



MARITIME WATCH

JULY 2022

PAKISTAN'S PREMIER MONTHLY MARITIME NEWS DIGEST



Volume: 03 Issue No. 07 (July 2022)



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MARITIME WATCH

Pakistan's Premier English Language Monthly Maritime News Digest.
Published by National Institute of Maritime Affairs (NIMA) Karachi.

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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.

Disclaimer

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The transformation of our planet into a global village is throwing us towards environmental threats or challenges. 70% of the area of our earth's planet is covered by the ocean so our oceans must be safe, our oceans are facing several issues or environmental challenges due to various anthropogenic activities. Global trade through commercial vessels is the source of emission of pollutants nitrogen oxides (NO_x), and sulfur oxides (SO_x), these pollutants from acid rain with the accumulation of chemicals present in the atmosphere, moreover typically associated with climate diversity and health issues. These two pollutants are the resultants of anthropogenic energy transformation and production activities and leave an adverse impact on the marine ecosystem and play role in the eutrophication process, this is the process when the environment is enriched with nutrients. It contributes to the production of algal blooms which are sometimes toxic and kill fish. Diesel engines are participating in the production of emissions of serious pollutants worldwide because they are power generators and facilitate transportation of vessels the emergence of air pollutants in consequences of diesel engines involves in dismantling of the ozone layer, intensification of greenhouse gases, and acid rain. Diesel engines produce a larger quantity of NO_x pollutants as compared to gasoline engines because of their burning methods inside the cylinder. The presence of sulfur in the diesel oil and oxygen in the atmosphere reacts to form sulfur dioxide for controlling of formation of this pollutant and control the amount of sulfur in fuel oil. An acidic deposition is acquired from emissions of sulfur dioxide, and nitrogen oxides and discharge of important calcium from needles of red spruce, making this species vulnerable. The increased concentration of SO_x and NO_x creates various respiratory issues and increases ocean acidity, as well as harmful effects that appear as a result of acid rain. There is a dire need to shift the shipping industry towards environmentally friendly fuels for example LNG or similar alternates.

Dr. Ambreen Afzal
Associate Editor

Note: The chief editor is out of the country due to reason of attending an international conference, that's why this month's editorial is written by the associate editor of the Maritime Watch.



NIMA-K Organized an Interactive Webinar on the Occasion of World Environment Day 2022 on the theme "Resorting and Protecting Pakistan's Environment-Way Forward toward 'Only One Earth'"



June 6, To mark the celebrations of World Environment Day 2022, the National Institute of Maritime Affairs (NIMA) organised an Interactive Webinar on June 6, 2022. On the theme "Resorting and Protecting Pakistan's Environment-Way Forward toward 'Only One Earth'." Senator Sherry Rehman, Federal Minister for Climate Change, graced the occasion as a Chief Guest.

Protection of the environment and natural resources is critical to sustaining life, and in order to do so, we need to act fast. As a whole, all components of society must act and join hands in preserving our environment. She went on to say that we must be critically aware of our individual and collective roles in preventing the earth from becoming inhabitable. She said that three key challenges: pollution, loss of biodiversity and climate change, are the most important issues Pakistan needs to focus on. She said Pakistan is one of the ten most vulnerable countries in the world. Our glaciers are rapidly melting. The Indus, which is the jugular of the river system and feeds 90% of our agricultural sector, which coincidentally uses 85% of Pakistan's total water supply, is rapidly drying. The UN has predicted we will be water-scarce by 2025. This is not some remote future; rather, it is a looming crisis. While speaking on the occasion, Director General NIMA, Vice Admiral (R) Abdul Aleem HI (M), said that the year 2022 is a historic milestone for the global environmental community as it marks 50 years since 1972's United Nations Conference on the Human Environment held in Stockholm with the slogan "Only One Earth". The idea behind repeating the theme this year is to draw inspiration from the true spirit of the global leadership's commitments made half a century ago and to reflect on our actions. He said that the goals of poverty alleviation and environmental protection are closely linked and pave the way for the Sustainable Development Goals (SDGs). Therefore, there is a dire need to have a balanced approach towards economic development while keeping in view the sustainability of the environment as well as other awareness activities. The guest speakers, having vast experience on the subject, delivered their valuable talks. Ms. Farzana Altaf Shah, DG Pakistan Environmental Protection Agency, said the government is taking significant initiatives to address the environmental challenges, but we need support from all walks of life. Prof. Dr. Zahoor Ahmed Bazai, Prof. Dr. Zafar Iqbal Shams (Institute of Environmental Studies, Karachi University), Mahmood Akhter Cheema (Country Representative, IUCN), and Dr. Salma Hamza (HOD Earth and Environment Sciences, Bahria University, Karachi Campus). Shared their perspectives on collective actions for environmental protection and restoration. Cdre (R) Ali Abbas SI (M), Director of NIMA-K, said that NIMA will continue to



play its role in creating awareness through active advocacy and maritime research. The event was attended by a large number of eminent personalities, experts, government officials, and faculty members. Students and key maritime stakeholders. In the end, the DG NIMA, Vice Admiral (retd) Abdul Aleem HI (M), thanked the chief guest speakers and participants for their interest and appreciated the team NIMA Karachi headed by Cdre (Retd) Ali Abbas for making this event rewarding and successful. He assured us that NIMA will continue to conduct more informative webinars and activities.

NIMA (I) Celebrated World Ocean Day and Conduct a Seminar Advocates Holistic Approach, Laws for Conservation of Oceans



June 7, for the conservation, protection, and management of the oceans a holistic approach is required which must include the implementation of international laws, behavioral change communication, capacity-building, employment of scientific innovations, and stakeholders collaboration at national, regional, and global level. This was unanimously observed during a hybrid seminar at Bahria University titled “Blue Talks: Enhancing the Conservation and Sustainable Use of Oceans and their Resources by Implementing International Laws”, which was jointly organized by the National Institute of Maritime Affairs (NIMA), Institute of Policy Studies (IPS), Islamabad, and the Portuguese Embassy in Islamabad.

The seminar was addressed as a keynote speaker by Prof. Dr. Vasco Becker-Weinburg, president, the Portuguese Institute of the Law of the Sea. Other speakers and discussants included Khalid Rahman, chairman, IPS, Vice Admiral (retd) Abdul Aleem, director-general, NIMA, Paulo Neves Pocinho, ambassador of Portugal to Pakistan, Rear Admiral Foad Amin Baig, director-general, Pakistan Maritime Security Agency (PMSA), Dr. Asif Inam, associate professor and head of maritime sciences, Bahria University, Dr. Maliha Zeba Khan, assistant professor NUML and non-resident research fellow IPS. The session was moderated by Cdre (r) Bilal Abdul Nasir, director, NIMA.

Maritime Trade Plays a Vital Role in the Economic Well-Being of Pakistan. Due Attention Should, Therefore, be Given to the Issues Related to Maritime Governance, Marine Pollution, Protection and Sustainable Use of Marine Resources, Said Admiral (Retd) Mohammad Asif Sandila NI(M).

June 15, Meeting of 4th Advisory Board of National Institute of Maritime Affairs (NIMA) was held at Islamabad. Admiral (R) Asif Sandila, former Chief of Naval Staff, Chairman BoA, chaired the meeting.



Members and special invitees / maritime experts attended the meeting.

V/Adm (R) Abdul Aleem, DG NIMA, welcomed the participants and emphasized on creating synergy amongst all maritime stakeholders for furtherance of maritime sector. He emphasized that Pakistan should endeavour to achieve the goals set by UN under Sustainable Development Goals (SDGs) and UN Ocean Decade 2020-30. Else, the price of degradation of ocean health will be borne by our future generations. Cdre (R) Bilal Abdul Nasir Director NIMA, briefed the house about various activities and future undertakings of the Institute in the domain of maritime affairs.

Board members and participants gave pertinent input on the various agenda items and future targets of the institute. Detailed discussions on fishing sector of Pakistan, ports and harbours, shipping, ship breaking & ship recycling industry, maritime tourism and the problems being faced by the maritime communities were also held. Board also approved future plans of action for year 2022-23. In his closing remarks, Admiral Sandila appreciated the valuable inputs and suggestions provided by the eminent participants. While underscoring the need to enhance maritime awareness in the country, the Chairman BoA emphasized on the issues of climate change, maritime pollution, biodiversity and sustainable use of ocean resources. He further said that research should be people centric and industry should be able to seek benefit from the research.

In the end, new website of NIMA (www.nimapak.org) was also launched during the event. Chairman BoA, Admiral Asif Sandila inaugurated the new website and applauded the efforts of NIMA team.



Ministry of Maritime Affairs Conducts Beach Cleaning Activity at Sea View Beach Karachi



June 6, As a part of upcoming World Ocean Day event, Ministry of Maritime Affairs commemorated Beach Cleaning Activity at Sea View Beach Karachi. For the purpose, Karachi Port Trust (KPT) commemorated the campaign “Let’s make our Ocean Blue” that is being launched by the Ministry of Maritime Affairs through Beach Cleaning Activity at Sea View Beach Karachi, in which huge number of people including students of Environment Studies from Bahria University Karachi participated. To celebrate World Ocean Day, Ministry of Maritime Affairs organized Mangroves Plantation Activity on 5th of June and Beach Cleaning Activity today in Karachi as a part of a special agenda of Blue Economy development of Pakistan to collectively raise the importance of oceans and awareness to stop marine pollution, reviving marine fisheries and nurturing the ocean for the blue progress of the country. Chairman KPT, Mr. Syedain Raza Zaidi graced the occasion as Chief Guest. While speaking on occasion, he stressed upon creating awareness among youth towards clean and green environment and stressed on fulfilling this year’s theme of World Ocean Day i.e. Officials from the Ministry of Maritime Affairs: Deputy Secretary -Mr. Asghar Gondal, Section Officer KPT Mr. Javed Iqbal also attended and participated in Beach Cleaning Drive along with Chairman KPT.

