



# MARITIME WATCH JUNE 2022

PAKISTAN'S PREMIER MONTHLY MARITIME NEWS DIGEST

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MINISTRY OF DEFENCE PRODUCTION  
GOVERNMENT OF PAKISTAN

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**MARITIME WATCH**

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## ABOUT US

NIMA is working as a national think tank acting as a repository of maritime information with major focus on; applied research for comprehensive solutions to Pakistan's maritime issues, taking maritime education initiatives, conserving the history and culture, advocating best maritime practices, raising awareness & capacity building, and publishing research of highest international standards.

## MISSION

National Institute of Maritime Affairs (NIMA) is functioning under Bahria University as National Think Tank on Maritime affairs as national body, based at Islamabad. National Centre for Maritime Policy Research (NCMPR) Karachi which was established in 2007 under the direction of Government of Pakistan has been placed as a constituent unit of NIMA. The establishment of NIMA was conceived in order to meet the objectives of National Maritime Policy.

## WORK

The significance of maritime domain is the economic development of the country and the potential of our maritime sector are not well understood in Pakistan. NIMA engages eminent and renowned researchers to extract concrete policy recommendations. It endeavors continuously to create awareness through seminars, conferences, workshops, writing research papers and other maritime related activities challenges of 21st century for Pakistan.

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The national institute of maritime affairs accords great value to important international days and occasions not only to highlight their significance but create awareness and accrue vital lessons for Pakistan. To this, the institute traditionally celebrates world environment day, world oceans day, world maritime day, world hydrography day, world fisheries day, etc. Two of these occasions i.e. world environment day and world oceans day are falling this month on the 5th and 8th of June 2022 respectively. Both of these subjects are critically important to Pakistan being a country that is being blessed with huge natural resources including a long coastline of over 1000 km and a vast area of about 290,000 sq. km as its EEZ and the extended continental shelf but at the same time is one of the highly endangered countries from the impacts of climate change.

World Environment Day 2022 is being held annually since 1973 and is celebrated across the world for environmental awareness and outreach. The theme for this year's WED is "only one Earth" whereas the campaign slogan, is focused on "Living Sustainably in Harmony with Nature" and "inspiring positive change". The whole idea of highlighting the environmental issues is aimed at preserving and respecting nature's sustainability matrix. We need to protect and preserve the natural resources that Allah has given us and try to recover what we have already lost due to our bad actions or lack of awareness. This is essential to advance to a more sustainable future where our next generations have equal opportunities to thrive and prosper. In the early days, people used to live simple lives in other words they lived in harmony with nature causing no or little damage to the environment. However, this balance has been disturbed by modern lifestyles due to many unhealthy practices and even due to technological advancements e.g. industrial growth, energy consumption, and chemical/toxic emissions. The planet Earth has been ruthlessly exploited by humanity for quick wealth with no regard for its environmental preservation, causing pollution to our lands, seas, and air. We must pay attention to maintaining the web of life. What is needed to be done is now clear to everyone but the time is running out. All nations have to join hands to prevent environmental catastrophes. In the universe there are billions of galaxies, in our galaxy, there are billions of planets, but there is only one earth; let's take care of it.

Likewise, World Oceans Day is being observed worldwide on the 8th of June. In this regard, NIMA as per its tradition is holding an international seminar cum webinar on the 7th of June. The theme of this year's Oceans Day is Revitalization: Collective Action for the Ocean. The main objective of observing Ocean day is to make people and stakeholders on the impact of human actions on the ocean, and the measures required for the sustainable management of the world's oceans. The Ocean holds the key to an equitable and sustainable planet. The world is already observing the Ocean Decade from 2020 to 2030 as a convening framework and solution-oriented research needed for a well-functioning ocean in support of the 2030 Agenda. The oxygen we breathe, most of the food and water is generated from the oceans. It is a source of tremendous natural resources precious and useful for humanity. While highlighting the actions we need to do for the health of the ocean, we know that capacity development, knowledge of ocean sciences, and the removal of barriers to full gender, generational, and geographic diversity are all very important. Everything in the UN SDG revolves around SDG 14 which is very critical for the ocean health and preservation of the environment and oceans biodiversity. The ocean's agenda is crucially important for food security, marine ecosystem, and other multiple functions and benefits that the ocean provide however until we change our behavior and commitment everything will remain pointless. The government of Pakistan needs to chalk out a proper roadmap for achieving the aims and goals of the UN Oceans decade.

For ensuring the maintenance of the environment, controlling the pollution, and preserving the health and biodiversity of oceans, we need to work and pay attention to three very essential things. These are proper governance, financial resources, and culture. On the governance side, the government and the key



management and controlling agencies need to revisit all the relevant rules and regulations and take all measures necessary for their implementation. Second is the cost of maintaining and preserving the oceans and environment. If we do not spend to safeguard and protect the environment as part of safety precautions and allow the environment to be degraded and resources to be ruthlessly exploited then this cost will exponentially increase beyond our affordability to do the damage control measures. The last essential thing is the culture where the people, societies, media, and academia come in. We have to change our culture to adopt safe and sustainable practices in harmony with nature. It is here that government, people, media, and our academic institutes need to play their important roles in observing basic things and do whatever is needed to be done on these agendas.

*Cdre (R) Ali Abbas*  
*Chief Editor*

**The pessimist  
complains about the  
wind; the optimist  
expects it to change;  
the realist adjusts the  
sails.**



## **A MEMORANDUM OF UNDERSTANDING (MOU) WAS SIGNED BETWEEN THE NATIONAL INSTITUTE OF MARITIME AFFAIRS (NIMA) AND THE INSTITUTE OF REGIONAL STUDIES (IRS), ISLAMABAD FOR BILATERAL COOPERATION REGARDING THE RESEARCH**



May 11, A Memorandum of Understanding was signed between the National Institute of Maritime Affairs (NIMA) and the Institute of Regional Studies (IRS), Islamabad for bilateral cooperation in promoting education and fostering joint efforts in research. The Ceremony was held at the NIMA Head Office, Bahria University Islamabad. The documents were duly endorsed with the signatures of Vice Admiral (Retd) Abdul Aleem HI(M), Director General, NIMA, and Ambassador Nadeem Riyaz President of IRS Islamabad. By signing the MoU, the two parties agreed to establish a formal mechanism of collaboration and cooperation for new initiatives. The purpose of the agreement is to improve the research and academic activities between the two Institutes and to promote and intensify cooperation in the entire area of interaction and research. The agreement will not only foster bilateral collaboration but will also play an important role in promoting joint activities, and the exchange of information and expertise. The two parties have agreed to provide assistance to each other 's request for literature consultation, exchange of publications/research material, joint research projects, and use of facilities at respective institutes.

On the occasion, Director General NIMA, Vice Admiral (Retd) Abdul Aleem assured wholehearted support from NIMA to IRS, in research, policy analysis, and other related subjects. He mentioned this agreement will not only enhance bilateral collaboration but will also play an important role in promoting joint activities. Meanwhile, The President of IRS, Ambassador Nadeem Riyaz hoped that this collaboration will be a great opportunity to get benefit from each other. He said that this MoU would help in studying the geo-strategic dynamics of Indian Ocean affairs.

The Director NIMA Islamabad Commodore (Retd) Bilal Abdul Nasir SI (M), and its research team along with the faculty members of the (IRS), were also present.



## Pns Shamsheer Visits Bahrain as Part of Flag Showing Mission



April 20, Pakistan Navy Ship SHAMSHEER visited Port Mina Salman, Bahrain during deployment on Regional Maritime Security Patrol (RMSP). The ship is patrolling in assigned areas and contributing towards international efforts to ensure maritime security in the region. Upon arrival at Port, the ship was warmly received by Naval & Air Attaché of Pakistan and Senior National representative of Pakistan, at HQ NAVCENT, Bahrain. During the stay at port, the Commanding Officer PNS SHAMSHEER Called on Commander Royal Bahrain Naval Forces, Commander Coast Guard Bahrain and Commander Combined Maritime Forces. During the interactions, matters of mutual interest were discussed and further enhancements of bilateral ties in all spheres were reaffirmed. Commanding Officer of PN Ship conveyed well wishes of Chief of the Naval Staff Admiral Muhammad Amjad Khan Niazi for the officers and men of Bahrain Naval Forces. During port visit, various professional exchange and orientation visits were arranged between PNS SHAMSHEER and Bahrain Defence Forces. Pakistan Navy believes in promoting peace and stability in the region and is committed to maritime security and order at sea. The visit by PNS SHAMSHEER is expected to further enhance existing diplomatic and defence ties between the two countries.

## Federal Minister for Maritime Affairs Syed Faisal Ali Subzwari's First Visit at Pakistan National Shipping Corporation after Assuming Minister Office

April 21, Federal Minister for Maritime Affairs Syed Faisal Ali Subzwari visited Pakistan National Shipping



Corporation (PNSC) today. Chairman PNSC, Rizwan Ahmed on behalf of PNSC welcomed the Minister and extended felicitations on assuming his charge and assured to work in great coordination. Chairman PNSC apprised the Minister on the functioning, development and on-going activities of PNSC. The Minister assured further enhancement and facilitation from Ministry to address both domestic as well as global challenges being faced by PNSC. Chairman Rizwan also briefed in detail about the rules and practices being followed by PNSC in Pakistan as well as abroad. The meeting was also attended by Additional Secretary - Maritime Ministry and Executive Directors of PNSC.

## Federal Minister Syed Faisal Ali Subzwari held a Meeting with the General Manager of China Road and Bridge Corporation (CRBC) Pakistan.



April 26, Federal Minister for Maritime Affairs, Syed Faisal Ali Subzwari discusses USD 3.8 Billion Karachi Coastal Comprehensive Zone (KCCDZ) development project with China Road and Bridge Corporation



(CRBC), Pakistan in Islamabad today. Federal Minister Syed Faisal Ali Subzwari held a meeting with the General Manager of China Road and Bridge Corporation (CRBC) Pakistan, Mr. Lyu Ming to discuss USD 3.8 Billion development project under Karachi Coastal Comprehensive Zone (KCCDZ). The CRBC elaborated on the operation and significance of the project to the Minister and discussed the policy demands from the government of Pakistan. Minister Faisal Subzwari showed his great interest over the project's significance that would uplift the lifestyle of The people of Karachi and would generate numerous employment opportunities. Furthermore, CRBC showed its concern over the delayed response for the past three years that is hampering the implementation of the project. The Minister assured the CRBC delegation full assistance from the Ministry and undertook that he will take this case at the earliest to all the stakeholders including the Prime Minister of Pakistan, Chief Minister Sindh, Chairman Karachi Port Trust (KPT), and promised to expedite the process in the fastest pace. Minister Subzwari showed gratitude to the CRBC for the visit and informed them to meet again after the discussion with all the stakeholders involved is finalized.

“MoMa will not lose a single day, we will do everything that is required immediately”, Minister Faisal Subzwari. The meeting was attended by the Additional Secretary Maritime Affairs, Joint Secretary Maritime Affairs, and Senior Officials of the Ministry and CRBC.

## **Dredging by KPT Dredger for Deepening Berth to Secure Tugs**



*April 26,* Dredging was performed by KPT Dredger for Deepening Berth for Securing tugs at the deep water container port. This will save fuel, reduce congestion at

Return Wharf and enhance the tug's life in clean SAPTL waters.

## **Delegation of Karachi Women Chamber of Commerce and Industry, South Visited KPT Building**



*April 28,* A delegation of Karachi Women Chamber of Commerce and Industry, South visited KPT Building & went for a harbor cruise & witnessed Port operations. KPT arranged the Cruise for Entrepreneurs of Women Chamber of Commerce and Industry, South. The Delegates were briefed about Initiatives taken to enhance Port turnaround & reduce the cost of doing business at Port. Textile-related entrepreneurs expressed their interest in establishing links with the trainees of the KPT Vocational Centre, Keamari.

## **Federal Minister for Maritime Affairs, Syed Faisal Ali Subzwari Calls on Chief of Naval Staff Admiral Muhammad Amjad Khan Niazi**



*April 28,* Federal Minister for Maritime Affairs, Syed Faisal Ali Subzwari calls on Chief of Naval Staff Admiral Muhammad Amjad Khan Niazi at Naval HQ Islamabad to discuss matters of maritime importance.



