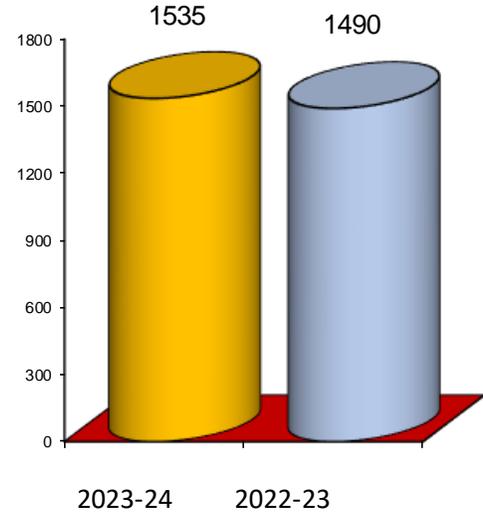
POL is second largest liquid cargo handled at the Port which represented 32% of liquid volume consisting of mogas, diesel oil, condensate and furnace oil. Share of commodities depits Mogas (3.192 million tonnes), Diesel oil (1.495 million tonnes), Condensate (0.322 million tonnes) and Furnace oil (0.710 million Tonnes) handled at the port.



## Ship-Callings

In fiscal year 2023/24, total 1,535 ships called at the Port as compared to 1,490 ships arrived during 2022/23, showing a growth of 3%. Breakdown of **1,535** Ships depicts 616 container vessels, 133 Coal ships, 112 Chemicals carriers, 149 Edible oil ships, 121 LNG carriers, 121 POL Carriers, 96 LPG Carriers, 53 Rice ships, 43 Grain ships, 10 Cement ships, 09 Bitumen tankers and 72 other vessels.

Graphic Preview of Ship-Callings:



## UPCOMING PROJECTS

Two LNG Terminals by M/s. ENER GAS and M/s. Taber Energy

The Port Qasim Authority (PQA) issued Final Letters of Intent (LOIs) to five LNG terminal developers, of which only two, M/s Taber Energy and M/s ENER GAS, accepted. Presently,

there is a pendency of Gas Allocation and Transportation Agreements with Sui Southern Gas Company (SSGC) and Sui Northern Gas Pipelines Limited (SNGPL). To address these issues, it is imperative to amend the Third Party Access (TPA) rules, and the Cabinet Division is requested to expedite this process. Furthermore, the Petroleum Division is to issue a comfort letter confirming that pipeline capacity will be available on a take-and-pay basis upon the commissioning of the terminal. In response to these ongoing requirements, the PQA has extended the acceptance of the Final LOI and the signing of the Implementation Agreement until July 31, 2024.

#### **Two Multi-Purpose Terminals and One Integrated Container Terminal On BOT Basis**

The conversion of marginal wharves into dedicated port terminals as part of a brownfield development has depleted the Port Qasim Authority's (PQA) capacity to handle break bulk and general cargo. Currently, the available two marginal wharves, lacking appropriate mechanized cargo handling capabilities, have created a demand for the establishment of new port terminals. PQA remains the port of choice for consignees.

Besides, the Qasim International Container Terminal (QICT) handled 1.258 million TEUs in 2020-21, 1.282 million TEUs in 2021-22, and 0.979 million TEUs in 2022-23. The yearly growth in container handling underscores the need to initiate the process for establishing an integrated container terminal to meet requirements beyond 2030. This terminal will be equipped with state-of-the-art equipment to accommodate future ships.

NESPAK, in association with M/s KPMG and M/s Farooq Khan & Mirza, has been selected as the consultant for this project. A specific sanction under Section 56(3) of the PQA Act has been requested to proceed with the development.

#### **Establishment Of 2<sup>nd</sup> Oil Terminal & Storage Farm on BOT Basis**

The Federal Government has directed the initiation of the process for establishing a second oil terminal and storage farm in accordance with the Master Plan. The appointment of a consultant is currently in progress. NESPAK, in a joint venture with Global PMC (Pvt) Ltd. and in association with M/s KPMG Taseer Hadi & Co. and M/s LEX Firma, has been selected as the consultant for this project. A specific sanction under Section 56(3) of the Port Qasim Authority (PQA) Act has been requested to facilitate this development.