World Ocean Day Event organized by the Ministry of Maritime Affairs

June 8, the Ministry of Maritime Affairs celebrated World Ocean Day by conducting a consultative workshop organized by the World Bank (WB) on the ‘Blue Economy



Development Roadmap’ in collaboration with the Ministry on 8 June in Karachi. The Honorable Minister Senator Faisal Ali Subzwari attended the World Ocean Day Event organized by the Ministry of Maritime Affairs as the Chief Guest in Karachi.

Federal Minister for Maritime Affairs, Senator Faisal Ali Subzwari announced to provide 2000 motor boat engines for Rs. 500m along with a floating jetty at the cost of Rs. 267m to fishermen in Gwadar by the end of this year. The Minister while speaking highlighted the Development of Blue Economy (BE) Policy and roadmap as a special agenda of the Ministry of Maritime Affairs and appreciated the efforts of the World Bank for conducting a detailed study on the Blue Economy that will surely be beneficial for policy-making in future. While addressing, he stated that the purpose of the event is to create awareness in the people of Pakistan about the potential of our ocean as an important asset for sustainable economic growth as well as to take collective action to advance the sustainable utilization of our ocean.

KPT Organized a Medical Camp at Bhit Island



June 12, KPT organized a medical camp at Bhit Island



and provided treatment to 415 patients. Breakup wise KPT provided treatment to 75 male patients, 175 female patients, and 165 child patients. The medical team also conducted 22 lab tests during the medical camp. During the KPT Medical Camp at Bhit Island, it was found that 65% of patients had skin-related issues, 25% of patients had lungs related diseases, and 10% of patients had gastrointestinal issues and chronic diseases like HTN and diabetes.

Experts Term Development Activities and Pollution a Major Threat to Sea Turtles



June 15, 'Sea turtles along Pakistan's coast face a host of anthropogenic threats which include habitat degradation, plastic pollution, and entanglement in fishing gears. As a result of the construction of huts along Sandspit and Hawksbay beaches in Karachi, Sindh, and Taq in Ormara, Balochistan, major nesting grounds of sea turtles are adversely affected. This was stated by Muhammad Moazzam Khan, Technical Advisor, WWF-Pakistan in the context of the World Sea Turtle Day observed on 16 June 2022. He believes that plastic waste, collapsing huts, and rubble pose a serious threat to nesting females and juveniles. Since 2000, World Sea Turtle Day is observed every year on 16 June, with an aim to raise awareness about the dwindling population of sea turtles and their diminishing habitat. In Pakistan, sea turtles are known to nest on a number of beaches including Sandspit, Hawksbay, and Cape Monz along the Sindh coast and Taq (Ormara), Astola Island, Gwadar Headland, and Daran along the Balochistan coast. Thousands of female turtles visit these beaches to nest and lay eggs.

Illegal Undersized Fishing in the Coastal Parts of Balochistan is on the Rise

June 17, Illegal undersized fishing in the coastal parts of



Balochistan is on the rise, as fisheries experts and a segment of fishermen on Thursday called the trend "threatening" to the marine species. A fisherman, made a video of the dead species that showed a pile of fish that consisted of undersized species caught in Ormara area of Balochistan. He also showed a thin fishing net used unabatedly by fishermen, which is illegal according to Balochistan fisheries law. "Fish stocks in Somiani and Damb have wiped out," a fisherman said that therefore boats sail into Ormara, Basool, Kund Malir waters for undersized fishing. Fishermen bring the illegal juvenile fish catches from Ormara, Basool and Kund Malir to Damb and Somiani since both coastal areas are left with no stocks, he said. "If this trend of illegal fishing of undersized fish continued, then there would be nothing left and the sea would be barren," he feared. Meantime, the Assistant Director Marine Fisheries, Sub-District Lasbella, Balochistan, issued a notice to fishermen warning them of a legal action if found guilty of using banned fishing nets. The notice said: "This act is also harmful for the area fishermen and is illegal as per law." (Credits: Business Recorder)

GDA Begins Work on Promotion of Tourism in Gwadar

June 22, Gwadar Development Authority (GDA) has issued notices of interest to formulate a comprehensive strategy for the promotion of tourism in Gwadar. Tenders have been invited from domestic and foreign firms for integrated tourism strategy of Gwadar and adjoining areas and its completion. The project aims to promote tourism in the area. Gwadar, naturally an attractive place for tourism, needs to provide basic necessities and facilities for tourists. Gwadar Development Authority is taking concrete steps to meet the needs and facilities of tourists



and investors in the city along with the development of Gwadar infrastructure.

PMSA Rescued Five Sri Lankan and Two Omani Seafarers



June 23, Pakistan Maritime Security Agency has rescued Sri Lankan and Omani seafarer in back to back search and rescue operations carried out separately. According to Director Public Relations PMSA, Maritime Rescue Coordination Centre Sri Lanka informed MRCC Pakistan that a Sri Lankan Fishing vessel Amila Sea Food-Tuna-01 is in distress around 560 nautical miles South of Karachi having suffered engine failure. PMSA responded immediately and despite longer distance sailed its ship promptly and tasked its patrol aircraft to locate them. Concurrently, team reached the position of the fishing vessel and recovered all five personnel.

The Sri Lankan government and owner of the boat Amila Sea Food-Tuna-01 Fernando highly appreciated the efforts of PMSA. Only two days earlier, on 19th of this month in a similar SAR operation two Omani Nationals stranded at sea for last ten days were also rescued by PMSA units and safely brought to Karachi.

The Nautical Institute, Pakistan Celebrates the Annual Day of the Seafarer

The Nautical Institute, Pakistan Branch this year, once again, celebrated the annual Day of the Seafarer in KPT STAFF COLLEGE, Lalazar today. It was an eye-catching motto: "Every seafarer's journey is different, but they all face similar challenges". Most speakers addressed the event in person, and others through Zoom Link.

For 2022, the Day of the Seafarers campaign, with the theme 'Your voyage – then and now, share your journey.' Talks were held about the look at seafarer voyages, what it includes, how they evolved, and what remains at the heart of seafarers' reality.

This campaign has allowed seafarers to share what resonates with them, whether the crew change crisis is unresolved, Job and government policies, the welfare of seafarers, the future of technology, or the captivity of seamen by Somalian pirates from 6 days up to 4 years. But unfortunately, neither governments, international forums, nor even the media highlighted the issue. Had it been the same issue with the airline industry, it was another way around.

Capt Ajmal Mahmoodi, Vice President of Nautical Institute, UK delivered the welcome address., followed by Capt. Rashid Anwer; Video Message of Mr Kitack Lim, Secretary-General IMO; addressed by Capt. John Lloyd, Chief Executive The Nautical Institute, UK (By ZOOM link); Address by Fabrizio Barcellona, Seafarers & Inland Navigation Sections Coordinator, ITF UK (By ZOOM link); Address by Mr Syed Salman Raza, Principal Officer, Mercantile Marine Department, Ministry of Maritime Affairs, Govt. of Pakistan; Address by Mr Adam Panjri, General Secretary Pakistan Seamen's Union, Deputy conservator Capt. Haider Raza, Commodore Ubaid Ullah ex. DmD Bahria Foundation, ex-Director PNSC; and closing remarks by Capt. Anwar Ali Shah Ex-Director General Ports and Shipping, Board member PNSC.

KPT adds that a seminar was organized in its Staff College Lalazar to commemorate the annual Seafarers Day, which was well attended by personnel representing various maritime entities and merchant navy professionals.



King Abdullah Port Hits 15 Million Teu Landmark



June 1, In a key milestone on its journey to becoming a leading global logistics and transportation hub, King Abdullah Port, the first privately owned, developed, and operated port in Saudi Arabia, last month reached 15 million TEU in total container throughput from its inception.

King Abdullah Port hit a new milestone in throughput in a record time of fewer than nine years since the container terminal commenced operations in September 2013. The port registered double-digit growth in 2021 with an exceptional 31% rise in container throughput, making it one of the world's fastest-growing container ports.

Commenting on the achievement, Jay New, CEO of King Abdullah Port, said: "The 15 million TEU accomplishment in a record time signifies our strong growth and resilience despite challenges facing international trade and the maritime shipping sector over the years. Even at the height of supply chain disruptions worldwide due to the spread of COVID-19 during the past two years, we have effectively served our customers and played a key role in the Kingdom's efforts to fight the pandemic." (Credits: The Maritime Standard)

McDermott Wins FEED Contract for Qatar's Largest Offshore Oil Field

June 3, Houston-headquartered McDermott International has been awarded a front-end engineering design (FEED) contract by North Oil Company (NOC) for the Ruya development, previously referred to as Al-Shaheen Phase 3-Batch 1, located offshore Qatar. The contract is said to be one of the largest FEED projects undertaken in McDermott's history and follows the successful completion of the pre-FEED study.



"This is a strategic contract for our offshore business in Qatar and a game-changer for McDermott as it represents the largest offshore FEED we have ever received in the Middle East," said Tareq Kawash, McDermott's senior vice president, for offshore in the Middle East. "As was the case for the Pre-FEED with NOC, work will be led from our highly skilled Doha operating center and will be supported by our Chennai engineering office."

The scope of the contract comprises developing FEED studies and deliverables suitable for an engineering, procurement, construction, installation, and commissioning (EPCIC) project. This includes creating technical output data, providing EPCIC schedule and cost estimates, and developing an early work plan for the brownfield scope with necessary site surveys. McDermott noted the scope also ensures that new greenfield facilities' design and brownfield modifications comply with applicable rules and regulations.