## Federal Minister for Maritime Affairs Syed Faisal Ali Sabzwari Chaired the Marine Pollution Board meeting



May 9, Federal Minister for Maritime Affairs Syed Faisal Ali Sabzwari chaired the Marine Pollution Board meeting at KPT Head Office. The meeting was attended by senior ministry officers, representatives of the Government of Sindh, PMSA, Chairman PQA & KPT officials. Federal Minister for Maritime Affairs Syed Faisal Ali Sabzwari desired that the issue of Marine Pollution be addressed at the earliest and necessary coordination be done with all stakeholders.

## Naval Chief Attends Indo Pacific Sea Power Conference



May 13, Chief of the Naval Staff Admiral Muhammad Amjad Khan Niazi is on official visit to Australia. During the visit, Naval Chief attended Indo-Pacific 'Sea Power Conference' 2022 held at Sydney, Australia. Theme of Indo Pacific Sea Power Conference for 2022 was 'The Indo-Pacific Maritime Domain in the 21st Century - A

Commonality of Purpose'. Under the theme, the aim of symposium explores cooperation and collaboration in maritime domain, highlighting maritime security and oceans ecosystem. More than 40 international naval delegations and around 700 Defence industry companies participated in Indo-Pacific Conference 2022. On the sidelines of conference, the Naval Chief had interactions with Naval Chiefs of Australia, France, Japan, Kuwait and Spain. It is expected that recent visit of Chief of the Naval Staff would greatly augment the bilateral cooperation with participating navies for enhancing regional and global maritime security.

## Baloch Fishermen Become Millionaires in Single Day after Catching 18 Fish



May 17, A group of Baloch fishermen became millionaires overnight after they caught 18 large croakers (also called Kir) in the waters of Jiwanjari earlier this week. The largest croaker fish was sold for Rs. 500,000, whereas the smaller ones are expected to fetch around Rs. 100,000 each. Sajad Umer, the captain of the boat, was jubilant at the catch, which was made through bottom-set gillnets. He has already sold fish worth Rs. 800,000 in a single day. According to experts, spotted croakers and Japanese meager are two species of large croakers found in Pakistan and have been sold for millions of rupees in the recent past. The primary reason for such a high price of the fish is its large swim bladder, which is used in making soups thought to ease pregnancy-related discomfort and cure joint pains, among other ailments. A single swim bladder can fetch as much as Rs. 500,000 per kilogram in the markets of Hong Kong or Guangzhou. "This area stretched over eight to nine kilometers between Daran and Gunz is apparently being used by croakers as a site for spawning aggregation for some years. Unfortunately,



some fishermen have discovered this site and are fast wiping out the remaining population of this species in our waters,” explained Muhammad Moazzam Khan, Technical Adviser at WWF-P said. Research Associate at WWF-Pakistan’s Information Center at Jiwani, Sudheer Ahmed, said that the fishermen caught several large croakers from the area in 2019 and 2020. He feared that uncontrolled fishing of croakers in the area may lead to their local extinction. He called on the provincial government to take immediate measures to protect the species, which could be accomplished by declaring the region as a Marine Protected Area.

## Search and Rescue Operation by Pakistan Maritime Security Agency



May 17, PMSA Base Ketu Bandar received an emergency call on 16 May 2022 at 0030, from a boat "Rub Sattar"(Reg. No 24360-B) near Hajamro Creek of the drowning of a Fisherman. PMSA's fast Response boats immediately proceeded to the area and reached the last known position of the drowned fisherman along with lifesaving and first-aid equipment. After continuous search and rescue deployment for more than 17 hours in challenging creek area conditions, PMSA SAR teams recovered the dead body. Later the dead body was handed over by O/C PMSA Base Ketu Bandar to Rural Health Center.

## International Day for Women in Maritime was Celebrated in a Seminar at KPT Staff College

May 19, International Day for Women in Maritime was celebrated in a seminar at KPT Staff College, Lalazar, Karachi. The seminar was well attended by the women



workforce of KPT besides women from diverse backgrounds. Achievements of the women workforce in the maritime sector of Pakistan were highlighted and issues hampering performance were highlighted as well during the occasion. The seminar was an interactive session. Chairman Karachi Port Trust and experienced Maritime professionals participated in the seminar. A Video Message from Secretary-General International Maritime Organisation was shared. Video link messages of IMO Secretary-General Mr. Kitak Lim and President Nautical Institute London, Ms. Jillian Carson also featured during the proceedings of the Seminar on the topic of Women in Maritime. Special guest and member PNSC Board Captain Anwar Shah also spoke during the occasion. Captain Ajmal Mahmoodi concluded the seminar. Admiral Zubair Shafiq GM Op's of KPT highlighted the steps taken by KPT to promote Women in Maritime.

## Launching Ceremony of PNS BADR Held at Karachi



May 20, Launching Ceremony of MILGEM Class Corvette PNS BADR held at Karachi Shipyard & Engineering Works (KS&EW). Prime Minister of Islamic Republic of Pakistan Mian Muhammad Shehbaz Sharif graced the occasion as Chief Guest. The newly launched corvette is equipped with state of the art weapons & sensors including surface to surface, surface to air missiles and anti-submarine weapons, which would significantly boost Pakistan Navy's defensive and offen-



sive capabilities. Contract for construction of four MILGEM Corvettes for PN was signed between DGMP and M/s ASFAT in 2018; wherein, two ships will be constructed at Istanbul Naval Shipyard (INSY), Turkey and other two ships at KS&EW, Pakistan. In this regard, 1st Ship of the Project, PNS BABUR was launched at Turkey in August 2021. On the occasion, the honorable Chief Guest expressed it a historic occasion as Ministry of Defence Production, Pakistan Navy, Karachi Shipyard and M/s ASFAT of Turkey had jointly supported construction of this state of the art platform. The Prime Minister appreciated the performance of KS&EW and reiterated that indigenization is at the forefront of our national policy and it is very encouraging to see modern warships being built in Pakistan. The Chief Guest also highlighted that MILGEM Project will enable acquisition of much needed design and construction capability for future needs and export potential. Turkish President Recep Tayyip Erdogan in his message on the occasion extended felicitation on timely completion of ongoing Pakistan-Turkey MILGEM project despite COVID pandemic. He highlighted that MILGEM project is manifestation of deep rooted historical ties and willingness to share of expertise in the Defence industry between the two brotherly countries. Chief of Naval Staff, Admiral Muhammad Amjad Khan Niazi, in his address underscored that Pakistan's geographical position and current geo strategic environment demands building of a strong Navy to defend maritime interests. Our sea trade routes and vast Exclusive Economic Zone (EEZ) needs to be effectively safeguarded. The Naval Chief underlined that PN MILGEM Ships will play an important role in catering operational needs of Pakistan Navy. He highlighted that Karachi Shipyard is one of the few public sector organizations that made remarkable turnaround during last decade. Growth of such a heavy engineering and shipbuilding complex, paves way for broadening technological base of the country in maritime domain, which is essentially required for future development of Pakistan. Earlier MD KS&EW, Rear Admiral Ather Saleem in his welcome note highlighted that Karachi Shipyard is fully cognizant and aligned with goals set forth by Govt and Pakistan Navy for pursuing self-reliance in naval shipbuilding sector. PN MILGEM corvette is a testimony of our commitment to this national cause. The ceremony was also attended by Minister of National Defence Turkey and other high ranking government officials of Pakistan & Turkey, Pakistan Navy and KS&EW.

## Search and Rescue Operation by Pakistan Maritime Security Agency



May 24, A distress call of brother fishermen was received on 23 May 22 at around 1230 hrs, from the general area of Keti Bander. A fishing boat namely "Bismillah" (Reg No: 12522-B) stranded at sea due to heavy wind and swell which caused her engine failure and excessive flooding. PMSA immediately dispatched, its boat toward the reported position (Near Hajambro Creek) along with requisite de-flooding pumps, towing arrangements, and life-saving and first-aid equipment, fishing boat was taken in tow and safely escorted back to Keti Bandar.

## Pakistan Maritime Security Agency (PMSA) Celebrated International Day for Biological Diversity



May 24, Pakistan Maritime Security Agency (PMSA) celebrated International Day for Biological Diversity on 22 May 2022 in a befitting manner. In this regard, lectures were arranged at coastal bases for fishermen / civil communities in which issues of overfishing and protection of fishery resources by avoiding banned nets were discussed. Members of staff also wore the "Save the Planet" ribbon and performed their duties on Pickets and boats. Officers and members of staff participated in all activities with zeal and zest.



## Damietta Alliance Developing and Operating a New Container Terminal in Damietta, Egypt



*May 10*, A new terminal will be built in the port of Damietta/Egypt. For this purpose, a Joint Venture was founded to develop and operate the new "Terminal 2" in the port. The Joint Venture "Damietta Alliance Container Terminal S.A.E." consists of three core shareholders which are Hapag-Lloyd Damietta GmbH (39%), Eurogate Damietta GmbH (29.5%) and Contship Damietta Srl (29.5%). Two other partners, Middle East Logistics & Consultants Group and Ship & C.R.E.W. Egypt S.A.E., will each hold 1%. The new terminal 2 at the port of Damietta is expected to start operations by 2024. It will have a final total operational capacity of 3.3 mio TEU and serve as Hapag-Lloyd's dedicated strategic transshipment hub in the East Mediterranean.

"With the new terminal Hapag-Lloyd will significantly improve its transshipment operation in the East Mediterranean market as well as access to the local Egyptian trade", said Rolf Habben Jansen, CEO of Hapag-Lloyd. Thomas H. Eckelmann, Chairman of the EUROGATE Group Management Board, stated: "With Terminal 2 being operational in 2024, Hapag-Lloyd and its partners will be able to use a state-of-the-art terminal with sufficient capacity, high productivity, and a dense feeder network." Cecilia Eckelmann-Battistello, Chairman of the Board of Contship Italia, added: "We feel privileged and are extremely grateful for the support of the Egyptian government. The concession to operate the facility is granted to the Joint Venture for 30 years. This gives us and our respective customers a long-term perspective in the port of Damietta."

The Egyptian Minister of Transport, Lieutenant-General Eng. Kamel Al-Wazir, commented: "This is a very encouraging, well-planned partnership of international

and Egyptian private sector in order to position Egypt as a global hub for logistics and trade. In this first phase, we will establish the port of Damietta as an integrated logistics hub for containers, which will then be followed by the establishment of logistic corridors reaching different manufacturing areas in Egypt by railway network." The final signing of the concession agreement has taken place today in Cairo, Egypt. (Credits: Hapag-Lloyd)

## MMA Offshore Awarded New Contract in Qatar



*May 11*, Australia's MMA Offshore has landed an integrated vessel and subsea services contract to provide offshore construction support in Qatar. The Perth-based OSV operator and services provider will deploy its 2016-built multipurpose support vessel MMA Pinnacle in support of a tier-one contractor working on a pipeline installation campaign. The vessel recently returned to the fleet after a three-year fixed-term charter.

The campaign is due to commence in early June 2022 and should continue until December of the same year. MMA estimated revenue from the project to be around \$16.5m for the firm contract period. "This project marks a major milestone for MMA, securing a significant integrated subsea services contract which utilizes our subsea skills and vessel in combination," said David Ross, MMA's managing director. (Credits: Splash247)

## Shelf Drilling Awarded New Contract in India

*May 20*, Dubai-headquartered jack-up rig operator Shelf Drilling has been awarded a new contract by Oil and Natural Gas Corporation (ONGC) for the F.G. McClintock. The 1975-built rig will begin operations in Mumbai High, off the coast of India, in the first quarter of 2023 for a three-year period. It is currently on contract with ONGC until October 2022. Established in 2012, Oslo-listed



Shelf Drilling currently has 30 jack-up rigs in its fleet. Last month, the company secured a three-year contract extension with Saudi Aramco for the 1981-built jack-up High Island. (Credits: Splash247)

## Pulp & Paper Products Hub in Abu Dhabi



May 24, Abu Dhabi terminal operator AD Ports Group signed a strategic partnership agreement with Germany's Alexander Global Logistics to develop a pulp and paper products hub at its flagship facility, Khalifa. The hub aims to address the changing needs of the global supply chain, both for pulp and paper producers and customers. In the first stage, expected to be completed by Q3 this year, a total of 20,000 sq m of quayside warehousing will be established in Khalifa Port. From there, all kinds of forestry products will be distributed into the Gulf region and beyond. This latest announcement follows a series of develop-

ments at Khalifa Port aimed at expanding the deepwater port's capabilities to support a wide variety of industries. In 2021, AD Ports Group signed a 50-year land lease agreement with Anchorage Investment that will see the development of grain storage and processing plant at Khalifa Port that will be overseen by agro commodity processor National Feed. Last year also saw the signing of a 35-year concession agreement between AD Ports Group and the French liner CMA CGM.