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## **GWADAR PORT AUTHORITY (GPA)**

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

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

### **PORT OPERATION AND RENOVATION**

Since May 2013, the port's Concessional Rights were transferred to the new operator, viz. China Overseas Ports Holding Company Limited (COPHCL). Since the concessions were handed-over to COPHCL, it has been working on improving port facilities, surrounding environment and port businesses. The Port operator has invested more than \$ 500 million for port facilities up-gradation and the Port is now fully operational and receiving commercial vessels on regular basis. 6

### **GWADAR PORT FREE ZONE**

The COPHC has completed work on internal development of the Pilot Zone (initial area) of Gwadar Free Zone on an area of 60 acres and initiated marketing. The construction of FZ Phase-I has been completed since February 2018 with all infrastructures, including power, water, road, telecommunication, waste treatment, drainage systems are now in operation. Enterprises, involving the fields of banks, insurance, financial leasing, hotels, oversea warehouses, fishery products processing, edible oil processing, pipe, furniture manufacturing, trade and logistics, supply and export of petroleum and petrochemicals, have already been registered in FZ.

### **BUSINESS PROMOTION**

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

- 23 years complete tax holiday from all Federal, Provincial and local taxes;
- Upto 99 Years lease for sub-lessee/ investors;
- 100% exemption from import duties and sales tax been on material machinery and equipment;
- One Window Facility Service;
- 100% foreign ownership for foreign investors;
- Ready to use offices, light industrial units, warehouses;
- Required infrastructure and security arrangement;
- Fast track startup and licensing procedure.

- China Port Holding Company (COPHC) has completed the master planning and feasibility work on the main Free Zone on 2,281 acres of land and some industrial units have started their construction works.

## PORT OPERATIONS

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

Fiscal Year	Imports	Exports	Total (in Ton)
2007-08	63,607.8	-	63,607.8
2008-09	1,496,514.5	-	1,496,514.5
2009-10	1,261,842.4	-	1,261,842.4
2010-11	475,966.1	-	475,966.1
2011-12	1,426,003.7	-	1,426,003.7
2012-13	507,582.3	-	507,582.3
2013-14	648,987.9	-	648,987.9
2014-15	438,880.0	270.0	439,150.0
2015-16	50,603.8	750.0	51,353.8
2016-17	80,409.6	1,925.1	82,334.6
2017-18	24,087.4	2,748.9	26,836.4
2018-19	3,636.9	1,317.2	4,954.1
2019-20	26,553.2	706.8	27,260.1
2020-21	50,945.5	3,752.4	54,697.9
2021-22	77,346.6	2,397.6	79,744.2
2022-23	591,512	843	592,355
2023-24	34,000	-	34,000
<b>Total</b>	<b>7,396,694</b>	<b>14,711</b>	<b>7,411,405</b>

## PSDP PROJECTS COMPLETED DURING FINANCIAL YER (2023-24)

PSDP projects completed during FY 2023-2024 are as under:

S#	Name of project	Total Project Cost In Millions
1.	Sewerage Treatment Plant for GPA Housing Complex Gwadar	117.790
2.	Maintenance Dredging of Gwadar Port.	3281.107
3.	Parametric Security System for Gwadar Port	252.350
4.	Water supply line for Gwadar Free Zone from 1.2 MGD Desalination Plant to GPA	140.558

5.	Water supply line for North Free Zone Gwadar from Airport water works.	131.704
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In addition to above, the recent tragic terrorist attack in GPA Housing Complex in March 2024, & unprecedented rains resulted significant infrastructure damages. Following repair works were urgently carried out in project titled “**Repair & Maintenance of GPA Head Office Building & Housing Complex**” coupled with the first solar parking in line with the GoP instructions for going green gradually. All works stands completed.