Al-Shaheen oil field is located in Qatari waters 80 km north of Ras Laffan with facilities consisting of 33 platforms and more than 300 wells. It is Qatar's largest offshore oil field and comprises 45% of the country's oil production. (Credits: Splash247)

Canadian Pension Fund Invests \$5bn in DP World Assets

June 7, International port operator DP World has sold a 22% stake in the Jebel Ali Port, the Jebel Ali Free Zone and the National Industries Park to Canadian pension fund manager Caisse de dépôt et placement du Québec (CDPQ) for US\$5bn.

CDPQ will invest \$2.5bn through a new joint venture, with the remainder of the transaction being financed by debt. Other long-term investors will have the opportunity to acquire an additional stake of up to \$3bn. The transac-



tion implies a total enterprise value of approximately \$23bn for the three assets.

The three assets will remain fully consolidated businesses within the DP World Group, and day-to-day operations, customers, service providers, and employees will not be affected.

DP World Group Chairman and CEO Sultan Ahmed Bin Sulayem said in a statement that the transaction allows the company to achieve a “significant strengthening” of its balance sheet. Further, he said, “we believe this new partnership will enhance our assets and allow us to capture the significant growth potential of the wider region.”

Emmanuel Jaclot, Executive VP and Head of Infrastructure at CDPQ, said the partnership between CDPQ and DP World now spans four continents and 18 terminals. (Credits: Splash247)

Qatar Energy Advances LNG Service Newbuilding Challenge at South Korean Yards



June 8, QatarEnergy, the world’s prime liquefied pure gasoline (LNG) provider, is urgent forward with its North Subject enlargement challenge with new shipowners who were chosen for its reserved slots in South Korea as a part

of an enormous LNG service shipbuilding program. Daewoo Shipbuilding & Marine Engineering (DSME) introduced orders for 4 LNG carriers from a Korean consortium consisting of H-Line Delivery, Pan Ocean, and SK Delivery. The 174,000 cu m vessels might be constructed on the Okpo Shipyard and delivered by the primary quarter of 2025. The deal is valued about \$850m and DSME, which has gained contracts to construct 16 LNG carriers to date this 12 month, stated extra orders are anticipated sooner or later.

In a separate regulatory submitting, Korea Shipbuilding & Offshore Engineering (KSOE) stated its subsidiary Hyundai Heavy Industries would construct a pair of 174,000 cu m LNG carriers additionally earmarked by transport sources for the Qatari LNG challenge, with Norwegian transport agency Knutsen OAS Delivery tipped to be the proprietor. The contract is valued about \$430m and the ships ought to ship within the first half of 2025.

In April, Qatar’s state-owned oil and gasoline agency additionally signed contracts with Japan’s Mitsui OSK Traces (MOL) for the long-term constitution and operation of 4 LNG carriers that might be constructed by Hudong-Zhonghua Shipbuilding in China and serve the North Subject enlargement challenge, which can improve Qatar’s LNG manufacturing capability from 77m tons per 12 months to 126m tons per 12 months, with the primary LNG anticipated in 2025. (Credits: Nairagator)

Total Energies Takes \$2 Billion Foothold in Qatar's Giant Gas Expansion



June 12, The French energy major will spend an estimated \$2 billion for a 6.25-percent share of the giant North Field East project that will help Qatar increase its liquefied natural gas (LNG) production by more than 60 percent by 2027, TotalEnergies chief executive Patrick



Pouyanne told AFP.

Qatar's Energy Minister Saad Sherida al-Kaabi called the joint venture "a marriage more than an engagement" as it will last until 2054.

Other foreign firms will also take stakes in North Field with state-owned Qatar Energy (QE) but none will be bigger than TotalEnergies, said Kaabi, who did not reveal names.

Industry sources say ExxonMobil, Shell, and ConocoPhillips are all in line to take part in the giant \$28-billion expansion that Qatar had originally wanted to finance alone.

"We have finished the selection process and we have signed the agreements," Kaabi said, adding that names would be announced in the "near future".

With European nations scrambling to find alternatives to Russian oil and gas, LNG from North Field is expected to start coming online in 2026.

Pouyanne said the company's biggest deal with Qatar would help make up for the company's withdrawal from Russia in the wake of the Ukraine invasion. "Some were asking the question what would TotalEnergies do in place of Russia, this is the answer," Pouyanne told AFP.

"We have also announced projects in the United States, now we have added Qatar to the portfolio. We are number two in the world for natural gas and intend to stay there." QE estimates that North Field holds about 10 percent of the world's known natural gas reserves.

The reserves extend under the sea into Iranian territory, where Tehran's efforts to exploit its South Pars gas field have been hindered by international sanctions.

South Korea, Japan and China have become the main markets for Qatar's LNG but since an energy crisis hit Europe last year, the Gulf state has helped Britain with extra supplies and also announced a cooperation deal with Germany.

Europe has in the past rejected the long-term deals that Qatar seeks for its energy but the Ukraine conflict has forced a change in attitude.

Qatar's expansion "underlines its position as a leader in this industry", said Bill Farren-Price, head of macro oil and gas research at the Enverus energy consultancy.

"With gas balances tight globally amid reduced Russian gas exports to Europe, LNG is a key and growing component in the energy transition and Qatar is determined to leverage its world-class North Field reserves to capture

additional value through this deal."

The Ukraine conflict has also injected a new urgency into efforts around the world to develop new sources.

Tanzania on Saturday signed a framework agreement with British and Norwegian energy giants Shell and Equinor towards implementing a \$30-billion project to export its natural gas. (Credits: France24)

Stephenson Harwood Advises Lenders on \$160m Allianz Marine Transaction Financing Facility



June 17, Shuaa Capital announced the acquisition of Allianz through its managed funds on Tuesday.

"The facility is one of the largest secured overnight funding rate (SOFR) based facilities of its size for an LBO transaction in the Middle East region, and is also one of the few corporate credit facilities in the Middle East with term SOFR as benchmark pricing," the law firm said in a statement on June 16.

"As part of the transaction, Shuaa also procured for its managed fund a seven-year interest rate swap from the National Bank of Fujairah, opting to hedge the interest rate risk."

Abu Dhabi-based Allianz operates approximately 117 owned and chartered OSVs in the Middle East, which comprise platform supply vessels (PSV), anchor handling tug supply vessels (AHTS), crew boats, and accommodation barges. It also provides vessel chartering, port logistics, and crew services to international and national oil companies and offshore construction contractors.

"The SOFR-based financing solution demonstrates our dynamism to quickly adapt to the evolving trends in the financing markets. We are also pleased to have secured the interest rate swap against the facility that provides us interest cost visibility and protection against rising rates," said Jassim Alseddiqi, group CEO, Shuaa Capital, in the investment bank's statement. (Credits: Seatrade Maritime)



DP World Invests in Saint John Terminal



June 15, DP World is making a technology and asset investment in its Saint John multipurpose container terminal on Canada's East Coast to enhance and modernize operations. The new equipment will include two super-post-Panamax quay cranes, more than a dozen additional reach stackers, additional internal transfer vehicles and container trailers. The company will also implement technology solutions that include an upgrade to the terminal operating system, a new truck gate system, and enterprise-wide financial management systems. (Credits: Splash247)

AD Ports, National Marine Dredging Set up Subsea Services JV



June 16, Abu Dhabi-based AD Ports Group has signed a deal with National Marine Dredging Company Group, one of the world's leading engineering, procurement, construction (EPC) and marine dredging groups, to set up a new joint venture company that will conduct offshore surveys and subsea services in the UAE, across the GCC region, as well as in select international markets.

The new joint venture, Safeen Surveys and Subsea Services will offer a unique portfolio comprising offshore surveys (geophysical and geotechnical), trenching, and dredging support services.

Safeen Survey and Subsea Services will operate in the UAE, GCC, and global markets where both AD Ports Group and NMDC maintain a presence. These targeted global markets include Saudi Arabia, Egypt, Taiwan, Sudan, Iraq, Mauritania, Mauritius, Guinea, Pakistan, and Western India. (Credits: Trade Arabia)

Expected ships in Port Qasim

<i>ETA by AIS</i>	<i>Type</i>	<i>Vessel</i>
Jul 25, 16:00	Chemical/Oil Products Tanker	WEALTHY LOYAL
Jul 26, 12:00	Bulk Carrier	AFRICAN STARLING
Jul 27, 15:00	Chemical/Oil Products Tanker	SONGA DREAM
Jul 28, 03:00	Chemical/Oil Products Tanker	DOLPHIN 02
Jul 29, 16:00	Bulk Carrier	AGONISTIS
Aug 5, 04:20	Tug	SOHNA
Aug 10, 12:00	Bulk Carrier	HELENA K
Aug 11, 11:00	Hopper Dredger	INDUS_DOLPHIN



Shelf Drilling Snaps up Aban Jackup for \$30m



June 20, Dubai-based Shelf Drilling has struck a deal with a subsidiary of Aban Offshore to purchase the 2008-built Deep Driller 7 jack up rig for \$30m.

The rig is currently located in the United Arab Emirates and should be delivered in July this year following the customary closing conditions.

The Oslo-listed Shelf Drilling said it would pay in cash and have a fleet of 31 jackups after the transaction is closed.