Elsewhere in the port, progress is already underway with the development of Abu Dhabi's first greenfield commercial bulk liquid storage terminal that is being built as part of a strategic agreement signed with Saudi Arabia-based Arabian Chemical Terminals (ACT). (Credits: Maritime Gateway)

## Tanker Carrying Iranian Crude Arrives in Venezuelan Waters



May 24, An oil tanker carrying about one million barrels of Iranian crude arrived in recent days in Venezuelan waters for delivery to the country's largest refinery.

According to a shipping report seen by Reuters on Monday and vessel tracking data, Iran-flagged Suezmax tanker Silvia I, owned and operated by National Iranian Tanker Company, arrived on Sunday at an anchorage area near Venezuela's Amuay port. The vessel departed in early April from Khor Fakkan, on the Gulf of Oman, and switched off its transponder when navigating near the Cape of Good Hope towards the Atlantic Ocean, according to Refinitiv Eikon monitoring data.

Weeks later, the vessel was seen in satellite pictures close to Venezuela's largest port, the Jose terminal, according to monitoring service TankerTrackers.com.

Iran and Venezuela, which have recently expanded a swap agreement signed last year, have increased the supply of Iranian heavy crude to Venezuela's El Palito refinery and



Paraguana Refining Center (CRP). Despite potential oil market competition, Iranian firms are planning to revamp Venezuela's largest oil refinery in a deal that would deepen an energy relationship that has become a lifeline for Venezuela's dilapidated oil industry amid a crisis caused by decades of mismanagement and lack of investments. However, Iran's Sharq newspaper reported on Sunday that Iran's energy dealings with its South American ally have backfired, as Venezuela's discounted oil exports have increased potentially taking market share from Iran.

Both countries are under American sanctions and try to sell their oil by illicit shipments mostly to China, which has increased its purchases since early 2021. Iranians do not hide that China is buying their oil, but the quantity and price remain a state secret. (Credits: Iran International)

## Drydocks World Awarded Contract for Brazil-Bound FPSO



May 25, United Arab Emirates-based yard Drydocks World has penned a contract with Malaysian floater operator Yinson to upgrade the floating production storage and offloading (FPSO) vessel set to operate for Brazil's Enauta at Atlanta field in the Santos Basin.

The 18-month project will see Drydocks World upgrade, refurbish, and convert the 1989-built FPSO OSX 2, with delivery scheduled for the third quarter of 2023. Capt. Rado Antolovic, CEO of Drydocks World said: "Signing a contract for this prestigious project reflects our proven technical capabilities and track record. Our expertise in refurbishment, conversion, and upgrading FPSO vessels allows us to support Yinson in its commitment to improving global access to stable energy sources."

In February, Enauta completed the purchase of the vessel and firmed up its deal with Yinson, which included adap-

tation and operations and maintenance for 24 months. The acquisition and adaptation cost will be around \$500m. Yinson will have an option to purchase the unit before the commencement of production, linked to a financing plan. If the option is exercised, it will be linked to charter, operation, and maintenance contracts for 15 years, which may be extended for another five years, totaling \$2bn for the 20 years. (Credits: Splash247)

## HISTORY OF GWADAR

Gwadar had been part of princely State of Kalat and remained under Omani Rule from 1784 till 07 December 1958. On 08 September 1958, Prime Minister Malik Feroze Khan Noon addressed the nation and broke the news of purchase of Gwadar from Oman.

Pakistan Navy has the honour of taking over Gwadar from the Sultan of Oman through a Naval Platoon led by then Lt Iftikhar Ahmed Sirohey (Latter Admiral Iftikhar Ahmed Sirohey NI (M), S Bt, Chief of the Naval Staff and Chairman Joint Chiefs of Staff Committee) who flew Pakistani Flag for the first time. Hence, Gwadar formally became part of Pakistan on 08 December 1958 after 174 years of Omani Rule.

Local civil authorities (DC Office Gwadar and GDA) were also approached for confirmation of date w.r.t Gwadar Day. However, no authentic reference is available w.r.t annexation of Gwadar on 8th December in respective offices.



## Jafza Breaks Ground on New Logistics Park at Jebel Ali



May 3, The purpose-built trading and logistics development will accommodate the growing number of warehousing, processing, and logistics activities carried out in Dubai, the company said.

“As the UAE continues to grow into a global processing and re-distribution gateway, we have experienced a significant spike in demand for logistics and warehousing space,” Abdullah bin Damithan, CEO and MD, DP World UAE and Jafza, said.

“We are building the Jafza Logistics Park in response to this increase in demand and to further boost the development of the UAE’s logistics sector.”

The project involves a total leasable area of over 46,000 sqm, of which 87% will be allocated to warehousing. The remaining space is dedicated to office facilities, DP World said. Logistics companies in e-commerce and other growing sectors will benefit from the Park’s digital trade enablement, competitive costs, and customizable units. “We are in discussions with a number of large customers that need 60-80% of the space and may need to commission phase two ahead of schedule,” Bin Damithan said. Jafza already plays host to over 460 companies from 30 countries, almost all international logistics providers which already operate from the free zone.

Located between Jebel Ali Port, Al Maktoum International Airport, and Etihad Rail’s Jebel Ali station, which has yet to come into operation, the park is expected to boost Dubai’s credentials as a trading and logistics hub, and pave the way for further advancements in Dubai’s ability to handle sea-air cargoes.

In stressing the wisdom of its strategy to move from a pure terminal operator to an end-to-end logistics player, DP World said, in an investor presentation issued earlier

this month (April), that although containerized revenue had fallen from around 80% of the total in 2014 to only 45% in 2021, overall company revenues had increased from \$3.4bn to \$10.8bn over the same period. In February, DP World announced a throughput of 13.74m teu at Jebel Ali Port in 2021, up 1.9% on the year earlier. In the first quarter of 2022, container volumes fell 1.0% to 3.42m teu. (Credits: Seatrade Maritime)

## Côte d’Ivoire Terminal Takes Delivery of Yard Cranes



May 4, Cote d’Ivoire Terminal, with a capacity of 1.5m teu is expected to begin operations in 2022.

This delivery is part of the overall order of 13 fleet gantries. This 30-meter-high handling equipment will be used for the loading, unloading, and storage of containers in the container yard. The new gantries supplied by ZPMC are equipped with the latest technologies. These include a state-of-the-art control system, and a new-generation power supply system that significantly reduces CO<sub>2</sub> emissions and energy consumption. “The new fleet gantries we have received are part of the eco-responsible approach implemented for this project. In addition to buildings that meet the highest environmental standards, the equipment at the future terminal is part of the Green Terminal environmental labelling process,” said Koen de Backker, Managing Director of Côte d’Ivoire Terminal. The second terminal at the port of Abidjan will be equipped with 6 gantry cranes, 13 fleet gantries, and 36 tractors, all of them electric.

“This equipment is the first in a long series, with the first electric tractors due to arrive in May 2022 and the first gantry cranes in August 2022. The arrival of this equipment solidifies the investment commitments made by Cote d’Ivoire Terminal and its key shareholders, Bolloré and APMT,” explained Olivier de Noray, Managing Director of port concessions at Bolloré Ports.

Construction work on the future Côte d’Ivoire Terminal



will be completed in 2022. With an area of 37.5 hectares, this new container terminal will be equipped to handle more than 1.5m teu containers per year and will accommodate vessels with draughts of up to 16 meters along its 1,100 meters of quay. (Credits: Seatrade Maritime)

## Singapore Traces Bad Bunkers to Khor Fakkan Cargo



May 6, Singapore authorities say contaminated fuel bunkered by around 200 ships in the port originated from a fuel oil cargo loaded in the Port of Khor Fakkan, UAE. Heavy sulfur fuel oil (HFO) supplied by Glencore and PetroChina to ships in Singapore in March contained high concentration levels of Chlorinated Organic Compounds (COC) which are not part of standard bunker tests or ISO standards. By the time the alarm was raised around 200 ships had bunkered with the contaminated fuel and 80 reported engine, fuel pump, and other issues. In an update to investigations into the cause, the Maritime & Port Authority of Singapore (MPA) reveal the chain involved in the fuel purchased by Glencore Singapore Pte Ltd. in January and February this year. Glencore purchased the fuel through Straits Pinnacle Pte Ltd, which contracted supply from Unicious Pte Ltd. “The contaminated HFO was loaded at the Port of Khor Fakkan, United Arab Emirates (UAE) onto a tanker and shipped to floating storage facilities in Tanjung Pelepas, Malaysia to be further blended,” MPA said.

The blended HFO containing the contaminated fuel was then delivered to storage facilities belonging to Glencore in Singapore, and in turn, Glencore sold part of the cargo to PetroChina. Both then sold it to ships in the port. The Singapore authorities have tested samples from the tanker that delivered the fuel from Khor Fakkan, fuel blending, and storage facilities. “Fuel on board the tanker was found to contain high concentrations of COC, of up to 21,000 ppm,” MPA said. The forensic analysis then matched the fuel in the tanker that delivered the fuel from

the Middle East to that supplied to a number of affected ships bunkering in Singapore. “The forensic fingerprinting analysis established with reasonable certainty that contaminated fuel onboard affected ships had likely come from the same source of fuel onboard the tanker that was loaded at Port of Khor Fakkan, UAE,” MPA stated. Testing for COC is not required as part of tests to ensure fuel complies with international standards, so while Glencore and PetroChina did test the fuel the contamination was not detected until ships started to experience problems. The contamination problems were first flagged by a bunker alert issued by fuel tester VPS on 11 March, and according to a previous statement, the MPA said it was first informed on 14 March that a number of ships had been supplied with HFO contaminated with COC. Measures were taken to stop the supply of the contaminated fuel and MPA said it has not received any report of fuel containing high COC supplied by Glencore and PetroChina since 31 March.

“In light of this incident, MPA encourages bunker buyers to request enhanced fuel testing for COC from their bunker suppliers. MPA is also conducting further testing of both Glencore and PetroChina’s fuel samples,” the authority said. Following the incident, MPA added COC to its Bunker Quality Inspection System (BQIS) and the Intensified Bunker Quality Checks (IBQC). Singapore is the world’s largest bunkering port selling 50.04m tonnes of fuel in 2021. (Credits: Trade Winds News)

## Transshipment Surge Spurs Saudi Ports Growth



May 16, Saudi ports have witnessed a significant rate of growth in cargo throughput tonnage during the first quarter of 2022, increasing by 7.18% to a total of more than 74 million tons compared with the first three months of 2021. The number of transshipment containers increased by 5.91% to a total of 1.3 million TEU, contributing



significantly to the overall upturn. According to statistics published by the Saudi Ports Authority (Mawani), Saudi ports also recorded a 12.85% increase in the numbers of cars handled, to a total of 219,488, while the number of passengers increased by over 61%, to a total of 258,076. On the other hand, Saudi ports recorded a decrease in total container throughput which declined by 1.27% to a total of 2.5 million TEU, and the number of imported livestock decreased by 57.75% to a total of 336,581 head.