1.	Supply & fixing Aluminum Composite Panel (Alocubond) at GPA Head Office Building.	19 M
2.	Renovation of Chairman Secretariat at GPA Head Office.	1.0 M
3.	Renovation of Reception of GPA Head Office Building.	2.0 M
4.	Providing and fixing marbles at top floor at GPA Head Office Building.	3.5 M
5.	Renovation of Main Gate at GPA Housing Complex	2.5 M
6.	Repair / colour works of Boundary wall of GPA Housing Complex & GPA House.	5.5 M
7.	Construction of Family Park at GPA Housing Complex	8.7 M
8.	Renovation of GPA Clock Tower	1.8 M
	<b>Total</b>	<b>44.0 M</b>
9.	Construction / erection of Solarized car parking at GPA Head Office Building.	20.61 M

## MAJOR ACHIEVEMENTS

The Team Gwadar Port Authority (GPA) has successfully undertaken and completed significant Port related initiatives. These endeavors, executed with speed and precision, have not only addressed pending tasks but also reinvigorated stalled projects, positioning Gwadar Port as an attractive destination for increased investment and business opportunities.

1.	Removal of Encroachment inside Port Area.	Pending since long decades
2.	Approval of Compensation to North Free Zone (23 Families)	Pending since 2015
3.	Provincial Tax Exemption Notification	Pending since 2015
4.	Maintenance Dredging of Gwadar Port (completed within timelines with huge savings of round 1.3 Billion)	4669.762 M Pending since 2014/15
5.	Completion of Parametric Security System for Gwadar Port	252.35 M Pending Since long
6.	Completion & Operational of 1.2 MGD Plant	2223.986 M
7.	Increase in Revenues, Recoveries & Investments	More than 100%
8.	Power supply to Gwadar North Free Zone	928 M Pending since 2007
9.	Water supply for Gwadar Free Zone from 1.2 MGD Plan	140.558 pending since 2013
10.	Water supply for Gwadar Free Zone from Airport water works.	131.704 pending since 2013
11.	Promotions of GPA 5x officers (First Time Ever)	Pending since 2020 and

		few cases ever earlier
12.	Establishment of GPA Facilitation Center (First Time Ever)	New Initiative

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# **KORANGI FISHERIES HARBOUR AUTHORITY (KoFHA)**

## **BACKGROUND**

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 12 Nautical Miles 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 loan is being paid through biannual instalments appx 28 million per annum. 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 are the major objectives of the organization:

- a. To promote deep sea fishing by accommodating larger sized vessels to exploit the un-tapped off-shore fisheries resources.
- b. Facilitate establishment of Fish processing units by business community at KoFHA by providing basic infrastructure facilities.
- c. To increase the foreign exchange earnings of the country through increase exports of marine fish products.
- d. To assist in removing the prevailing congestion at Karachi Fish Harbour by shifting of boats.
- e. 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.

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 (12 nautical Miles).

Pursuant to Deep-sea Fishing Policy of 2018, it is mandatory for all deep-sea vessels operating in EEZ (beyond 20 and up to 200 nautical miles) to off load the fish catch at Korangi Fisheries Harbour for sales/export.

The Korangi Fisheries Harbour Authority has been established with the very purpose of exploiting fisheries resources beyond territorial waters.

## **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 (Gross Registered Tonnage) to 350 GRT with a maximum draught of 4.2 meters. The services can broadly be divided into:

- a. **FISH LANDING:**  
encompassing a wide range of infrastructure and activities:
  - 1) Jetties for the landing of fish, supply of utilities and waiting,
  - 2) Navigation aids and ship control,

3) Fish handling equipment for unloading the fish.

b. **AUCTIONING**,  
including:

- 1) The availability of the auctioning hall and fish handling equipment,
- 2) Supervision and administration of the auctioning process.

c. **LAND, SUBLEASED TO SUPPORTING INDUSTRIES:**

- 1) Ice plant, fish processing industries, boat building and mechanical workshops for repair of marine engines etc.
- 2) Commercial building, rented out to business and bank services.

c. **PROVISION OF UTILITIES**

(water and electricity, fuel), to be supplied to boats/ fishing vessels, Industrial and commercial users.

d. **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 as well as the Managing Director, who may exercise all power and do all acts and things which may be exercised or done by the Authority. Policy formation rests with the board and its implementation rests with the Managing Director and team.