The Chennai-headquartered Aban has been selling off its drilling rigs, mostly to Middle Eastern buyers. Adnoc Drilling most recently snapped up the 2009-built jack-up Deep Driller 8 for \$28m, while ADES Saudi penned a deal to take the Deep Driller 2, 4, 5 and 6 for \$106m. (Credits: Splash247)

Abu Dhabi Ports Comes Onboard Sudanese Project



June 21, Abu Dhabi Ports will build a new Red Sea port in Sudan in partnership with a local conglomerate called DAL Group according to Reuters. The giant port will handle multiple types of cargoes will feature a free trade

zone and will provide a much needed second large maritime outlet for the nation in addition to the existing, congested Port Sudan. The new port, which will also feature a small airport, will be located around 200 km north of Port Sudan. (Credits: Splash247)

Al Seer Marine Buys Two VLCCs



June 22, Al Seer Marine, part of Abu Dhabi's International Holding Company (IHC), has acquired two VLCCs, the Twin Castor and Twin Pollux, for \$110m.

Al Seer Marine has increased its fleet by acquiring nine ships in recent months and is analyzing expansion initiatives in crude and product tankers, gas tankers, as well as dry, aiming to snap up a total of 15 ships this year. Guy Neivens, CEO of Al Seer Marine, said: "This acquisition of two new crude oil tankers is strategically driven given the current market conditions, and we expect to see strong returns as oil demand recovers and ship recycling returns to normal levels. With 19% of the existing global crude carrier supply dated at over 18 years old, they will be due for scrapping or recycling in the next few years. "This will cause the global fleet numbers to shrink even further, presenting an opportune time for Al Seer Marine to expand and continue our trajectory in becoming one of the largest commercial shipping fleets in the Middle East and Asia regions." (Credits: Splash247)

Expected ships in Karachi

ETA by AIS	Type	Vessel
Jul 23, 13:30	Container Ship	YM EXPRESS
Jul 23, 20:30	General Cargo Ship	UAFL DUBAI



U.N. Turns to Crowdfunding to Salvage Oil Tanker Decaying Off Yemen



June 18, The FSO Safer tanker has been rusting away off Yemen's coast since 2015. Sitting in the delicate ecosystem of the Red Sea, famous for its corals and fish, it threatens to release roughly four times the amount of crude oil spilled off Alaska in the Exxon Valdez disaster of 1989.

Seawater has already seeped into the engine room, according to U.N. officials who are sounding the alarm that a tank rupture or explosion would wreak havoc on marine life, vital shipping lanes, and regional economies. After Beirut, an abandoned Yemeni oil tanker is renewing fears of another disastrous explosion for years, the United Nations has sought to launch a rescue mission to transfer the oil and move the ship to a safer location for inspections or dismantling. But the vessel is anchored in waters northwest of Yemen's port city of Hodeida near territory held by the Iranian-aligned Houthi rebels. The war between them and the now-Saudi-backed government had put an end to maintenance and prevented any offloading. The opposing sides have finally agreed to a plan to prevent a disaster, the United Nations said, but now it doesn't have the money to implement it.

"The tanker is beyond repair, and the fear is that it could soon break apart or explode," the global body said this week as it launched the online crowdfunding campaign. At a briefing on Monday, Gressly appeared to acknowledge that the call for \$5 million from the public was unusual, describing it as "an ambitious goal," but maintained that a disaster was looming. The increase of currents and winds in the winter will heighten the risk of the vessel breaking up and spilling the oil into the Red Sea.

"Every day that goes by is another day that we take a risk,

a chance that this vessel will break up and the catastrophe that I described will unfold," he said.

The entire plan, involving first unloading the oil and later replacing the 1,230-foot vessel — one of the world's largest tankers — would cost \$144 million, according to U.N. estimates.

A disaster in the Red Sea would add to the plight of Yemenis who have endured nearly eight years of war, starvation, and disease, and threaten the livelihoods of many who rely on the sea's resources. Gressly said it may take up to 25 years to restock fisheries.

Calling the Safer "a ticking time bomb," Lenderking said it could take just "a cigarette butt, the discharge of a weapon, [or] a rough wave" to cause a spill, and he said the supertanker also risked exploding.

A study commissioned by the United Nations in recent years found that a spill or blast could hike fuel and food prices, cause crop losses and contaminate thousands of water wells. It would kill marine mammals, sea turtles and seabirds, destroy pristine coral reefs, and slash hundreds of thousands of jobs in the fishing industry.

If the vessel sinks, explodes or spills its cargo, the consequences would be catastrophic, Charter said.

"Millions of people would be exposed to highly-polluted air, desperate aid-dependent citizens would be deprived of supplies needed for their survival and the marine environment over a large region would unnecessarily become a tragic casualty of war," he said. (Credits: Washington Post)

Kotug, ADMA and King Abdulaziz University Sign Training Agreement



June 21, The FMS, a maritime education provider in the kingdom, is seeking to build and upgrade its facilities, through the partnership with the Dutch tugboat operator and the Abu Dhabi-based simulator and maritime training



institution.

Facing an increasing demand for qualified maritime professionals in Saudi Arabia, the FMS was seeking ways to increase its capabilities whilst improving training, a Kotug statement issued today said.

“Joining forces with strong knowledge partners Kotug and ADMA, [will allow] the FMS to remain the number one training facility in the region, and significantly broaden its training portfolio,” it said.

Enhancing maritime security and safety, protecting the marine environment, as well as accelerating the implementation of IMO initiatives to reduce pollution caused by seagoing activity, are also important aspects of the agreement.

Kotug is headquartered in Rotterdam, the Netherlands, and also has offices in Perth, Dubai, the Bahamas, Brunei, and Canada, as well as operations at oil and gas facilities all over the world. (Credits: Seatrade Maritime)

Arab Maritime Students Send Special SOS to UN Ocean Conference



June 21, A number of Arab Academy for Science, Technology and Maritime Transport students, from different Arab states, such as Egypt, Djibouti, Sudan, Saudi Arabia, Libya, and Mauritania, sent a creative video message to the UN Ocean Conference, which will put the issue of oceans pollution at the top of the international agenda when it convenes in Lisbon from 27 June to 1 July.

In the video, the arms of students could be seen moving in sharp patterns with flags, encoding an urgent message to the world.

The theme of their video is “Save Our Oceans”, and it focused on mobilizing and unifying the world’s efforts to support the sustainable management of the world’s oceans by fostering a global movement of citizens to

protect ocean resources and the marine environment.

This is an urgent call to action, according to the Naval Academy students.

Commenting on the video, Dr. Kareem Mahmoud Tonbol, an Associate Professor of Physical Oceanography and Climatology and Vice Dean for Postgraduate Studies and Scientific Research indicated that the hundreds of students, who contributed to the video below, were motivated to send their nautical SOS, out of concern for humanity’s future.

“Oceans are the heart and lungs of our planet, supplying most of the oxygen we breathe,” he pointed out. “They are also a vital element of the ecosystem and a key source of food and medicine.”

“Our message is to mobilize and unify the world’s efforts to support the sustainable management of the world’s oceans by fostering a global movement of citizens to protect ocean resources and the marine environment,” Dr. Tonbol noted. (Credits: See News)

ZIM Invests in Artificial Intelligence Firm



June 22, Cash-rich Israeli carrier ZIM has invested \$6m into Data Science Consulting Group (DSG), a compatriot tech firm with a focus on artificial intelligence. The two companies have already been working together over the past year.

Eyal Ben Amram, CIO of ZIM, commented: “There is a growing demand around the world and in our industry for AI-based products and solutions which can improve, among others, supply chain management and the accuracy of forecasting tools. The positive results of our collaboration with DSG during the past year and DSG’s proven versatile experience and understanding of AI convinced us to further invest in our relationship with DSG and its team.” (Credits: Splash247)



Zener Maritime Flags up Looming IMO Emissions and Carbon Intensity Targets



June 8, Officials from Zener's Dubai office made a series of presentations at an event in early June to underline the importance of addressing IMO-adopted amendments to MARPOL Annex VI, which brought the EEXI into being in June 2021, and come into force for all vessels above 400GT on 1 January 2023.

According to the ship classification society DNV, the EEXI is a measure introduced by the IMO to reduce shipping GHGs and is related to the technical design of a ship. "Ships have to attain EEXI approval once in a lifetime, by the first periodical survey in 2023 at the latest," it said.

Class society Bureau Veritas said a ship's CII was calculated as the ratio of the total mass of CO2 emitted to the total transport work undertaken in a given calendar year. "A vessel's performance rating is determined by comparing a ship's operational carbon intensity performance with the average performance of others ships of the same type," it said. "Required reductions for each ship type are expected to either increase or remain stable over time, ensuring that international shipping achieves the IMO's intended targets."

Sanjeev Panicker, Zener's business development director, said the IMO's decarbonization goals sought to achieve a 40% reduction in average carbon intensity by 2030, and 70% by 2050, as well as the reduction of total greenhouse gas (GHG) emissions by 50% by 2050. "Maintaining the status quo will result in an unacceptable 20% increase in GHG by 2050. The hard truth is that current advancements and initiatives are insufficient to meet the goal of zero-carbon shipping," he said.

Shipping companies needed to map their fleets and specify targets and action plans as part of addressing upcoming

compliance issues. "Ascertain ships that require thorough mapping assessments of fleet compliance for the future. Establish specific target sets for evaluating available options and conducting feasibility studies. Perform backward planning with the goal of achieving compliance in time, or ahead of, the deadline," he said.

Panicker cited Clarkson's research to show that 96% of the global containership fleet was technically compliant with EEXI requirements today, while 74% of the oil tanker fleet, 59% of the bulk carrier fleet, and only 32% of the very large gas carrier fleet, met the appropriate standards.

Studies have shown that LNG will be the fuel of choice for all vessels up to 2030, but that, by 2050, hydrogen, ammonia, and methanol will emerge as the most popular types.

With EEXI and CII milestones fast approaching, Panicker said asset owners were trying to determine sustainable solutions for their existing fleets to be compliant with regulations. Switching to non-carbon intensive alternative fuels, carbon-capture solutions, or retrofitting with innovative energy-efficient technologies, were among the solutions that shipping lines needed to consider.