According to Mawani, "Saudi ports have set these milestones as a result of development in the national economy, and growth of trade activity in the Kingdom, as well as by forming strategic partnerships with global major shipping lines, all of which contributes to strengthening Saudi ports connections with eastern and western ports, and increasing throughput volumes." Through the launch of initiatives such as Smart Ports, which targets automating operations at Saudi ports, by incorporating 5G technology within the logistics sector, Mawani aims to further reinforce Saudi Arabia's position as a global logistics hub, the authority adds. (Credits: The Maritime Standard)

## New Biofuels Partnerships and First Supply in the Middle East



May 17, The oil and shipping group, Monjasa, has successfully completed its first blending and supply of marine biofuels in the UAE. The project was carried out in close collaboration with an international energy company, Uniper and biofuel producer Neutral Fuels. In early March, the Monjasa-owned tanker, the 9600 dwt Monjasa Server went alongside the Great Eastern Shipping Company tanker, Jag Prerana, off Dubai and successfully supplied a total of 233 tonnes of B20 biofuel. Ahead of delivery, the product blending was performed on board Monjasa Server. B20 biofuel blend consists of 20%

biodiesel made exclusively from cooking oil waste and 80% VLSFO and meets ISO 8217 marine fuel standards. Commercial Director at Monjasa Middle East & Africa, Moustapha El Maghlouk, said: "By promoting new partnerships with Uniper and Neutral Fuels, Monjasa is present at the production site and throughout the supply chain to understand the full spectrum of logistics needed to make this project a success. With our combined synergies across fuel sourcing, production and logistics, we are confident of building a scalable biofuel option and we are already receiving interest for biofuel blends from several shipping companies operating in the Middle East." (Credits: The Maritime Standard)

## Saudi SISCO Profit Tumbles 98% Following Global Supply Chain Disruptions



May 17, RIYADH: Saudi Industrial Services Co., known as SISCO, posted a 97.5-percent drop in profit for the first quarter of 2022 as a result of ongoing disruptions in global supply chains, the company said in a press release. The company said in a statement that its first-quarter profit fell to SR800,000, (\$213,333) down from SR32.3 million in the same period a year earlier. Along with the profit decline, revenue declined by 22.6 percent to SR196.2 million compared to SR253.6 million in the first quarter of last year. SISCO, which is one of the leading strategic investors in ports and terminals and logistics parks, said the decline in profit and revenue resulted from disruptions in the global supply chain and the resumption of pandemic restrictions in China, which adversely affected gateway and transshipment volumes. Its revenue and profitability in the water segment were impacted by a temporary decrease in production at the Kindasa facility for two months. This decrease in production has been resolved, said the company, adding that it expects revenue to return to normal levels for the rest of the year. "Whilst we are likely to continue to see the impact of this in Q2, we expect supply chain pressure to ease later in the year



which will positively impact the ports and logistics segments,” said Mohammed Al-Mudarres, CEO at SISCO, in a press statement. (Credits: Arab News)

## Single Window for Ship Data Exchange to Become Mandatory



May 24, IMO’s Facilitation Committee has adopted amendments to the Facilitation (FAL) Convention which will make the single window for data exchange mandatory in ports around the world, marking a significant step in the acceleration of digitalization in shipping. Other amendments adopted include lessons learned from the COVID-19 pandemic and add new and amended Recommended Practices to prevent corruption and illicit activities in the maritime sector.

The Facilitation Convention was adopted in 1965 and contains standards and recommended practices and rules for simplifying formalities, documentary requirements and procedures on ships’ arrival, stay and departure. The Convention has been updated continuously, embracing digitalization and automation for procedures.

The amendments adopted at the Facilitation Committee (FAL 46) session, which met 9 to 13 May, are expected to enter into force on 1 January 2024.

On other matters, the Committee approved the updated Compendium on Electronic Business; approved guidelines to tackle illicit international wildlife trade; and completed its regulatory; scoping exercise on maritime autonomous surface ships (MASS).

The amendments update the provisions of the FAL Convention on mandatory electronic data exchange in ports for ship clearance. The amendments to the annex of the Convention will make it mandatory for public authorities to establish, maintain and use single window systems for the electronic exchange of information required on arrival, stay, and departure of ships in ports. In addition, public authorities will have to combine or coordinate the

electronic transmission of the data to ensure that information is submitted or provided only once and reused to the maximum extent possible.

The Committee approved related guidelines on authentication, integrity and confidentiality of information exchanges via maritime single windows and related services; and revised guidelines for setting up a maritime single window.

Progress on MASS regulations

The FAL Committee approved the outcome of the regulatory scoping exercise (RSE), which analyzed relevant ship safety treaties under the remit of the Committee to assess how maritime autonomous surface ships (MASS) could be regulated.

The Committee concurred with the establishment of an MSC-LEG-FAL Joint Working Group on MASS to provide advice on and consider ways to address common issues identified by the three committees. (Credits: Safety4Sea)

## Expected ships in Karachi

<i>ETA by AIS</i>	<i>Type</i>	<i>Vessel</i>
Jun 11, 01:00	Bulk Carrier	AT 27
Jun 11, 18:00	Bulk Carrier	DAMON
Jun 12, 08:00	Container Ship	LONG BEACH TRADER
Jun 13, 21:00	Crude Oil Tanker	SUNRISE
Jun 20, 00:00	Bulk Carrier	V RICH
Jun 22, 07:00	Bulk Carrier	STAR CENTAURUS
Jun 24, 12:00	Crude Oil Tanker	INDA



## UAE Innovation Poised to Revolutionize Remote Offshore Inspections



*May 13*, A UAE company offering renewables and oil and gas operators the possibility to activate drones capable of both airborne and submersible remote activity across continents is poised to unlock a new chapter in the maritime inspection of offshore assets of several types.

Defuzzy Labs, a robotics company specializing in unmanned systems based in Sharjah, UAE, has collaborated with SubUAS, the US company behind the Naviator Air-Sea Drone platform, to demonstrate its latest robotics fleet management solution in a way that could revolutionize the future of offshore inspections.

A demonstration held at the AWS Energy Symposium in Houston last week (May 5) featured the Sharjah-based operator instructing a Naviator drone fleet to perform an inspection from over 11,000 kilometers away, alongside the SubUAS team based in New Jersey, in the US. Defuzzy said its robotics fleet management solution used AWS's Roborunner service to command multiple Naviator drones over the cloud. "This scalable and modular solution enables Defuzzy to easily integrate robots of various makes, models, and forms into the fleet and control them. The cloud services will further help enhance remote monitoring solutions and complete accurate robotic inspections, improving the safety and efficiency of inspection operations," it said.

In the demonstration, Defuzzy's Sharjah-based engineers monitored and commanded multiple Naviator drones located in New Jersey. "The fleet management solution automatically planned a mission and assigned it to the available drone in the background, after which the Sharjah-based operator was seen monitoring the fleet's status and the live video stream of the inspection routine," it said.

Defuzzy has also designed and developed crewless solutions, such as unmanned surface vessels (USVs), underwater remotely operated vessels (ROVs), and unmanned ground vehicles (UGVs). "We are pleased to announce that Defuzzy's robotics fleet management solution will be used to command a fleet of offshore robotic platforms, which will not just be limited to drones, but a combination of USVs and other drones," said Adnane ElSoussi, CEO & Co-founder, Defuzzy. "Our robotic fleet management solution eliminates many challenges associated with inspections of offshore facilities, such as adverse weather and harsh operational conditions, limited and poor communication, availability of multi-talented inspectors, difficulty to access spaces requiring special tooling and equipment, high-risk operational environment, and lastly, high operational costs."

ElSoussi told Sea trade Maritime News that drones could, as well as operate in the air, function at depths of 100 feet and more. "That opens a lot of opportunity for inspection and security operations," he said. For ElSoussi, the goal is to deploy the technology at scale. "Imagine you have multiple turbines in a wind farm. Their sensors give us some idea of the health of each turbine. We then link that to the cloud. Now, using models that we can develop, we can do predictive maintenance, and, at the same time, improve our inspection routines." (Credits: Seatrade Maritime)

## Kuwait Ministry Captures Iranian Ship with 240 Tons of Smuggled Diesel



*May 22*, Kuwait's Ministry of Interior has seized an Iranian ship carrying 240 tons of smuggled diesel, a report by Dubai-based Al Arabiya TV said Saturday. The ministry said it has seized the ship in territorial waters and arrested its crew members, who were Iranian. It said the Iranian ship crew was buying fuel from smaller ships at certain prices. The ministry also said an investigation is underway to reveal all the circumstances of the smuggling incident. (Credits: Arab News)



## Addressing Escalating Cyber Risks Inspections



May 24, WTW has launched CyNav for Ports and Terminals, a cyber solution specifically designed to help address the escalating cyber risks faced by owners and operators in this strategically vital sector of the global maritime supply chain. The release of CyNav for Ports and Terminals is a direct response to growing calls from operators for a bespoke product that addresses the specific risks faced by their high-value asset class and closes the gaps found in the standard cyber policies of today's insurance market. Due to the outsized role its practitioners play in supporting the global economy, the maritime logistics sector is increasingly a target for extortion, hacktivists, and state-sponsored networks of cybercriminals. Cyber-attacks on maritime transport assets rose 400% in 2020. Since then, the number of cyber-attacks on global maritime infrastructure has continued to escalate, especially in the first quarter of this year (2022); in the port sector, there were recent attacks on a cross-section of strategic facilities, from marine oil terminals in Western Europe to container ports in South Asia and South Africa. As port operators navigate their way through the Fourth Industrial Revolution, their assets are becoming increasingly reliant on connectivity and new technologies, especially those that automate communications and operations. Third-party service providers are now routinely connecting to port systems to support and monitor the performance of their products. While this has provided unprecedented levels of operational transparency and efficiency throughout the ports' value chains, it has also significantly raised the risk of network intrusions. As connectivity builds between partners, each connection point offers cybercriminals another gateway to mission-critical systems and commercially sensitive or private data.

Theft of the latter potentially opens the operators of inad-

equately protected systems to significant fines under legislation such as the EU's General Data Protection Regulation; a failure to adequately protect personal data could see a company anywhere in the world fined up to the equivalent of 4% of its global revenue, provided the data breached was the property of EU citizens. A specific area of vulnerability for port operators – and a new focus of activity from cybercriminals – is the connections to the operational technologies that control activities such as vessel berthing, port traffic, cargo handling, and ancillary equipment such as gantry and ship-to-shore cranes.

Awareness campaigns about the vulnerability of transport-related IT access points have helped to strengthen those systems. For example, there has been some progress in securing maritime IT systems from third-party intrusion: in general, the adoption of defensive software products such as privilege access management controls, multi-factor authentication firmware, and endpoint detection and response solutions is better protecting system-entry points. The ports sector's operational technology is less well defended, according to digital security experts, who say attacks through those systems can still provide access to the IT systems, and are less likely to be covered by standard cyber policies. The launch CyNav for Ports and Terminals comes about a year after WTW brought the award-winning CyNav for Shipowners to market. Both were created in direct response to industry requests for more comprehensive and customized cover from the growing maritime cyber threat. (Credits: Seatrade Maritime)

## ACR Electronics and Ocean Signal Develop Next-Gen Epirbs Ahead of IMO's 2022 Mandate



May 25, Safety specialists ACR Electronics and Ocean Signal have announced the development of next-generation EPIRBs which meet upcoming standards and incor-

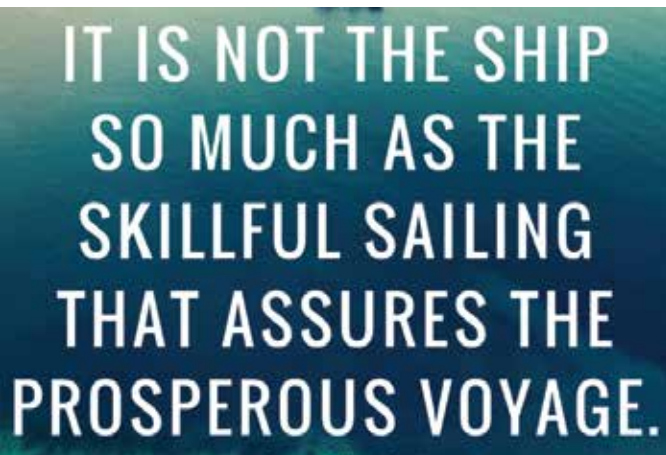


porate more features to significantly enhance the chance of rescue in an emergency. Introducing integrated AIS (Automatic Identification System) within their EPIRBs for the first time in conjunction with further new technology, ACR and Ocean Signal will launch the advanced beacons this year ahead of the enforcement of new updated IMO (International Maritime Organization) Maritime Safety Committee EPIRB regulations. AIS EPIRBs will offer both recreational and commercial users the extra reassurance that other nearby vessels will be notified in an emergency, in addition to the beacon's traditional capabilities to transmit a 406 MHz distress signal via the Cospas-Sarsat satellite system to contact global rescue services. Effective from July 1, 2022, the new IMO rules state that vessels under SOLAS regulations will have to fit a new EPIRB with an internal AIS locating signal and an internal GNSS receiver, along with the 406 MHz and 121.5 MHz transmitters, when current devices are due for replacement. Recreational boats and other non-SOLAS vessels can continue to install the EPIRBs permitted under their national regulations, with many countries expected to enforce the IMO AIS EPIRB mandate in one to two years due to the life-saving benefits offered by these new beacons.