## **HARBOUR FACILITIES**

The harbour facilities consist of a total of 709 meters long jetty (unloading, supply & waiting) to facilitate operation of a fleet of over 400 vessels of various sizes to land a catch of 92000 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.

## **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, 270 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 last four years, fish catch was unloaded by the local boats as follows:

<b>YEAR</b>	<b>NOS. OF BOATS</b>	<b>NOS. OF TRIPS</b>	<b>QUANTITY OF FISH (MT)</b>
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<b>2020-21</b>	300	2,075	24,114
<b>2021-22</b>	320	2013	26,419
<b>2022-23</b>	270	2001	26,306
<b>2023-24</b>	300	1692	21,582

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

#### **FINANCIAL PERFORMANCE**

Authority has earned revenue of Rs 198.664 million during the financial year 2023-24. In absence of deep-sea fishing traffic, the operating income of the Authority is ahead of 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	2020-21	2021-22	2022-23	2023-24
(a)	Operating	31.776	34.638	48.607	42.418
(b)	Non-Operating	48.579	39.248	87.603	156.246
	<b>Total Income</b>	<b>80.354</b>	<b>73.886</b>	<b>136.210</b>	<b>198.664</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. Authority has made significant headway in this area during past few years. The progress is mentioned as under:

- a. Fourteen Fish Processing Plants are functional.
- b. Nine more seafood processing factories are under construction. Remaining land for industrial undertakings has been allotted to potential parties.
- c. Two ice plants are functional.
- d. 4 FRP boat building yards, 3 HSD bunkering/dispensing for fishing boats one Petrol Pump and one mechanical workshop for vehicular traffic are functional.
- e. 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.

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 \$ 70 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 to \$120 million.

### **WAY FORWARD**

Following goals and targets fixed for the financial years 2024-25 are as under:

- a. Establishment of Export Oriented Fisheries facilities and infrastructure through JICA funding. The project has been approved in PSDP Projects (2024-26). The project includes under mentioned elements:
  1. Modification of Auction Hall as per International Standards with Rs. 424 million.
  2. Rehabilitation & Upgradation of Jetties with Rs. 414.70million.
  3. Establishment of Floating Pier with Rs. 120.11 million.
  4. Construction of Security Boundary Wall with Rs.90 million.
- b. Boost fisheries related exports to international markets like EU, North America, Japan etc.
- c. Attract local boats from Karachi Fisheries / local vicinity to use KoFHA as home port.
- d. Establishment of Business Park at 25 acres through P3A. This business park will facilitate value-added fish processing plants and expedite construction of fish processing units/ workshop etc.

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## MARINE FISHERIES DEPARTMENT (MFD)

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

### VISION MISSION STATEMENT

1. 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 Rule,1998 and subsequent amendments made in-line with international standards & the regulation of importing countries.
2. 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 Zone (Regulation of Fishing) Rules,1990, Deep Sea Fishing policy,1995 and as amended in 2001,2009 & 2018.
3. 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.
4. 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.
5. To liaison and deal with international organizations on fisheries related matters particularly on promotion and development of the sector and conservation, management, and sustainable utilization of living marine resources.

### OBJECTIVES

1. Registration of processors and exporters.
2. Revised Deep Sea Fishing Policy, 1995 and as amended in 2001, 2009 & 2018.
3. Modification of fishing boats according to international requirements.
4. Boost the production and export of fish & fishery products.
5. To upgrade the knowledge and skills of fisheries related personnel through training on all essential aspects, including quality control.

### GOALS

1. Total 565, processors/exporters have been registered with this department.
2. More rational/Amended, in deep sea fishing policy 2018.
3. Total 1980 fishing boats have been modified according to international standards, since it started in 2008.
4. Fish production: **837,000 M. T**,
5. Fish Export: **255,260 M. T** and value **634.74** million US\$.
6. Meet the requirements of EU and other importing countries.