Zener Maritime also provides unmanned aerial vehicles, for the remote survey, but one audience participant said that he had yet to see drone efficacy proven to be superior to inspections conducted by humans.

Nikeel Idnani, honorary secretary of IMarEST UAE branch, and organizer of an annual Dubai-based shipping speaker series said the institution was a 'town square' for debate in the region, helping the shipping community air topics of interest.

Panicker made the remarks during an evening entitled 'The Path to Future-Proof Ships,' organized by Zener at the Waldorf Palm Jumeirah in Dubai. In addition to Dubai, Zener Maritime also has offices in Singapore, India, and the Netherlands. (Credits: Seatrade Maritime)

New Restrictions on Ships to Protect Whales Coming Soon

June 10, The National Oceanic and Atmospheric Administration has been reviewing the speed regulations it uses to protect North Atlantic right whales

The new rules could expand existing protections for the whales

PORTLAND, Maine: Federal authorities spent the past few years analyzing rules for the shipping industry and



are now close to releasing fresh guidelines to help protect a vanishing species of whale.

The National Oceanic and Atmospheric Administration have been reviewing the speed regulations it uses to protect North Atlantic right whales, and according to spokesperson Allison Ferreira, the agency will publish new proposed rules within the coming weeks. A public comment process would follow.

Environmentalists have long pushed for stricter shipping rules to protect the whales, which number less than 340, and are vulnerable to collisions with large ships. They've fallen in population in recent years due to high mortality and poor reproduction.

"Those are the two primary threats to the species — entanglement in fishing gear and vessel strikes," said Kristen Monsell, an attorney with the Center for Biological Diversity.

The new rules could expand existing protections for the whales, which are currently protected by a network of "slow zones," requiring mariners to transit slowly to avoid whale collisions.

Some slow zones are mandatory while others are voluntary. Conservationists have long sought for them all to be mandatory and for more of them. Some have also urged NOAA to apply the rules to ships under 65 feet (19.8 meters) in length, which is the current cutoff.

More than 50 of the whales were struck by ships between spring 1999 and spring 2018, NOAA records indicate. The collisions aren't always fatal, but wildlife advocates have cautioned that sub-lethal collisions can result in the whales becoming less likely to reproduce.

Shipping associations have cautioned NOAA over the years to make sure speed rules don't create unsafe conditions at sea. Ferreira said any changes would "be based on the best available information and completed through public notice and comment."

The whales were once abundant off the East Coast, but

they were decimated during the era of commercial whaling. They have been listed as endangered under the Endangered Species Act for over 50 years.

The whales feed off New England and Canada and migrate to the waters off Georgia and Florida to give birth. They've been aided by the protected zones for years, but scientists have said warming ocean temperatures are causing whales to stray more frequently into shipping lanes in search of food. (Credits: Arab News)

MariApps and Rawabi Energy Joins Forces



June 15, MariApps Marine Solutions has entered into a joint venture agreement with Rawabi Energy in the Kingdom of Saudi Arabia, with a focus on meeting the oil and gas and offshore industry's digitalization needs.

The new joint venture company aims to help companies in the region deliver more cost-effective and operationally optimized services through digitalization, to meet global demand for energy exploration and supply.

By partnering with Rawabi Energy MariApps will benefit from the former's in-depth market knowledge when developing digital offerings that can better support the industry's digital transformation. With a fleet of over 60 offshore vessels in the Kingdom, Rawabi Energy will be able to provide the vessel system and operational insights required to customize digital solutions for the offshore industry. This includes, as an example, solutions that enable the seamless management of data collected about offshore vessel performance, in particular dynamic positioning system operations.

Sankar Ragavan, MariApps's CEO, said, "We are happy to form this new partnership to jointly explore new opportunities in the Middle East. Digitalization has the potential to help us improve the safety, reliability, and efficiency of vessels operating in the oil and gas sector, as well as to support an accelerated transition towards cleaner energy. (Credits: The Maritime Standard)



Scrubber Demand Surges on \$400 Plus Bunker Price Spread



Jun 16, Oman's Asyad Dry Dock has seen a growing number of customers retrofitting scrubbers, including for Asyad's own shipping fleet, as high bunker prices have made the economics of exhaust gas cleaning systems favorable again.

Speaking to Seatrade Maritime News at Posidonia 2022 last week Dr. Irbahim Al Nadhairi, Chief Executive Officer, Shipping & Drydock said, "We see that there is an increase in the number of shipowners that have started to order scrubbers."

He explained that while originally scrubbers had been seen as a short-term solution to the IMO 2020 that would be over by 2024 this had changed with current fuel economics.

Asyad Shipping (formerly Oman Shipping Company) has fitted scrubbers to 19 of its vessels and has seen considerable operating cost savings. With a price spread of \$430 per tonne between High Sulphur Fuel (HFO) and Very Low Sulphur Fuel Oil (VLSFO) a ship that burns 65 tonnes of fuel a day will save \$27,950 per day on fuel if it is fitted with a scrubber.

"Our return on investment on scrubbers was paid off within 18 months. That's now why shipowners are now fitting scrubbers again and we've seen more requests coming across," Dr. Ibrahim said.

As of 16 June, the price for VLFSO in Singapore was \$1,110 per tonne compared to \$640 per tonne for HFO a price spread of \$470 per tonne, according to figures from Ship & Bunker. In Fujairah, VLFSO was priced at \$1,079 per tonne compared to \$670 per tonne for HFO a difference of \$407 per tonne.

Asyad Dry Dock is a preferred shipyard for scrubber manufacturer Clean Marine and has fitted 24 of its systems with orders for a further six systems. Asyad's

yard in Duqm has two 600,000 dwt drydocks and it is adding a Panamax capacity floating dock by Q4 this year increasing its annual ship repair capacity to around 240 ships from 200 at present. (Credits: Seatrade Maritime)

Cover Story

The picture on the title page is the green sea turtle, which plays an important role in ocean ecosystems. When green sea turtles graze, they increase the productivity and nutrient content of seagrass blades. If sea turtles go extinct, it causes declines in all the species whose survival depends on healthy seagrass beds and coral reefs. That means that many marine species that humans harvest would be lost.



STIMULATING THE ECONOMY WITH EFFECTIVE SEAPORTS

By MA Johnson



For many decades, seaports have been considered more as gateways through which maritime trade flows and at the same time as strategic intermediaries in the supply chain. Simply put, a seaport is a maritime infrastructure, and it can only be efficient as the people who work in it daily. Ports and port terminal operators, freight forwarders and land-based logistics systems are very important components of the global maritime supply chain. Port selection in the writer's view, is very vital in the maritime supply chain. Different ports often specialize in different types of shipments.

Selecting the wrong port can add miles, time and therefore cost to a shipment not appropriately routed. If a port's infrastructure is not adequate – the port has not got appropriate facilities, resources or road infrastructure – customer service will be impaired. The implication is that higher costs will be incurred by shipping lines, forcing the shipping line to increase costs, thus, increasing the total cost of the supply chain. Seaports need to be competitive. A competitive seaport is one which has a strong relationship and proven record of collaboration with industry, regulators and legislators to benefit shippers. The competitive port offers alternative services to container transport, such as an ability to handle traditional break – bulk cargo; oversized, over -dimensional project cargo; or roll -on/ roll – off cargo ranging from automobiles and tractors to defense equipment. Ideally, ports within a given country should compete to be the first choice for shippers' supply chains by providing a wealth of intermodal connections, capacity, distribution facilities, promising no delays and shorter times spent in ports. Besides, ports should have access to an experienced workforce with a reputation for reliability. Taking adequate steps towards enhancing safe navigation within the channels, expanding terminal capacity, and working on better intermodal options for improved goods movement. At a time when supply chains and economies are under increasing pressure as a result of Covid -19 pandemic and worldwide inflation, corruption is having a real impact on trade and livelihoods – ashore and afloat. This negative trend is global. After a decade of research by the Maritime Anti -Corruption Network (MACN), findings show that corrupt demands are on the rise in seaports globally. The research led to collection of data through anonymous incident reporting platforms. At the time of writing this article, the reporting system has close to 50,000 (fifty thousand) incidents reported in over 1000 ports across 149 countries with Suez Canal



topping the corruption ranks.

Based on the MACN research findings, the most commonly observed actors to demand bribes are ports authorities (20.9 %), pilots (16.5%), customs (12.7%), and port agents (8.2%). With COVID -19 pandemic lockdown, it was observed that these figures have gone down considerably because of reduced contact with port authority staff and increased adoption of electronic systems for vessel clearance. It was equally reflected in the report that across the world's ports, corrupt demands are most commonly made for cigarettes, alcohol and cash. While multiple actors are reportedly involved in making corrupt demands, the consequences of rejecting such demands is similar across seaports globally. And what is the main consequence, you may ask? Delay of vessels. In Africa, a recently published report by the African Development Bank revealed that most of Africa's 64 seaports are poorly equipped and uneconomically operated resulting in delays and processing time for cargo.

So, can one say that it is because of poor infrastructure that cargo sits for a long period in most seaports, particularly those in Africa? It is not just poor infrastructure at seaports but poor incentives of the workforce including immigration, customs and security personnel. In Nigeria, the Federal Government has expended a lot of resources reforming seaports in order to have them securely and economically viable. But the congestion of seaports by containers and inadequate infrastructure within the country is of grave concern.