The IMO updated its EPIRB requirements in June 2019 to instigate essential improvements in the performance and design of one of the most important safety devices carried on board by a range of recreational and commercial vessels. EPIRBs (Emergency Position-Indicating Radio Beacons) are installed on a vessel for activation in a life-threatening emergency, such as sinking, collision, and accident. Using the 406 MHz frequency and the Cospas-Sarsat satellite system, the devices have saved thousands of lives, but recovery by rescue services may be delayed, especially in remote ocean areas.

Introducing the AIS locating signal ensures a signal will also be received by all vessels and aircraft equipped with AIS in the vicinity, enabling them to respond with immediate assistance. Further new standards for EPIRBs enforced by the IMO make a GNSS receiver mandatory to improve the accuracy of the location provided to the rescue services, whilst also requiring an infrared light, as well as visible light, to facilitate rescue in poor visibility or at night. The combination of an accurate location received via the Cospas-Sarsat satellites and an AIS signal from the EPIRB will enable Search and Rescue

authorities to direct search efforts via satellite communications to the area of the incident, whereupon the ship's own AIS equipment will enable them to locate the EPIRB, thus effecting a speedier rescue in remote locations. Mikele D'Arcangelo, Vice President of Global Marketing and Product Management for ACR Electronics, said: "We are delighted to confirm that ACR Electronics and Ocean Signal are in the final stages of developing and testing next-generation EPIRBs which will offer much more than the newly mandated technology. The feedback and demand from our customers about the features they want are clear, so we have listened and incorporated innovations within our new EPIRBs that will set new standards in the industry. These beacons will meet all regulatory requirements and offer the leading EPIRB solution for all vessels. "EPIRBs have always been effective at alerting the rescue services to an emergency via satellite, but they were not good at notifying other vessels nearby. AIS changes this and is a feature that is of benefit to recreational vessels, as well as SOLAS ones, in that it enables you and other vessels nearby to aid in the rescue. "As leading safety specialists and beacon innovators for many years, ACR and Ocean Signal emphasize to all boat owners and operators that EPIRBs are a vital element of your safety kit. For those people affected by the IMO AIS EPIRB mandate and for any boaters who want the added reassurance of AIS or to ensure they meet future regulations, our latest EPIRBs will be ready for the July 2022 deadline. Our existing EPIRBs will continue to be approved and available for use in applications that do not have to comply with the new IMO requirements." (Credits: Hellenic Shipping News)





## New Research Casts Doubt on Shipping's Decarbonisation Journey



*May 18,* The green energy required to make carbon-free fuels for shipping would require all of the world's current production of renewables. The conclusion is a cause for concern since many experts point out that shipping will fall behind many other energy-intensive sectors as the decarbonization drive gathers pace.

This was one of the conclusions of a report commissioned by the International Chamber of Shipping and written by Professor Dr. Stefan Ulreich of the University of Applied Sciences Biberach, Germany. The report entitled 'Fueling the Fourth Propulsion Revolution' was released yesterday at the World Ports Conference in Vancouver, Canada.

It calls for higher spending on research and development into green fuels, and the development of production infrastructure in locations including Latin America and Africa where net-zero fuel production costs are expected to be 20% lower than regions to the north. In the course of his research, Dr. Ulreich found that to meet shipping's 2050 net-zero goal, marine fuels would need up to 3,000 TWh of electricity from renewable sources. This would soak up the world's entire current supply of renewable energy production. He also revealed that achieving the IEA's Net Zero Emissions by mid-century would require an 18-fold increase in existing renewable production capacity. By that time, at least half of the net-zero fuels traded globally are likely to be shipped by sea, according to the International Renewable Energy Agency. Therefore, shipping will be the key enabler of the land-based decarbonization process, the report notes. (Credits: Seatrade Maritime News)

## Windship Technology Publishes Proprietary Research Highlighting the Positive Effect that Its Patented Rig Design can have in Helping Ship

## Operators Post the January 2023 EEXI Environment Legislation



*May 25,* The new regulatory framework (Energy Efficiency eXisting ship Index – EEXI) around CO<sub>2</sub> emissions for existing shipping came into force in January 2023 and many shipowners are now considering how to meet these through either operational changes or technical alterations. Windship Technology today publishes proprietary research that allows ship operators, owners, and charterers the ability to easily see the positive, game-changing operational effect that installing just one 36m rig can have on their vessel going forward.

These regulations seek to measure the efficiency of ships through the amount of CO<sub>2</sub> emitted per tonne per mile of freight carried in a year. Ships will be rated annually, from A, the highest performing, to E the lowest, and the results will be recorded in the Ship Energy Efficiency Management Plan (SEEMP). Ships rated D for three consecutive years or E for a single year need to develop an approved corrective action plan as part of the SEEMP. The International Maritime Organisation (IMO) has currently set a 2% reduction per year on Carbon Intensity Index (CII) requirements until 2025, at which point the reduction will need to increase to get towards the overall IMO CO<sub>2</sub> reduction goals of 2050. Wärtsilä has reported the results of their CII Insight tool, which has predicted that when CII comes into force, about 45% of the fleet is forecast to be in category D, with a further 16% in category E. They further predict that, if nothing is done and assuming the IMO trajectory stays constant, by 2030, 81% of the bulker fleet, 57% of tankers, and 80% of container ships will be in category E. The most common approach to achieving compliance as of 2023 is to reduce the speed of the vessel through engine power limitation (EPL), which will reduce the amount of fuel per tonne per mile used, as ship resistance is proportional to the cube of the speed of the vessel. For some vessels this will be a short-term solution,



for others the EPL required may be significant, potentially meaning the engine will be operating well outside of its ideal parameters. Apart from operational changes such as EPL, owners can implement technical efficiency improvements, and it's here where the obvious installation of Windship Technology's patented, high-performing rigs is most efficient. The performance of the Windship 36m rig has been calculated using computational fluid dynamics (CFD). This performance data can then be combined with the EEXI wind matrix to enable the reduction in EEXI for a given vessel to be assessed. Windship Technology has conducted this assessment for a range of vessel DWT (Deadweight tonnage) to provide owners with a guide as to the powerful effect a single 36m rig could have on their ship. This technology can be used in conjunction with EPL if required to achieve compliance. A further benefit of this approach would be to consider adding a second rig if in due course the CII required further reductions. Clearly, the final EEXI reduction will be dependent on actual ship performance characteristics, however, the graph provides a good indication of the potential. Simon Rogers, Technical Director of Windship Technology is clear about the benefits: "This is a known issue that is fast coming down the track and one that ship operators must start addressing. What we have developed with our patented, high-power rig design is a solution that works in tandem with existing EPL measures but greatly enhances performance. Our assessment is an EPL reduction of some 20-25% depending on the size of the vessel and not only are we extending the operational life of the ships that install Windship Technology rigs but we are making global shipping compliant and faster." (Credits: Hellenic Shipping News)

## AASTMT and AWIMA Join Hands to Enhance Women's Role in the Industry



**Arab Academy**  
For Science, Technology and Maritime Transport

May 26, The Arab Academy for Science, Technology &

Maritime Transport (AASTMT) and The Arab Women in Maritime Association (AWIMA) signed an MoU at IMO HQ in London to explore opportunities for women's participation within the academic sphere and thereafter to amplify the success of the regional maritime sector. The agreement is in alignment with International Maritime Organization's (IMO) efforts to create gender equity in the maritime industry globally and United Nations (UN) 5th Sustainable Development Goal (SDG).

The MoU was signed by H.E. Eng. Hessa Al Malek, Advisor to the Minister for Maritime Transport Affairs, MOEI and President, AWIMA and H.E. Dr Ismail Abdel Ghaffar Ismail Farag, President of the Arab Academy for Science, Technology and Maritime Transport. Through this partnership, the entities will invite and encourage other IMO member states to actively support the development of AWIMA. The nations will also be prompted to work inclusively with the national agencies responsible for gender matters to ensure reporting on country compliance with the SDGs so that national planning, monitoring and resource allocation relevant to maritime specific SDG targets are integrated. It will encourage the equal participation of women at all levels of maritime education, training and research, and strengthen the national mechanisms for the employment of women in accordance with the stated objectives of the current SDGs, the Convention for the Elimination of All Forms of Discrimination Against Women (CEDAW) and any future goals established by the United Nations under the 2030 Agenda for Sustainable Development. H.E. Eng. Hessa Al Malek, Advisor to the Minister for Maritime Transport Affairs, MOEI, and President, AWIMA said: "The maritime industry has transformed gradually over the years, in terms of including women in the workforce. One of the key driving forces behind this change is the IMO and its commitment to addressing the current gender imbalance in the industry by putting in place an institutional framework. Apart from governments, we all need to accept our responsibility, whether it is policymakers, company owners, operators, stakeholders, and even professionals. Our collaboration with AASTMT, an institute that has consistently inspired and trained aspiring women maritime professionals to contribute to the sector's success, is another move to achieve an inclusive industry."

H.E. Dr. Ismail Abdel Ghaffar Ismail Farag, President of the Arab Academy for Science, Technology and Maritime Transport said: "It is an honor to collaborate with



AWIMA to enhance national and regional recognition of the role of Arab women as effective contributors towards the development of the maritime economy. IMO's gender program was first initiated in 1988. At that time, only a few maritime training institutes opened their doors to female students. Since then, IMO's gender and the capacity-building program has helped put in place an institutional framework to incorporate a gender dimension into IMO's policies and procedures. Today, apart from AASTMT, several institutions are educating talented calibers irrespective of their gender. That is the first step to creating an industry that has no gender bias. Thereafter, spreading awareness about the limitless opportunities for women and taking responsibility at an individual level to avoid any discrimination based on gender is crucial." In addition to this, both entities encourage the industry stakeholders to develop newer and strengthen existing gender-neutral operational frameworks, which substantively give women access to recruitment and employment opportunities, career path advancement, and mobility, to the highest levels, in line with their experience and qualifications. They will also adopt the "IMO Arab Association for Women in the Maritime Sector: Establishment, hostship and governance guidelines" as the foundation for the establishment and operation of the Arab Women in the Maritime Sector Association (AWIMA). (Credits: Hellenic Shipping News)

## Expected ships in Port Qasim

<i>ETA by AIS</i>	<i>Type</i>	<i>Vessel</i>
Jun 11, 00:01t	LNG Tanker	SOYO
Jun 11, 07:00	Bulk Carrier	LANNA NAREE
Jun 12, 09:00	Container Ship	SWANSEA
Jun 13, 01:01	LNG Tanker	MILAHA RAS LAFFAN
Jun 13, 05:00	Bulk Carrier	VENTURE GRACE
Jun 13, 11:00	Crude Oil Tanker	PS VENEZIA
Jun 15, 09:00	Bulk Carrier	SSI VICTORY
Jun 15, 12:00	Bulk Carrier	AGRIA
Jul 16, 01:00	Container Ship	MSC ANAHITA


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## AMMONIA – AN EMERGING BUNKER FUEL TO FERTILIZE THE ENERGY TRANSITION

*By Dr. Ming Liu, Mengyao Yang and Clara Kay Leng Ng*



Ammonia, a molecule comprising one nitrogen and three hydrogen atoms, has been nurturing mankind as a fertilizer for many decades as a source of nitrogen. It was not until very recently that it was tasked with a new mission from its hydrogen portion as a carbon-free energy carrier. Ammonia has been identified as a promising alternative fuel to decarbonize the maritime industry.

Noting the maritime industry's interest in ammonia, the Maritime Energy and Sustainable Development (MESD) Centre of Excellence at Nanyang Technological University, Singapore, has taken a serious look into the potential of ammonia as a cleaner energy source since 2018. MESD recently concluded a study together with research partners ABS (American Bureau of Shipping) and ASTI (Ammonia Safety & Training Institute) on ammonia bunkering, covering multiple considerations in the Singapore context. The project was sponsored by Singapore Maritime Institute (SMI).

Anhydrous ammonia is a gas under ambient conditions. It must be liquified to achieve higher volumetric density by compression, refrigeration or both. The ammonia bunkering process will be designed based on the principle that it is handled as a saturated liquid. The phase change of ammonia from liquid to gas, and vice versa, happens when heat or pressure is added or withdrawn. This will require additional operational steps and energy during the bunkering process.