### BENEFITS / OUTCOME

1. The social benefits will include the reduction of poverty, provision of quality food to the consumers and increase in fish consumption per capita by 0.4%.

2. Stock Assessment Survey of Marine Fish resources in the Exclusive Economic Zone of Pakistan.
3. The fishermen community will benefit from technology of lining of fish holds in fishing boats, with fiberglass coating.
4. Enhancement of per capita consumption and up-lifting of socio-economic condition of the fishermen communities.

#### **LEGAL FRAMEWORK (ACTS, RULES AND REGULATIONS)**

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

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

#### **ACHIEVEMENTS DURING THE YEAR 2023-2024 IN TERMS OF FISH PRODUCTION (MARINE & INLAND)**

##### **1. FISH LANDINGS**

<b>ITEMS</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-2023</b>	<b>2023-2024</b>
<b>Marine Fish Production (In M. T)</b>	500,222	504,000	505,000	522,000	525,000
<b>Inland Fish Production (In M. T)</b>	303,431	306,000	307,000	309,000	312,000
<b>Total (In M. T)</b>	<b>803,653</b>	<b>810,000</b>	<b>812,000</b>	<b>831,000</b>	<b>837,000</b>

\*Data Source: Pakistan Bureau of Statistics Pakistan

##### **2. CONTRIBUTION OF FISHERIES TO NATIONAL ECONOMY**

<b>Indicators</b>	<b>Contribution (%)</b>
Total Agriculture Gross Domestic Production (GDP) Share (%)	<b>1.39 %</b>
Contribution to Agriculture GDP	<b>4 %</b>
Contribution to Labor Force	<b>1 %</b>
Fishermen Employed	<b>400,000</b>
Allied Industries	<b>600,000</b>

Per Capita Consumption (per annum)	2 kg
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**\*Data Source: Pakistan Bureau of Statistics Pakistan**

### 3. EXPORTS OF FISH AND FISHERY PRODUCTS

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

ITEMS	2019-20	2020-21	2021-22	2022-2023	2023-2024
Quantity (In M. T)	177,884	184,543	166,362	214,367	2,55,260.38
Export Earnings (Value in Million US\$)	406	415	431	496	<b>634.74</b>

**\*Data source: Export Invoices provided by exporters to MFD.**

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

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

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

#### DEEP SEA FISHING

Since 2005, there have been no foreign deep-sea fishing vessels operating within the Exclusive Economic Zone (EEZ) of the country. The Ministry has recently amended the Exclusive Fishing Zone (Regulation of Fishing) Rules of 1990 to regulate deep-sea fishing, with the aim of sustainable exploitation of un-tapped fisheries resources in Pakistan's EEZ.

#### TURTLE EXCLUDER DEVICE (TED) TRAILS BY LOCAL FISHERMEN

The primary purpose of a Turtle Excluder Device (TED) is to reduce incidental capture and mortality of sea turtles in fishing nets, particularly in shrimp trawl fisheries. TEDs are designed to allow captured sea turtles to escape from fishing nets, thus preventing them from being trapped and drowning as by catch. The use of TED is a mandatory requirement for the exports of shrimps to USA. The Federal and Provincial governments have assigned the task to the Maritime Security Agency (MSA) for ensuring the compliance of United States regulations regarding TED installation on all the shrimp trawlers. To ensure the shrimp exports to USA, the Marine Fisheries Department has been conducting TED Sea-exercise on 2<sup>nd</sup> May, 2024 along with fisheries stakeholders i.e., Sind Fisheries Department and Fishermen Cooperative Society (FCS) and Karachi Fish Harbour Authority (KFHA) to resolved fishermen concerns i.e., twisting of net and loss of shrimps catch.

#### Modernization of the Fishing Fleets

In order to fulfill the obligatory requirements of Food Safety & Hygiene on board, starting right from fish catching by the fishing boats. During the period from July, 2023 to June, 2024 the Marine Fisheries Department has modified 44 (2023/2837-2024/2878) local fishing boats with fiberglass coating in the fish hold compartments to maintain the freshness of fish catch. Consequently, the Marine Fisheries Department introduced modular boats in January 2008. Since then, boat owners have shown keen interest and have begun boat modification at their own

expense, which is still in progress. This success story demonstrates that the local fishing community has embraced the technology of lining fish holds with fiberglass coating.