Nigerian ports have remained inefficient due to inefficient cargo inspection method, poor means of cargo evacuation, and insecurity on Nigerian waters. The inefficiency in our ports with longer turnaround time, low productivity and high traffic handling time has negative impact on the nation's economy. For instance, Nigeria is supposed to handle most of the export and import cargoes of Niger Republic which is a landlocked neighbor. Due to inefficiency and bureaucracy at Nigerian ports, the country lost Niger Republic's cargoes that are expected to transit our ports to Benin Republic, Togo and Ghana. Even cargoes due to Nigeria has been lost to her immediate neighboring countries. It is very unfortunate that Nigerian ports have been categorized by public intellectuals as the least efficient in West Africa. This is true but the narrative has to change. A few deep seaports are spring up within the country. But will the Lekki Deep Seaport be a game changer by the time it starts functioning? Only time will tell! Although, it was in the news a few days ago, that the management of the Nigerian Ports Authority (NPA) is committed to eliminating systemic corruption and other criminal practices at the nation's seaports. This is the way forward. Most Nigerians are of the view that those in authority should walk the talk by eliminating systemic corruption and other criminal activities in our seaports. As long as our seaports remain inefficient and the business environment is unfriendly for whatever reasons, there is a cost implication to the inefficiency – depriving the maritime industry of necessary contributions to the nation's economic growth.

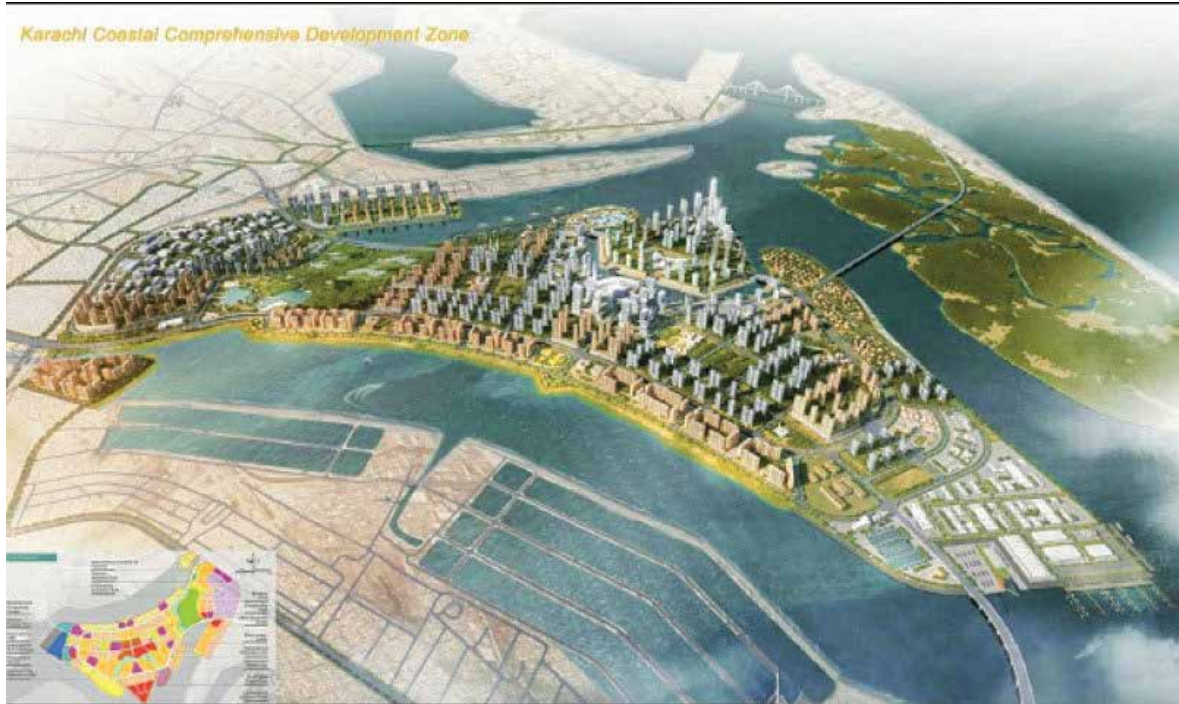
About the Author: MA Johnson is a columnist in the Business Day.

(Source: : The Business Day)



KARACHI COMPREHENSIVE COASTAL DEVELOPMENT ZONE (KCCDZ): GROWING MARITIME COMPONENT OF CPEC

By Naureen Fatima



KCCDZ is a ‘game changer’ project with a \$3.5 billion investment from China, which will include 04 new berths in KPT, a new fishery port, and a grand harbor bridge connecting the Manora island and the Sandspit beach in Karachi.

It is promising to note that maritime cooperation is evolving rapidly as a significant component of Pakistan and China relations in general and the China Pakistan Economic Corridor (CPEC) in particular. The inclusion of the Karachi Comprehensive Coastal Development Zone (KCCDZ) is indeed a key boost in this connection, which will further expand the maritime component of the CPEC project, resulting in to boost in Pakistan’s economy.

It is now a well-known fact that CPEC is moving forward as a multidimensional leading project of China’s mega Belt and Road Initiative (BRI). The initial MoU of this project was signed in July 2013. However, the fast implementation of CPEC began in April 2015 after the visit of the President of China, Mr. Xi Jinping to Pakistan. CPEC is a long-run well-grounded project designed to build stronger cooperation and connectivity not only between Pakistan and China for their mutual benefits, but it lays the foundation for broader connectivity and collaborations amongst the regions of Central, West, and South Asia.

The maritime component of CPEC is of pivotal importance for both countries. The Gwadar port being developed as part of the CPEC project will improve connectivity not only in Pakistan & China but would also serve the same purpose for all the countries located in the region. The first phase of the Gwadar port has been completed successfully in early harvest projects under CPEC. The port is operational now. However, it is not working at its optimal capacity. Now, the second development phase is in progress. Yet, it would not be wrong to say that Gwadar port is still a long way from its true potential.



However, the addition of the Karachi Comprehensive Coastal Development Zone (KCCDZ) under CPEC in the 10th Joint Cooperation Committee on 23 Sep 2021 comes as a much-awaited and key expansion of the maritime component of CPEC. An MoU was signed between the Karachi Port Trust (KPT) and the China Road & Bridge Corporation (CRBC), which aimed to address infrastructure issues in the city of lights, Karachi along with the development of the maritime sector in a holistic manner with a primary focus on the provision of job opportunities and technology transfer to the maritime industry of Pakistan to achieve the targets of Sustainable Development Goals (SDG 9 & 11) under United Nations 2030 agenda.

The Prime Minister of Pakistan, Imran Khan Niazi applauded this excellent initiative taken by the Ministry of Maritime Affairs (MoMA) for the inclusion of KCCDZ under CPEC and called it a ‘Game Changer’ for Pakistan. Some animated images of a developed KCCDZ displaying a vast coastline of Pakistan (more than 1000km) dotted with compound buildings were also shared on various media channels. This whole advanced development will take place over the “reclaimed area of KPT” covering over 640 hectares (1581.474 acres). The project is expected to complete in not more than 5-6 years considering the work efficiency of China. According to some media sources, this ‘game changer’ project with a \$3.5 billion investment from China will also include 04 new berths in KPT, a new fishery port, and a grand harbor bridge connecting the Manora island and the Sandspit beach in Karachi.

On completion, KCCDZ will help Pakistan to capitalize on its vast potential of Blue Economy, more so for this main port city is said to be having a population of 25 million, even more. The project is considered to help in cleaning Pakistan’s maritime habitat for fishermen communities and will present new opportunities for investors, resulting in the multiplication of livelihoods. New 20,000 low-income housing units will also be developed under this project. Moreover, it also focused on the ultramodern infrastructure zones in Karachi city, turning it into among the top cities of the world.

Once KCCDZ will be fully developed, Blue Economy would become an even more important sector of Pakistan’s economy by improving sea trade, infrastructure development, growth in the fisheries sector, amazing opportunities for investors, and employment for the city’s dwellers. It will further enhance the development & industrial cooperation ties between the two countries.

The ongoing challenges being faced by different ports around the globe demand that countries like Pakistan must upgrade their port infrastructures. KCCDZ would serve the purpose when it will become fully operational. In coming years, when the advanced Karachi port on the eastern corner of Pakistan’s coast and a functional Gwadar port on the western corner of the same coastline start to complement each other, the country would strengthen its position as an important maritime player in the region. Pakistan and China both should prioritize this project to be executed and completed in the shortest possible time.

About the Author:



Ms. Naureen Fatima works as Research Assistant at the National Institute of Maritime Affairs (NIMA).



ECONOMIC CRISIS IN MARITIME INDUSTRY OF PAKISTAN



I am bringing attention to the current issue in Pakistan's maritime shipping business. The world is tremendously connected today, and marine trade is extremely important.

External effects on maritime transportation, as part of such a market, include international trade, political events, financial trends, technology advancements, and legislation, all of which could affect demand in the industry or something similar. Lower freight rates, lower daily rental prices, and lower prices for new or used boats are all negative implications of these changes. The country's Maritime Crisis has had a substantial impact on revenue, wages, the number of employees, and other factors. The crisis management process is critical in this context for reorienting strategy and restructuring structurally. Globally various Industries that have overcome crises have become proactive, in the first step they have recognized the potential of the crisis, conducted risk assessments, identified mechanisms for retaining damage and recovering, established a crisis management team, and collaborated with a range of stakeholders who can be directly or indirectly involved in implementing the plan.

I request that the relevant authority investigate the situation, as it is critical to correctly and timely examine all of the above aspects in combination with the implementation of strategies in the country.

*Your's Sincerely
Concerned Pakistani*



ACCUMULATION OF INDUSTRIAL WASTE IN SEAWATER



I am writing this letter to highlight the issue of the current situation of pollution caused by the dumping of industrial waste into seawater. Plastic isn't the only problem we have along our beach; we also have industrial waste and untreated sewage to contend with. Several research studies have shown that the Lyari River accumulated unsafe quantities of metals, including nickel and chromium, and, untreated sewage in river water.