The project team has studied all possible bunkering configurations and categorized them into truck-to-ship, ship-to-ship, shore pipeline-to-ship, as well as cassette bunkering. A significant value-add from the project is an ammonia bunkering concept that addresses the transfer of ammonia liquid stored at FR (full refrigerated), SR (semi-refrigerated) and NR (non-refrigerated) conditions. It is also highlighted that the lack of ammonia bunkering standards covering the aspects of bunker quality and quantity is one of the major gaps to fill for maritime stakeholders.

Besides public perception, the main barriers to adopting ammonia in the maritime industry include concerns



about its toxicity, lack of crew's familiarity and expertise in handling. However, extensive knowledge can be drawn from the fertilizer, refrigerant and chemical industries, where ammonia has been managed and transported worldwide for decades with well-established processes and regulations in place.

The ammonia bunkering process is somewhat similar to ammonia handling as a commodity cargo, but the key differences include the quantity of ammonia transferred, tank types and capacity, operating mode and frequency. This leads to a unique set of safety issues that need to be addressed. At various acute exposure guideline levels, ammonia can cause harmful effects to humans ranging from transient (30 ppmv), irreversible (160 ppmv), to life-threatening or death (1100 ppmv).

MESD has completed a comprehensive study of ammonia release and dispersion. This opens the way for MESD to further improve the ammonia bunkering process and develop mitigation measures to ensure that any damage caused by accidental ammonia release can be kept to a minimum. The more profound effect of ammonia released in water, soil and air will be addressed in the future study, which is essential to prepare the public and the authorities ahead of the upcoming ammonia era.

*About the Author: Dr. Ming Liu is a Research Lead, Ms. Mengyao Yang and Ms. Clara Kay Leng Ng are research associates in the Maritime Energy and Sustainable Development Centre of Excellence, Nanyang Technological University.*

*(Source: : The Maritime Executive)*

## Cover Story

The picture on the title page is Hanna Lake, it is included in the list of beautiful places in Pakistan. It is constructed in 1894 in the British Era, the main purpose to build this lake is to provide cheap water to the population, increase the underground water level, and irrigate surrounding areas. The lake covers an area of 818 acres of land and has a storage capacity of 220 gallons of water. The water level in this lake provides a favorable environment for wildlife and migratory birds



## GEOECONOMICS OF CHINA PAKISTAN ECONOMIC CORRIDOR (CPEC)

*By Samad Raza Jaffry*



CPEC is considered one of the mega projects of China which will provide much-needed foreign investment, economic opportunities, and perks that come with it.

Having pledged about \$62 billion in dozens of energy and infrastructure projects, the China-Pakistan Economic Corridor is one of the largest commercial initiatives in South Asia. The corridor stretches along the length of Pakistan and the combined value of all the projects equals all the Foreign Direct Investment in the country since 1970. The mega project also marks China's biggest overseas investment.

The CPEC has two arms that consist of a network of roads, bridges, pipelines, and railways that will run from China's westernmost city of Kashgar to each of Pakistan's major cities before connecting to the deep-water ports, i.e., Karachi Port, Port Qasim, and Gwadar Port. The mega project stretches about 2,700 kilometers. The scale of the initiative also demonstrates the extent of the Pakistani Chinese relationship. The two countries refer to one another as “iron brothers”.

The numerous pipelines that run across Pakistan would connect the Middle East, Central Asia, and South Asia with each other, thereby providing a platform for Pakistan to emerge as a regional energy hub.

Another component of the economic corridor is the development of Gwadar by the mouth of the Arabian Sea. A new airport, motorway, and railway are being constructed near the city. More importantly, the deep seaport in Gwadar is being redesigned to accommodate large freighters. To put the expansion into perspective, the harbor's current capacity stands at 1 million tons of cargo but it will expand to 400 million tons of cargo per year, making Gwadar one of the most sophisticated ports between the Arabian Sea and the Indian Ocean altogether.



The biggest complication standing in the way of the CPEC is Pakistan's domestic landscape where the province of Punjab, Sindh, Khyber Pakhtunkhwa, and Balochistan compete with one another for political power. This rivalry had taken a political dimension. In 2015, the Punjabi elite in Islamabad cut the Balochi locals out of the equation in the operation of Gwadar Port. Thus, marginalizing Balochistan is not a conspiracy but the result of the social-political environment of Pakistan. As a result, on 11 Aug 2019, a suicide attack by Balochi separatists targeted a bus carrying Chinese engineers to a CPEC project site. The assault injured six people including three Chinese nationals. Similar attacks had also occurred in the past from 2014 to 2016, Balochi militants killed 44 CPEC Pakistani workers.

As local militants in Pakistan start to target Chinese engineers, these security risks are likely to worsen which will upset China. The Chinese leadership has already hinted to take a more direct role in the security of its nationals. Thus, it is predicted that Chinese deployment in Pakistan will increase.

China is likely to provide additional loans to Pakistan to overcome its economic crisis. It is assumed that China wants to gain more commercial leverage on Pakistan to gain permission to construct a new naval and airbase in the port city of Jiwani by the Iranian border. Such a military base would grant China significant leverage over India.

The completion of the CPEC project will stimulate economic growth in Pakistan. The government must ensure that the country doesn't become too indebted to China. If Pakistan is truly to reap the benefits of the mega project, the state must crackdown on corruption, strengthen civilian institutions and maintain political stability.

Pakistan needs to address the growing security needs that revolve around the economic corridor and one way to deal with the Balochi grievances is by including them in the decision-making process. Still, even with these geoeconomics pitfalls, the scale of the CPEC is too big to fail. Thus, for China and Pakistan, the benefits of the economic venture outweigh the risks.

### ***About the Author:***



*Mr. Samad Raza Jaffry is a Researcher at the National Institute of Maritime Affairs (NIMA), Islamabad.*



## NEW HORIZON FOR GADANI SHIP-RECYCLING INDUSTRY

*By Wajih ur Rehman*



Pakistan could become one of the steel exporters to the EU by incorporating salvaged steel from ship recycling operations. This could be achieved by ensuring the provision of utilities and workers' rights and making the ship-breaking operations worker and eco-friendly.

The ship recycling operations in Pakistan are one of the most prominent maritime industries in Pakistan. The ideal geomorphology of the Gadani coast makes it a perfect spot for the world's end-of-life ships to be dismantled. While a small portion of deconstructed vessels is discarded, a huge chunk of the salvaged material is steel, metals, wood, plastics, fibers, etc., which is repurposed and utilized in various capacities – making it an economically viable industry for countries hosting such operations.

Countries holding ship recycling operations get a significant portion of their steel and metal supply from these operations, while some even export the recovered materials. Bangladesh, Pakistan, and India are a few of the top countries boasting successful ship-breaking operations.

Although, during the COVID surge, Pakistan's global ship recycling industry, like other industries, suffered a decline in operations, coupled with the more recent incident of MT Cherish. In the ongoing year, the industries in South Asia are experiencing a revival, with an increased influx of ships to be recycled.

Shifting the spotlight to arguably the biggest geopolitical event of the current year i.e., is the Russian invasion of Ukraine. It is pertinent to mention that both Russia and Ukraine are among the top exporters of steel, with around 3 to 4 million tons being supplied every month from each country. Furthermore, the impact of the Russia-Ukraine war seems to not help in easing supply chain bottlenecks that have developed post-pandemic. Considering the ongoing state of war, the supply of the aforementioned materials to Europe is stalled. In addi-



tion to the limited or no exports originating from Russia and Ukraine, the EU has banned the import of Russian steel. According to economists, even if the Russia-Ukraine situation improves in the near future, the countries will attempt to stabilize their own economies and domestic steel production/demand. Ukraine, which has been obliterated by the Russian invasion, would strive to revive its economy and industrial activities to sustain itself – possibly becoming a net importer of steel. Hence, exports from these countries, especially Ukraine, should not be expected anytime soon, even post-resolution.

While continental Europe seeks to satisfy its demand amidst an international conflict, it considers steel imports from other countries in an attempt to not sabotage its enormous ongoing steel requirement in various industries. In the past few weeks, the industries located in South Asia have witnessed an increase in inquiries about the exports of steel and metal from Europe. Indian Ocean states such as India and Pakistan are among the potential markets for steel. Indian steel exports to Europe, according to the market, have seen at least a 5 percent raise. Now, the Indian steel exports stand at around 30 to 35 percent of total Indian steel production.

In an analysis of the conflict situation, the resolution seems to be getting prolonged. In this case, the supply gap of raw materials to the world from the conflict-ridden countries is uncertain. This disparity in supply is a potential source of immense revenue for Pakistan's steel industry, especially the associated ship-recycling industry. Pakistan extracts the scrapes of end-of-life ships, much of which is steel, and utilizes it to fulfill domestic needs.

Along with the exports from the formally established steel industry, Pakistan could become one of the steel exporters to the EU by incorporating salvaged steel from ship recycling operations. Statistics show an increase in ship recycling activities at Gadani Ship-Breaking yard in recent times. This could prove to be a silver lining for Pakistan in becoming a renowned steel exporter.

To achieve this seemingly ambitious objective, the formalization of Pakistan's ship-recycling industry is imperative. Currently, the industry faces issues relating to labor rights, provision of basic utilities, occupational health, and safety measures, effective environment-friendly operations, and the adaptation of regulations that ensure it i.e., the Hong Kong Convention. Ensuring the provision of utilities and workers' rights and making the ship-breaking operations worker and eco-friendly would attract the ship owners and sellers to Gadani.

Relevant ministries, sub-departments, and other stakeholders of the ship-recycling industry in Pakistan need to cooperate and work towards making the industry internationally standardized by fulfilling the requirements of critical regulations which seek to protect the environment and humans associated, along with providing suitable facilities and equitable wages for workers. Doing so will result in an increased influx of vessels from international ship owners to Pakistan, leading to a potential boost to the steel and metal industry, which would be able to meet international requirements.

### ***About the Author:***



*Mr. Wajih ur Rehman is working as a Research Assistant at the National Institute of Maritime Affairs*



## ENVIRONMENTAL PROBLEMS



Environmental issues like global climate change, ozone depletion, ocean, and air pollution, and resource degradation, which are intensified by a growing global population, know no bounds and pose a threat to human health and prosperity. No amount of missiles or artillery will be able to protect our people from rising sea levels, polluted air, or pesticide-laced foods. Man can solve problems that he has created. Humans are to blame for the environmental challenges we are facing, not natural forces or the hidden hand of chaos. These issues can be remedied if we work together with governments, non-governmental organizations, and corporations who share our commitment to a cleaner, healthier planet.

The threat of global warming is real and growing. The combustion of coal, oil, and other fossil fuels raises the concentration of heat-trapping gases like carbon dioxide, methane, and nitrous oxide in our atmosphere significantly. According to scientists, a quarter of all species could become extinct in the next fifty years. They estimate that seventy distinct species of animal and plant life will perish every day, forever, based on current extinction rates. The world's flora and fauna are under great stress due to rising consumption of animal and plant products, fast conversion of land to human purposes, and increased pollution. Water is an essential resource. People require water for drinking, irrigation, transportation, and energy. The coastal ecology has evolved throughout time, partly as a result of severe pollution and massive take-off from the Indus River for agriculture, particularly around Karachi. The loss of mangrove forests has had a particularly dramatic impact on fish and shellfish nurseries. For the most part, marine and coastal zone pollution in Pakistan is restricted to Karachi, a city of more than 10 million people that accounts for over half of the country's industrial output. All of Karachi's industrial waste, effluents, and home sewage, as well as agricultural run-off from the hinterland and the Indus River, end up in the sea untreated.

I believe that environmental monitoring capability may be strengthened in a coordinated manner across provinces and the federal government through the respective authorities' Environmental Protection Agencies (EPA) and local governments.

*Your's Sincerely  
Concerned Pakistani*



### PROTECTION OF SEAWEEDS IN PAKISTAN



Seaweeds are non-flowering important sea algae with no root, stem, or leaves and play a crucial role in marine ecosystems. When trash from agriculture, industry, aquaculture, and households is dumped in the ocean, it creates a nutrient imbalance, which leads to algal blooming, an indication of marine chemical harm. They supply nutrients and energy to animals as the first creature in marine food chains, either directly when fronds are eaten or indirectly when decomposing sections break down into tiny particles and are consumed by filter-feeding animals. They contributed to the preservation of the marine ecology by absorbing large amounts of carbon dioxide and releasing oxygen during photosynthesis.