### **CAPACITY BUILDING & TRAINING OF LOCAL FISHERMEN AND OTHER STAKEHOLDERS**

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

- On-board handling, preservation of fish catch
- HACCP training for the seafood industry workers; Under the HACCP system, the 42 establishments have been approved
- Design / construction and installation of TED's in shrimp trawl nets.
- Special training for PMSA, Coast guards; and
- Introduction of Code of Conduct for Responsible Fisheries (CCRF), Illegal Unreported and Unregulated fishing (IUU), types of fishing boats/ gears etc.

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

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

### **5. BUDGET ALLOCATIONS & EXPENDITURES OF MFD**

#### **CURRENT SIDE**

(In Millions)

<b>Object code</b>	<b>Object Classification</b>	<b>Actual Expenditure 2020-21</b>	<b>Budget Allocation 2021-22</b>	<b>Actual Expenditure 2021-22</b>	<b>Budget Allocation 2022 - 23</b>	<b>Actual Expenditure 2022-23</b>	<b>Budget Allocation 2023 - 24</b>	<b>Budget Allocation 2023 - 24</b>	<b>Actual Expenditure 2023-24</b>
<b>A-01</b>	Employees Related Expenses	71	75	74.496	84.693	84.379	113.9	127.854	115.71
<b>A-03</b>	Operating Expenses	14	18	17.572	21.618	20.816	62.45	32.136	23.234
<b>A-04</b>	Employees Retirement Benefits	3	2	1.909	3.096	3.088	4.3	3.718	2.505
<b>A-05</b>	Grant Subsidies & Write of Loans	7	8	8.054	2.721	2.712	0.14	0.94	0.117
<b>A-09</b>	Physical Assets	0.728	1.5	1.49	1.44	0.895	0	0	0
<b>A-13</b>	Repairs & Maintenance	2	1.612	1.452	2.083	1.867	10.55	3.37	2.367
	<b>GRAND TOTAL</b>	<b>98</b>	<b>106</b>	<b>105</b>	<b>116</b>	<b>114</b>	<b>191</b>	<b>168.018</b>	<b>143.933</b>

**\*Data source: Accounts Section of MFD**

#### **DEVELOPMENT SIDE**

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

#### **REVENUE RECEIPT**

Revenue receipts from the Quality Control section are deposited in the government treasury.  
(Registration/ Renewal/ Testing fee etc):

<b>ITEMS</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-2022</b>	<b>2022-2023</b>	<b>July 2023 to May-2024</b>
<b>Revenue (In Million Rupees)</b>	38.00	34.00	32.00	41.003	54.078	<b>80.507</b>

**\*Data Source: MFD manual DGPR verified figure and online MFD PSW.**

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

#### **7. WAY FORWARD FOR THE ENHANCEMENT OF EXPORTS**

- Enlistment of more processing establishments for the exports of fish & fishery products to the EU market.
- Improvement of sanitation and hygienic conditions of landing sites / auction halls with KFHA and FCS.
- Strengthening of official control of the competent Authority (MFD) to meet the compliance and requirements of importing countries.
- Uplifting the ban on exports of shrimps to USA.
- Complete implementation of HACCP based food safety management system for the attestation of health certifications and requirement of importing countries such as Indonesia and Thailand.
- Provide guidelines and encourage owners of registered fish processing plants/ establishments to add value to upgrade the quality of fishery products.
- Approach new markets to access for the exports of fish & fishery products.

#### **8. PLANS FOR NEXT YEAR (FY 2024-25)**

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

- Improvements of marketing infrastructure for fishermen along the coast i.e. providing technical assistance / guidelines to stakeholders / provinces for improvement of landing sites / auction halls at different fish harbours.
- To provide guidelines for the up-gradation of fishing boats according to the international standards.
- To increase the capabilities for fisheries planning and management based on the sound knowledge of the state of the fishery resources and exploitation of these resources.
- To provide guidelines / technical assistance for value addition and to promote aquaculture to boost fish production in terms of volume and value.
- Capacity building of fishermen and fisheries related personnel.