Our wildlife is suffering as a result of industrial waste entering waterways, and mangroves are dying as the water gets poisoned. Shrimps and other marine life are becoming contaminated. Fish caught in nets near our few remaining mangroves are generally polluted.

Certainly, there are more unidentified sites where sea pollution persists. The abundance of dead fish and medical waste is proof of the pollution.

Developed countries have been adopting biological wastewater treatment, such as aerobic and anaerobic, to help generate biogas, which is then used to generate electricity, resulting in an energy-efficient system. This is a need for time to adopt such an innovative method to treat polluted water. Please pay close attention to this serious matter.

*Your's Sincerely
Future Marine Biologist*



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

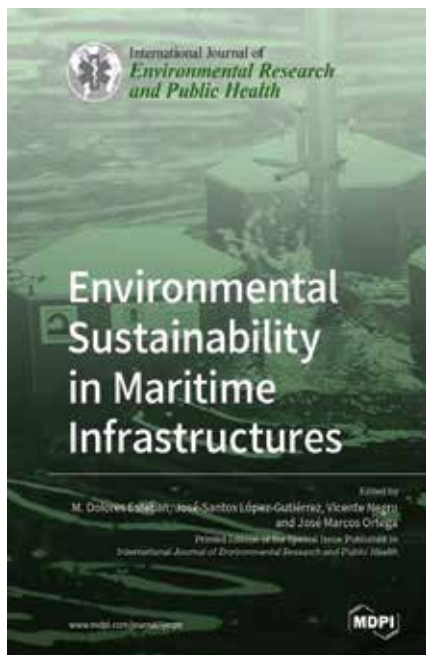
Plot 1 & 2 Boat Building Yard Road,
West Wharf Karachi,
Sindh 74000
Contact: +92 21 3233 1004

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



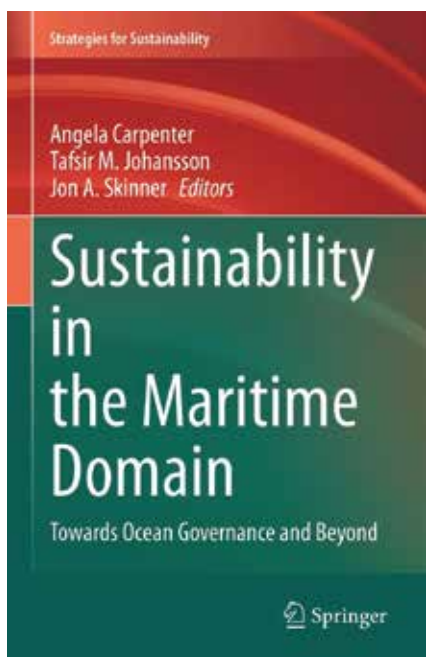
ENVIRONMENTAL SUSTAINABILITY IN MARITIME INFRASTRUCTURES

ISBN 13: 978-3036522609

ISBN-10: 3036522603

Book Description

This Special Issue is entitled "Environmental Sustainability in Maritime Infrastructures". Oceans and coastal areas are essential in our lives from several different points of view: social, economic, and health. Given the importance of these areas for human life, not only for the present but also for the future, it is necessary to plan future infrastructures, and maintain and adapt to the changes the existing ones. All of this taking into account the sustainability of our planet. A very significant percentage of the world's population lives permanently or enjoys their vacation periods in coastal zones, which makes them very sensitive areas, with a very high economic value and as a focus of adverse effects on public health and ecosystems. Therefore, it is considered very relevant and of great interest to launch this Special Issue to cover any aspects related to the vulnerability of coastal systems and their inhabitants (water pollution, coastal flooding, climate change, overpopulation, urban planning, waste water, plastics at sea, effects on ecosystems, etc.), as well as the use of ocean resources (fisheries, energy, tourism areas, etc.).



SUSTAINABILITY IN THE MARITIME DOMAIN: TOWARDS OCEAN GOVERNANCE AND BEYOND (STRATEGIES FOR SUSTAINABILITY) 1ST ED. 2021 EDITION

ISBN 13: 978-3030693275

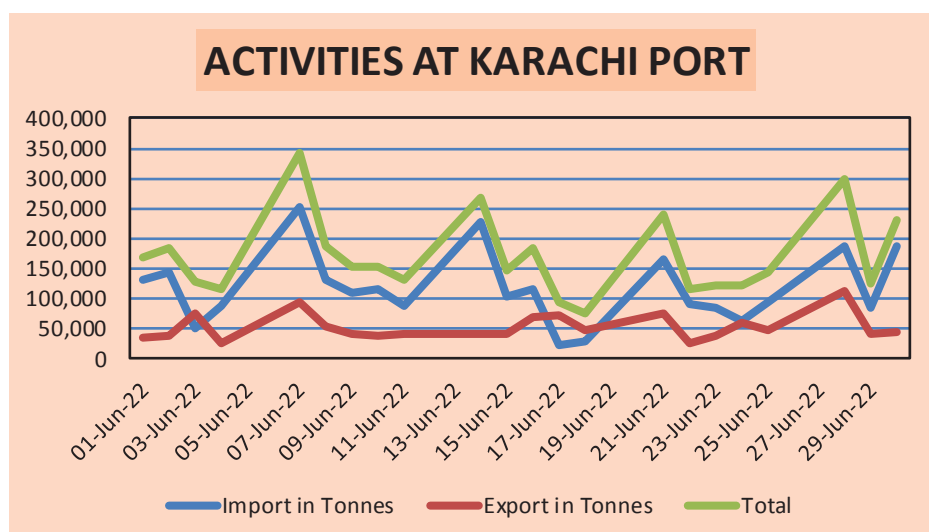
ISBN-10: 3030693279

Book Description

This volume explores options for a sustainable maritime domain, including maritime transportation, such as, Maritime Spatial Planning (MSP), maritime education and training, maritime traffic and advisory systems, maritime security. Other activities in the maritime domain covered in the book include small-scale fisheries and sustainable fisheries, and greening the blue economy. The book aims to provide the building blocks needed for a framework for good ocean governance; a framework that will serve through the next decade and, and hopefully, well beyond the 2030 milestone of the UN Agenda for Sustainable Development. In short, this book brings together the problems of the current world and sustainable solutions that are in the development process and will eventually materialize in the not so distant future. Additionally, the book presents a trans-disciplinary analysis of integral sustainable maritime transportation solutions and crucial issues relevant to good ocean governance that have recently been discussed at different national, regional and international fora, highlighting ongoing work to develop and support governance systems that facilitate industry requirements, and meet the needs of coastal states and indigenous peoples, of researchers, of spatial planners, and of other sectors dependent on the oceans.



ACTIVITIES AT KARACHI PORT (JUNE 2022)			
Date	Import in Tonnes	Export in Tonnes	Total
01-Jun-22	132,227	36,746	168,973
02-Jun-22	143,796	39,868	183,664
03-Jun-22	52,015	76,166	128,181
04-Jun-22	88,331	26,929	115,260
07-Jun-22	250,851	92,681	343,532
08-Jun-22	132,377	55,216	187,593
09-Jun-22	110,326	41,864	152,190
10-Jun-22	115,875	37,795	153,670
11-Jun-22	88,529	42,446	130,975
14-Jun-22	227,190	40,503	267,693
15-Jun-22	103,931	41,700	145,631
16-Jun-22	116,663	67,855	184,518
17-Jun-22	21,999	70,906	92,905
18-Jun-22	29,092	46,318	75,410
21-Jun-22	166,242	74,302	240,544
22-Jun-22	90,672	25,056	115,728
23-Jun-22	83,693	39,214	122,907
24-Jun-22	61,754	61,132	122,886
25-Jun-22	95,242	47,938	143,180
28-Jun-22	187,786	112,256	300,042
29-Jun-22	84,412	41,779	126,191
30-Jun-22	187,613	43,842	231,455
Total	2,570,616	1,162,512	3,733,128

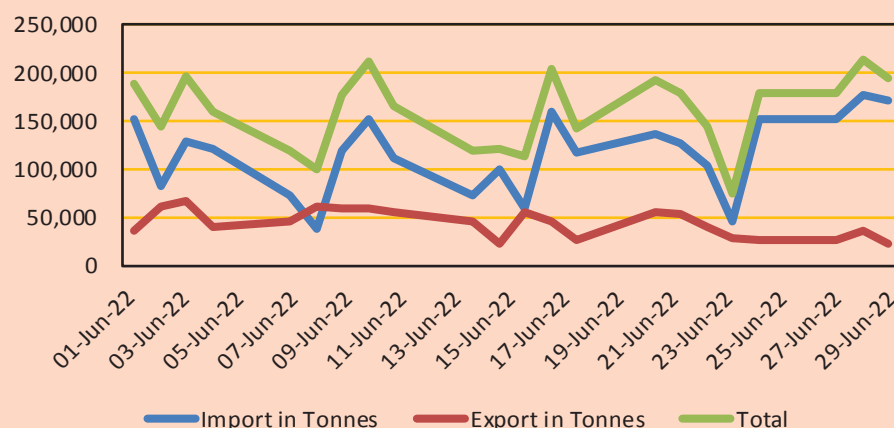




ACTIVITIES AT PORT QASIM (JUNE 2022)