"Marine plants are thought to create nearly half of the oxygen present on the globe," researchers say. In contrast to land plants, which are assumed to have evolved from seaweeds, seaweeds are relatively primitive plants thought to have formed 2.4 billion years ago with no appropriate roots, stems, or leaves." Protection of seaweeds is very important for the sustainability of the ecosystem so it is very important that government formulates and implement strict rules to avoid anthropogenic activities that disturb and mitigate the seaweeds along the coast. Seaweeds include a variety of chemical compounds that have been used for antibacterial, antiviral, and anti-cancer purposes in medicine and pharmaceuticals. These plants were regarded as maritime detritus and waste in Pakistan, despite the country's abundance of seaweeds.

I want the competent authorities to ensure that educational and research institutes give new generation's information and awareness regarding seaweed and that the government supports research institutions.

*Your's Sincerely  
Sadia Muzaffar*



## Axis Container

Port Qasim Bin Qasim Town,  
Karachi,  
Mobile: +92 321 9355576

## UMA Container Depot

Atlas honda street, Mehdi Hassan Rd, Mauripur,  
Karachi,  
Contact: +92 21 3259 5201

## Bay West Off-Dock Container Terminal

32 Industrial Area, Adjacent Fishery Yard  
West Wharf, Karachi 74400  
Contact: +92 21 3233 0030

## ICS Port Qasim Terminal

Qasim Port Road, Port Bin Qasim,  
Karachi, Sindh  
Contact: +92 21 3474 0969

## Qasim Freight Station

H- 1 North Western Industrial Zone Port Qasim, Bin  
Qasim Town,  
Karachi, Sindh 75600  
Contact: +92 21 3472 0166

## Inter Ocean Container Services

CP-1/28 A&B, South Western Industrial Zone, Port  
Qasim Authority,  
Karachi, Sindh  
Contact: +92 21 3474 0969

## Paklink Shipping Services

Suit No. 803, 8th Floor, Business Plaza, Mumtaz Hassan  
Road,  
Karachi, 74000 - Pakistan.  
Contact: +92 21 3244 1333-6

## Modern Container Terminal

Suite # 703, 7th Floor, Business Plaza, Mumtaz Hassan  
Road, Off. I.I. Chundrigar Road, Karachi – Paksitan.  
Contact: +92 21 111 672 000

## Pak Shaheen Container Services Jungle Shah Empty Park

East Wharf, Keamari.  
Karachi  
Mobile: +92 21 3285 1800

## Pak Shaheen Container Service Yard PQA

B-1 North West Industrial Zone Port Muhammed Bin  
Qasim.  
Karachi- Pakistan  
Contact: +92 21 3472 0220

## BOML Container Freight Station

V.M. Plaza, 13 Dockyard Road, West Wharf, Karachi,  
Sindh 74000  
Contact: +92 21 1111 11175

## Universal Yard

Mauripur Rd, Keamari,  
Karachi, Sindh  
Contact: +92 345 8287 717

## Falcon Freight System B Yard

SP-16/6, SWIZ, PQA, Port Qasim Bin  
Qasim Town, Karachi, Sindh  
Mobile: +92 300 2608 222

## BOML Temperature Controlled Warehouse-1

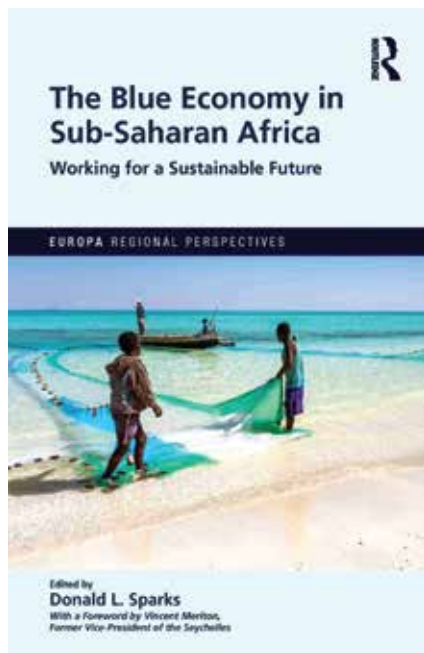
Plot 1 & 2 Boat Building Yard Road,  
West Wharf Karachi,  
Sindh 74000  
Contact: +92 21 3233 1004

## Supreme Off Dock Custom Bond Warehouse

BBA/SP, 03, Port Qasim Authority,  
Karachi, Sindh  
Mobile: +92 300 8254 580

## Speedy Track Container Terminal

Plot # Sp-06, Port Operation Area ,  
Port Qasim Authority, Karachi Sindh  
Contact: +92 21 3539 3915



## THE BLUE ECONOMY IN SUB-SAHARAN AFRICA: WORKING FOR A SUSTAINABLE FUTURE (EUROPA REGIONAL PERSPECTIVES)

**ISBN 13:** 978-1032034560

**ISBN-10:** 1032034564

### Book Description

The blue economy, comprising coastal and marine resources, offers vast benefits for sub-Saharan Africa: of the 53 countries and territories in the region, 32 are coastal states; there are 13 million sq km of maritime zones; more than 90% of the region's exports and imports come by sea; and the African Union hails the blue economy as the 'new frontier of African renaissance'.

Despite their importance, the region's coastal and marine resources have been neither fully appreciated nor fully utilized. They are only now being recognized as being key to Africa's potential prosperity. As the region grows, it has, in general, not taken adequate safeguards to protect these valuable resources. That is partly because some of the problems (pollution, for example) are regional and know no borders. All too often, short-term gains are made at the expense of the long term (overfishing, for example).

This book provides, for the first time, a study of the constraints and opportunities the blue economy offers for sub-Saharan Africa. It includes an introduction and overview; sectoral analyses (including tourism, fisheries, mineral resources, culture, shipping and maritime safety); country case studies; and analyses of regional and international efforts towards better coastal zone and marine management.

## POST-PANDEMIC SUSTAINABLE TOURISM MANAGEMENT

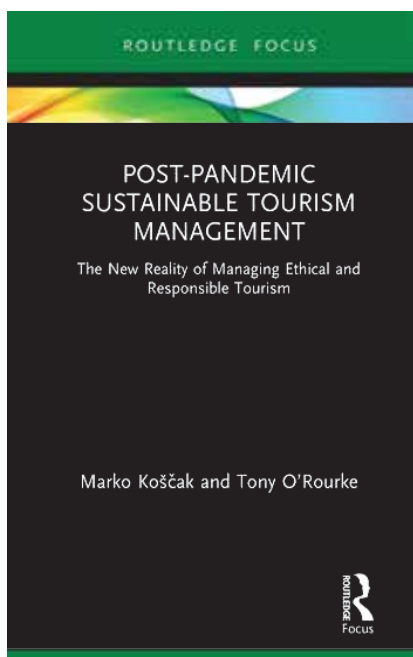
**ISBN 13:** 9780367716264

### Book Description

Tourism, as with many parts of the economy, is at a pause-reflect-rest stage in the post pandemic world. This book puts forward some positive and practical concepts for the reset stage in terms of pushing towards wholly sustainable tourism.

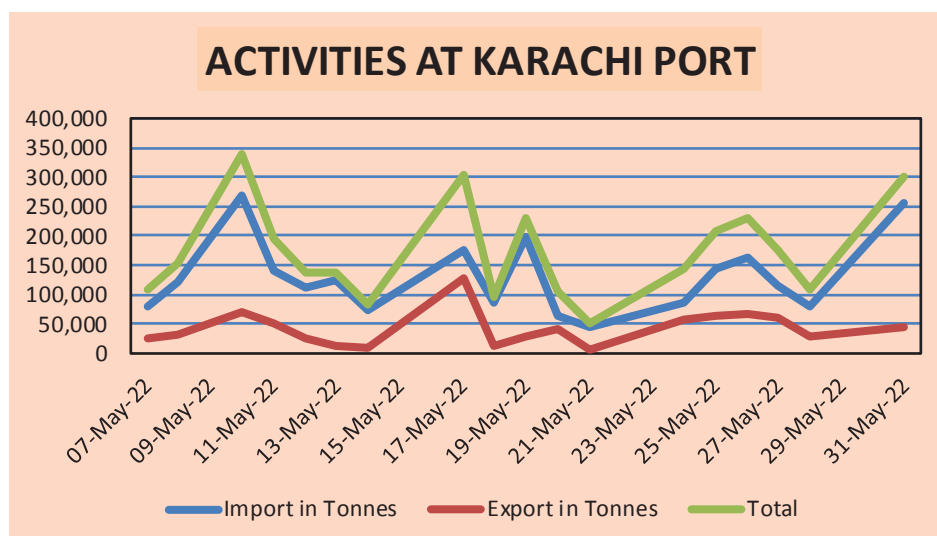
The COVID-19 pandemic has been disastrous in terms of the loss of human life, the physical and mental strains placed on large numbers of populations across the globe who have been quarantined in their homes and in terms of the costs of dealing with the pandemic and supporting business and citizens through the period. Tourism has been comprehensively damaged, not only in advanced economies, but also in poorer developing economies where tourism provides a vital source of income and employment. The problem has been complicated by the shattering effect on mass tourism, which has been far more sensitive to the shutdown of travel and accommodation than ethical and responsible tourism activities focused at a local sustainable level. Therefore this book evaluates how the pandemic and economic decline affects ethical and responsible tourism - the type of tourism which sustains and develops local communities in a balanced way for the benefit of future generations. It reflects on the position the authors established in "Ethical & Responsible Tourism - managing sustainability in local tourism destinations" and then determines how ethically and responsibly focused tourism may adapt, develop and maintain safety for consumers in the post-virus world.

This book will be essential reading for students, researchers and practitioners of tourism, environmental and sustainability studies.





ACTIVITIES AT KARACHI PORT (MAY 2022)			
Date	Import in Tonnes	Export in Tonnes	Total
07-May-22	80,667	26,992	107,659
08-May-22	120,809	32,505	153,314
10-May-22	268,673	70,381	339,054
11-May-22	142,219	52,145	194,364
12-May-22	111,311	26,122	137,433
13-May-22	125,160	13,339	138,499
14-May-22	73,152	10,927	84,079
17-May-22	175,967	127,983	303,950
18-May-22	84,888	12,265	97,153
19-May-22	199,049	30,177	229,226
20-May-22	62,397	43,110	105,507
21-May-22	44,309	7,669	51,978
24-May-22	84,851	58,020	142,871
25-May-22	144,172	64,848	209,020
26-May-22	162,510	66,168	228,678
27-May-22	113,775	61,766	175,541
28-May-22	80,456	28,457	108,913
31-May-22	255,169	44,002	299,171
<b>Total</b>	<b>2,329,534</b>	<b>776,876</b>	<b>3,106,410</b>

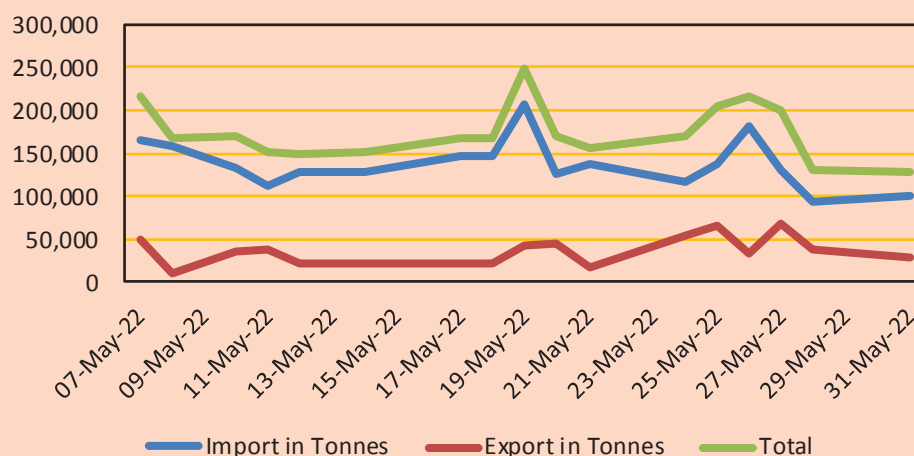




## ACTIVITIES AT PORT QASIM (MAY 2022)

Date	Import in Tonnes	Export in Tonnes	Total
07-May-22	165,628	50,152	215,780
08-May-22	159,560	9,259	168,819
10-May-22	133,211	36,631	169,842
11-May-22	111,882	38,709	150,591
12-May-22	127,870	21,507	149,377
14-May-22	129,086	22,422	151,508
17-May-22	146,336	21,352	167,688
18-May-22	146,336	21,352	167,688
19-May-22	206,758	42,500	249,258
20-May-22	126,263	44,710	170,973
21-May-22	138,369	17,017	155,386
24-May-22	115,784	55,150	170,934
25-May-22	137,062	66,710	203,772
26-May-22	182,356	33,173	215,529
27-May-22	131,532	68,746	200,278
28-May-22	93,682	36,989	130,671
31-May-22	100,396	28,305	128,701
<b>Total</b>	<b>2,352,111</b>	<b>614,684</b>	<b>2,966,795</b>