- Finding ways to carry-out the Stock Assessment Survey of Marine Fish resources in Exclusive Economic Zone of Pakistan. Experimental and exploratory fishing / biological research.
- Publication of Hand Book of Fisheries Statistic of Pakistan & maintenance of fisheries Statistical data.

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## 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
➤ Joint Secretary MoMA	01
➤ General Manager (E) KPT	01
➤ Manager Finance KPT	01
➤ Dy. Director General EOBI	<u>01</u>
	<b>05</b>
➤ Representing Pak. Stevedores Conference (G) Ltd.	01
➤ General Manager PNSC	01
➤ Representing Pak. Ship Agents Association	01
➤ Representing FPCCI	01
➤ CBA of Dock Workers	<u>02</u>
	<b>11</b>

### OBJECTIVES

1. To register the Dock Workers.
2. To regulate the employment of Dock Workers.
3. To ensure that adequate number of Dock Workers are available for:

4. Expeditious and Economic Turn-round of ships.
5. To increase productivity of the Port of Karachi by reducing KDLB-related labor costs.

## **FUNCTIONS**

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

- Ensuring adequate supply of registered dock workers.
- Full and proper utilization.
- Regulating the rotational hiring of Dock Workers by employers on daily wages.
- Maintaining Employers' Register i.e. list of licensed stevedores.
- Maintaining register of enlisted Dock Workers.
- Training to Dock Workers.
- Provision for health and safety measures.
- Fixing and Recovering levy of cess from the beneficiaries of the post.
- Maintain and administer the Welfare Fund.
- Maintaining proper accounts of all receipts and expenses relating to the Scheme.

## **REGISTERED DOCK WORKERS**

At present 2608 Dock Workers are registered on KDLB Roster under the following categories in Day/Night Shifts: -

	<u>CATEGORIES</u>	<u>S T R E N G T H</u>		
		<u>Day</u>	<u>Night</u>	<u>Total</u>
1.	HATCH WORKERS	0572	0565	1137
2.	TINDAL	0048	0053	0101
3.	WHARF WORKERS	0547	0517	1064
4.	WINCH CRANE DRIVERS	0150	0156	0306
	<b>TOTAL: -</b>	<b><u>1317</u></b>	<b><u>1291</u></b>	<b><u>2608</u></b>



**(DOCK WORKERS GETTING REQUISITION)**

**CARGO/CONTAINER HANDLED BY KDLB  
DOCK WORKERS – 2023-2024**

<b>CATEGORY</b>	<b>2023-2024</b>
<b>Cargo Handling</b>	<b>(Million Tons)</b>
Import Bulk/Gen. Cargo	6,484,857
Export Bulk/Gen. Cargo	4,081,926
Total Bulk/Gen. Cargo	10,566,783

**CONTAINER HANDLING (MILLION TEUs)**

Import TEUs	545,368
Export TEUs	283,632
Total TEUs	829,000

- Dry Bulk/General Cargo has been handled with 67% increase in comparison to previous year
- Containers have been handled with 03% increase in comparison to previous year

**KARACHI DOCK LABOUR BOARD PROJECTS**

**1. Completed**

- KDLB SECRETARIAT BUILDING.  
(Ground + Five Story)
- BOOKING CALL STATION WEST WHARF ADJACENT KDLB BUILDING FOR HATCH WORKERS.
- BOOKING CALL STATION KEAMARI NEAR TO JUNGLE SHAH, KEAMARI FOR WHARF WORKERS.
- MOSQUE KHAT-MUR-RUSUL, ADJACENT KDLB BUILDING.
- TRAINING CENTRE FOR DOCK WORKERS.
- CANTEEN ADJACENT BOOKING CALL STATION, WEST WHARF.
- KDLB HOSPITAL (110 BEDS HOSPITAL), KEAMARI.



**(VIEW OF KDLB HOSPITAL)**

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