## ACTIVITIES AT PORT QASIM



# Tide Times for Port



Tide Times for Port Gwadar			
Lat: 25.07° N Long: 62.20° E			
Date	Tide	Time (PKT)	Height (m)
15-June-2022	Low Tide	03:48 AM	-0.28m
	High Tide	10:51 AM	2.71m
	Low Tide	16:35 PM	1.38m
	High Tide	21:36 PM	2.39m
16-June-2022	Low Tide	04:36 AM	-0.21m
	High Tide	11:39 AM	2.67m
	Low Tide	17:27 PM	1.35m
	High Tide	22:27 PM	2.31m
17-June-2022	Low Tide	05:25 AM	-0.04m
	High Tide	12:27 PM	2.60m
	Low Tide	18:23 PM	1.32m
	High Tide	23:22 PM	2.17m
18-June-2022	Low Tide	06:16 AM	0.21m
	High Tide	13:17 PM	2.51m
	Low Tide	19:24 PM	1.26m
19-June-2022	High Tide	00:24 AM	2.00m
	Low Tide	07:09 AM	0.50m
	High Tide	14:07 PM	2.42m
	Low Tide	20:34 PM	1.18m
20-June-2022	High Tide	01:44 AM	1.81m
	Low Tide	08:07 AM	0.80m
	High Tide	14:57 PM	2.34m
	Low Tide	21:49 PM	1.06m
21-June-2022	High Tide	03:30 AM	1.71m
	Low Tide	09:11 AM	1.09m
	High Tide	15:45 PM	2.26m
	Low Tide	23:01 PM	0.91m
22-June-2022	High Tide	05:24 AM	1.74m
	Low Tide	10:21 AM	1.32m
	High Tide	16:30 PM	2.19m
	Low Tide	23:59 PM	0.74m
23-June-2022	High Tide	06:51 AM	1.87m
	Low Tide	11:34 AM	1.49m
	High Tide	17:10 PM	2.13m
24-June-2022	Low Tide	00:43 AM	0.60m
	High Tide	07:51 AM	2.02m
	Low Tide	12:43 PM	1.58m
	High Tide	17:49 PM	2.08m
25-June-2022	Low Tide	01:20 AM	0.48m
	High Tide	08:33 AM	2.15m
	Low Tide	13:42 PM	1.61m
	High Tide	18:27 PM	2.04m
26-June-2022	Low Tide	01:51 AM	0.39m
	High Tide	09:06 AM	2.25m
	Low Tide	14:31 PM	1.60m
	High Tide	19:06 PM	2.02m
27-June-2022	Low Tide	02:22 AM	0.33m
	High Tide	09:06 AM	2.25m
	Low Tide	14:31 PM	1.60m
	High Tide	19:06 PM	2.02m
27-June-2022	Low Tide	02:22 AM	0.33m
	High Tide	09:36 AM	2.33m
	Low Tide	15:11 PM	1.57m
	High Tide	19:45 PM	2.02m
28-June-2022	Low Tide	02:53 AM	0.28m
	High Tide	10:06 AM	2.38m
	Low Tide	15:46 PM	1.52m
	High Tide	20:23 PM	2.04m
29-June-2022	Low Tide	03:24 AM	0.26m
	High Tide	10:36 AM	2.39m
	Low Tide	16:18 PM	1.47m
	High Tide	21:01 PM	2.05m
30-June-2022	Low Tide	03:57 AM	0.28m
	High Tide	11:07 AM	2.39m
	Low Tide	16:51 PM	1.42m
	High Tide	21:38 PM	2.05m

Tide Times for Port Muhammad Bin Qasim			
Lat: 24.46° N Long: 67.21° E			
Date	Tide	Time (PKT)	Height (m)
15-June-2022	Low Tide	04:48 AM	-0.48m
	High Tide	12:57 PM	3.85m
	Low Tide	17:44 PM	1.16m
	High Tide	23:12 PM	3.40m
16-June-2022	Low Tide	05:37 AM	-0.40m
	High Tide	13:46 PM	3.89m
	Low Tide	18:35 PM	1.10m
	High Tide	23:57 PM	3.32m
17-June-2022	Low Tide	06:27 AM	-0.21m
	High Tide	14:33 PM	3.85m
	Low Tide	19:26 PM	1.07m
18-June-2022	Low Tide	00:42 AM	3.17m
	High Tide	07:19 AM	0.07m
	Low Tide	15:18 PM	3.76m
	High Tide	20:16 PM	1.07m
19-June-2022	Low Tide	01:30 AM	2.93m
	High Tide	08:12 AM	0.40m
	Low Tide	16:04 PM	3.63m
	High Tide	21:08 PM	1.10m
20-June-2022	Low Tide	02:41 AM	2.66m
	High Tide	09:08 AM	0.77m
	Low Tide	16:49 PM	3.49m
	High Tide	22:06 PM	1.12m
21-June-2022	Low Tide	04:45 AM	2.50m
	High Tide	10:09 AM	1.12m
	Low Tide	17:33 PM	3.36m
	High Tide	23:12 PM	1.09m
22-June-2022	Low Tide	06:26 AM	2.56m
	High Tide	11:18 AM	1.41m
	Low Tide	18:15 PM	3.24m
23-June-2022	High Tide	00:23 AM	0.96m
	Low Tide	07:39 AM	2.73m
	High Tide	12:32 PM	1.59m
	Low Tide	18:54 PM	3.13m
24-June-2022	High Tide	01:24 AM	0.78m
	Low Tide	08:40 AM	2.93m
	High Tide	13:39 PM	1.67m
	Low Tide	19:30 PM	3.05m
25-June-2022	High Tide	02:12 AM	0.61m
	Low Tide	09:33 AM	3.10m
	High Tide	14:37 PM	1.69m
	Low Tide	20:04 PM	3.00m
26-June-2022	High Tide	02:51 AM	0.50m
	Low Tide	10:19 AM	3.24m
	High Tide	15:30 PM	1.66m
	Low Tide	20:39 PM	2.99m
27-June-2022	High Tide	03:25 AM	0.43m
	Low Tide	10:19 AM	3.24m
	High Tide	15:30 PM	1.66m
	Low Tide	20:39 PM	2.99m
27-June-2022	High Tide	03:25 AM	0.43m
	Low Tide	11:01 AM	3.33m
	High Tide	16:16 PM	1.60m
	Low Tide	21:54 PM	3.01m
28-June-2022	High Tide	03:57 AM	0.39m
	Low Tide	11:41 AM	3.38m
	High Tide	16:59 PM	1.53m
	Low Tide	21:54 PM	3.06m
29-June-2022	High Tide	04:26 AM	0.37m
	Low Tide	12:18 AM	3.40m
	High Tide	17:36 PM	1.45m
	Low Tide	22:31 PM	3.11m
30-June-2022	High Tide	04:56 AM	0.36m
	Low Tide	12:56 PM	3.40m
	High Tide	18:10 PM	1.38m
	Low Tide	23:07 PM	3.12m

# Tide Times for Port



Tide Times for Port Karachi			
Lat: 24.48° N Long: 66.58° E			
Date	Tide	Time (PKT)	Height (m)
15-June-2022	Low Tide	04:42 AM	-0.29m
	High Tide	11:40 AM	3.34m
	Low Tide	17:27 PM	1.40m
	High Tide	22:54 AM	2.96m
16-June-2022	Low Tide	05:24 AM	-0.26m
	High Tide	12:25 AM	3.37m
	Low Tide	18:17 PM	1.34m
	High Tide	23:24 PM	2.90m
17-June-2022	Low Tide	06:18 AM	-0.13m
	High Tide	13:11 PM	3.33m
	Low Tide	19:10 PM	1.30m
18-June-2022	Low Tide	00:39 AM	2.78m
	High Tide	07:09 AM	0.10m
	Low Tide	13:58 PM	3.26m
	High Tide	20:05 PM	1.26m
19-June-2022	Low Tide	01:34 AM	2.62m
	High Tide	08:01 AM	0.39m
	Low Tide	14:48 PM	3.16m
	High Tide	21:05 PM	1.21m
20-June-2022	Low Tide	02:38 AM	2.43m
	High Tide	08:58 AM	0.72m
	Low Tide	15:39 PM	3.06m
	High Tide	22:13 PM	1.14m
21-June-2022	Low Tide	03:58 AM	2.28m
	High Tide	10:02 AM	1.03m
	Low Tide	16:31 PM	2.96m
	High Tide	23:23 PM	1.02m
22-June-2022	Low Tide	05:33 AM	2.24m
	High Tide	11:08 AM	1.29m
	Low Tide	17:22 PM	2.86m
23-June-2022	Low Tide	00:26 AM	0.87m
	High Tide	07:00 AM	2.33m
	Low Tide	12:12 PM	1.49m
	High Tide	18:11 PM	2.76m
24-June-2022	Low Tide	01:20 AM	0.72m
	High Tide	08:14 AM	2.47m
	Low Tide	13:14 PM	1.62m
	High Tide	18:57 PM	2.68m
25-June-2022	Low Tide	02:07 AM	0.59m
	High Tide	09:55 AM	2.62m
	Low Tide	14:15 PM	1.68m
	High Tide	19:43 PM	2.60m
26-June-2022	Low Tide	02:49AM	0.49m
	High Tide	09:55 AM	2.75m
	Low Tide	15:13 PM	1.68m
	High Tide	19:43 PM	2.60m
26-June-2022	Low Tide	02:49AM	0.49m
	High Tide	09:55 AM	2.75m
	Low Tide	15:13 PM	1.68m
	High Tide	20:30 PM	2.55m
27-June-2022	Low Tide	03:27 AM	0.41m
	High Tide	10:33 AM	2.86m
	Low Tide	16:06 PM	1.63m
	High Tide	21:15 PM	2.53m
28-June-2022	Low Tide	04:03 AM	0.35m
	High Tide	11:08 AM	2.95m
	Low Tide	16:51 PM	1.56m
	High Tide	22:00 PM	2.53m
29-June-2022	Low Tide	04:38 AM	0.32m
	High Tide	11:41 AM	3.00m
	Low Tide	17:31 PM	1.50m
	High Tide	22:40 PM	2.54m
30-June-2022	Low Tide	05:12 AM	0.32m
	High Tide	12:14 PM	3.02m
	Low Tide	18:07 PM	1.46m
	HighTide	23:18 PM	2.54m



## ON A CRUISE SHIP DECK

A man is standing on deck, gazing out at the water. As the ship passes a small remote island, he spots somebody. He squints to make out what he sees – a thin, straggly man with wild looking hair. He watches as the man runs from side to side, jumps up and down and waves his arm.

The cruise passenger turns to the captain and says “What’s up with that guy?” The captain shrugs and replies “I don’t know, but he’s happy to see us every year when we pass!”

## SINKING CRUISE SHIP JOKE

A cruise ship sinks in the middle of the sea and the cruise passengers manage to escape on life boats. A woman asks the Captain “How far is the closest land?”

“3 miles”, he answers. “That’s not too bad, in which direction?”, she asks.  
The Captain replied “Down”

## FISH CAKES

A man walks into a seafood restaurant carrying a fish under his arm  
He approaches the owner of the restaurant and says, “Does your restaurant serve fish cakes?”

The owner responds, “Yes, of course!”

And the man with the fish says, “Good, because it’s his birthday.”



Pursuing Sustainable Maritime Development

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