Date	Import in Tonnes	Export in Tonnes	Total
01-Jun-22	152,115	36,889	189,004
02-Jun-22	82,893	60,786	143,679
03-Jun-22	128,084	67,539	195,623
04-Jun-22	121,185	39,351	160,536
07-Jun-22	72,221	46,257	118,478
08-Jun-22	38,226	61,160	99,386
09-Jun-22	119,155	58,644	177,799
10-Jun-22	152,311	58,830	211,141
11-Jun-22	110,805	55,225	166,030
14-Jun-22	72,221	46,257	118,478
15-Jun-22	99,146	22,384	121,530
16-Jun-22	58,408	54,711	113,119
17-Jun-22	159,379	45,134	204,513
18-Jun-22	116,767	25,959	142,726
21-Jun-22	136,588	55,707	192,295
22-Jun-22	126,922	52,952	179,874
23-Jun-22	103,222	40,482	143,704
24-Jun-22	45,334	28,919	74,253
25-Jun-22	152,148	26,158	178,306
28-Jun-22	152,148	26,158	178,306
29-Jun-22	177,474	35,700	213,174
30-Jun-22	171,932	23,375	195,307
Total	2,548,684	968,577	3,517,261

ACTIVITIES AT PORT QASIM



Tide Times for Port



Lat: 25.07° N Long: 62.20° E			
Date	Tide	Time (PKT)	Height (m)
15-July-2022	Low Tide	04:38 AM	-0.15m
	High Tide	11:36 AM	2.61m
	Low Tide	17:31 PM	1.14m
	High Tide	22:43 PM	2.25m
16-July-2022	Low Tide	05:27 AM	0.02m
	High Tide	12:19 PM	2.59m
	Low Tide	18:24 PM	1.03m
	High Tide	23:41 PM	2.14m
17-July-2022	Low Tide	06:15 AM	0.26m
	High Tide	13:00 PM	2.54m
	Low Tide	19:18 PM	0.93m
18-July-2022	High Tide	00:42 AM	1.99m
	Low Tide	07:03 AM	0.55m
	High Tide	13:38 PM	2.45m
	Low Tide	20:14 PM	0.85m
19-July-2022	High Tide	01:53 AM	1.83m
	Low Tide	07:49 AM	0.86m
	High Tide	14:15 PM	2.34m
	Low Tide	21:12 PM	0.78m
20-July-2022	High Tide	03:19 AM	1.72m
	Low Tide	08:39 AM	1.15m
	High Tide	14:51 PM	2.22m
	Low Tide	22:14 PM	0.71m
21-July-2022	High Tide	05:03 AM	1.71m
	Low Tide	09:37 AM	1.40m
	High Tide	15:26 PM	2.09m
	Low Tide	23:14 PM	0.65m
22-July-2022	High Tide	06:40 AM	1.80m
	Low Tide	10:54 AM	1.57m
	High Tide	16:06 PM	1.97m
23-July-2022	Low Tide	00:09 AM	0.58m
	High Tide	07:48 AM	1.92m
	Low Tide	12:27 PM	1.64m
	High Tide	16:55 PM	1.88m
24-July-2022	Low Tide	00:56 AM	0.52m
	High Tide	08:35 AM	2.03m
	Low Tide	13:48 PM	1.62m
	High Tide	17:55 PM	1.82m
25-July-2022	Low Tide	01:39 AM	0.46m
	High Tide	09:11 AM	2.11m
	Low Tide	14:43 PM	1.56m
	High Tide	18:56 PM	1.82m
26-July-2022	Low Tide	02:18 AM	0.41m
	High Tide	09:42 AM	2.18m
	Low Tide	15:22 PM	1.49m
	High Tide	19:49 PM	1.86m
27-July-2022	Low Tide	02:57 AM	0.36m
	High Tide	10:13 AM	2.23m
	Low Tide	15:55 PM	1.42m
	High Tide	20:36 PM	1.91m
28-July-2022	Low Tide	03:32 AM	0.32m
	High Tide	10:43 AM	2.27m
	Low Tide	16:26 PM	1.35m
	High Tide	21:17 PM	1.95m
29-July-2022	Low Tide	04:06 AM	0.31m
	High Tide	11:12 AM	2.30m
	Low Tide	16:57 PM	1.27m
	High Tide	21:55 PM	1.97m
30-July-2022	Low Tide	04:39 AM	0.32m
	High Tide	11:39 AM	2.33m
	Low Tide	17:30 PM	1.18m
	High Tide	22:34 PM	1.97m
31-July-2022	Low Tide	05:10 AM	0.37m
	High Tide	12:06 PM	2.35m
	Low Tide	18:05 PM	1.08m
	High Tide	23:14 PM	1.93m

Tide Times for Port Muhammad Bin Qasim			
Lat: 24.46° N Long: 67.21° E			
Date	Tide	Time (PKT)	Height (m)
15-July-2022	Low Tide	05:34 AM	-0.36m
	High Tide	13:39 PM	3.96m
	Low Tide	18:25 PM	0.82m
	High Tide	23:56 PM	3.29m
16-July-2022	Low Tide	06:21 AM	-0.22m
	High Tide	14:21 PM	3.96m
	Low Tide	19:09 PM	0.72m
17-July-2022	High Tide	00:53 AM	3.14m
	Low Tide	07:06 AM	0.04m
	High Tide	15:00 PM	3.88m
	Low Tide	19:52 PM	0.71m
18-July-2022	High Tide	01:57 AM	2.94m
	Low Tide	07:48 AM	0.39m
	High Tide	15:33 PM	3.71m
	Low Tide	20:36 PM	0.78m
19-July-2022	High Tide	03:10 AM	2.75m
	Low Tide	08:31 AM	0.81m
	High Tide	16:04 PM	3.49m
	Low Tide	21:23 PM	0.88m
20-July-2022	High Tide	04:24 AM	2.61m
	Low Tide	09:19 AM	1.24m
	High Tide	16:32 PM	3.26m
	Low Tide	22:20 PM	0.97m
21-July-2022	High Tide	05:36 AM	2.56m
	Low Tide	10:20 AM	1.63m
	High Tide	17:00 PM	3.05m
	Low Tide	23:33 PM	0.99m
22-July-2022	High Tide	06:51 AM	2.61m
	Low Tide	11:49 AM	1.87m
	High Tide	17:34 PM	2.88m
23-July-2022	Low Tide	00:45 AM	0.90m
	High Tide	08:06 AM	2.74m
	Low Tide	13:18 PM	1.92m
	High Tide	18:21 PM	2.77m
24-July-2022	Low Tide	01:41 AM	0.79m
	High Tide	09:11 AM	2.91m
	Low Tide	14:29 PM	1.85m
	High Tide	19:17 PM	2.74m
25-July-2022	Low Tide	02:27 AM	0.68m
	High Tide	10:02 AM	3.06m
	Low Tide	15:25 PM	1.72m
	High Tide	20:10 PM	2.79m
26-July-2022	Low Tide	03:07 AM	0.58m
	High Tide	10:45 AM	3.17m
	Low Tide	16:10 PM	1.57m
	High Tide	20:57 PM	2.88m
27-July-2022	Low Tide	03:44 AM	0.49m
	High Tide	11:27 AM	3.26m
	Low Tide	16:47 PM	1.43m
	High Tide	21:38 PM	2.99m
28-July-2022	Low Tide	04:18 AM	0.41m
	High Tide	12:06 PM	3.33m
	Low Tide	17:18 PM	1.29m
	High Tide	22:17 PM	3.08m
29-July-2022	Low Tide	04:50 AM	0.32m
	High Tide	12:43 PM	3.39m
	Low Tide	17:47 PM	1.16m
	High Tide	22:54 PM	3.10m
30-July-2022	Low Tide	05:21 AM	0.26m
	High Tide	13:17 PM	3.43m
	Low Tide	18:14 PM	1.04m
	High Tide	23:31 PM	3.07m
31-July-2022	Low Tide	05:53 AM	0.23m
	High Tide	13:48 PM	3.43m
	Low Tide	18:42 PM	0.92m

Tide Times for Port



Tide Times for Port Karachi			
Lat: 24.48° N Long: 66.58° E			
Date	Tide	Time (PKT)	Height (m)
15-July-2022	Low Tide	05:20 AM	-0.24m
	High Tide	12:09 PM	3.43m
	Low Tide	18:07 PM	1.05m
	High Tide	23:45 PM	2.95m
16-July-2022	Low Tide	06:08 AM	-0.10m
	High Tide	12:50 PM	3.42m
	Low Tide	18:54 PM	0.94m
	High Tide	00:35 AM	2.87m
17-July-2022	Low Tide	06:54 AM	0.13m
	High Tide	13:30 PM	3.36m
	Low Tide	19:41 PM	0.88m
	High Tide	01:26 AM	2.72m
18-July-2022	Low Tide	07:41 AM	0.44m
	High Tide	14:11 PM	3.24m
	Low Tide	20:30 PM	0.85m
	High Tide	02:21 AM	2.53m
19-July-2022	Low Tide	08:29 AM	0.79m
	High Tide	14:52 PM	3.09m
	Low Tide	21:25 PM	0.85m
	High Tide	03:30 AM	2.35m
20-July-2022	Low Tide	09:22 AM	1.14m
	High Tide	15:35 PM	2.92m
	Low Tide	22:27 PM	0.85m
	High Tide	04:58 AM	2.26m
21-July-2022	Low Tide	10:25 AM	1.45m
	High Tide	16:20 PM	2.74m
	Low Tide	23:31 PM	0.82m
	High Tide	06:28 AM	2.29m
22-July-2022	Low Tide	11:36 AM	1.66m
	High Tide	17:10 PM	2.58m
	Low Tide	00:32 AM	0.77m
	High Tide	07:51 AM	2.40m
23-July-2022	Low Tide	12:48 PM	1.76m
	High Tide	18:06 PM	2.46m
	Low Tide	01:27 AM	0.69m
	High Tide	08:56 AM	2.55m
24-July-2022	Low Tide	14:00 PM	1.76m
	High Tide	19:06 PM	2.39m
	Low Tide	02:18 AM	0.60m
	High Tide	09:41 AM	2.70m
25-July-2022	Low Tide	15:06 PM	1.67m
	High Tide	20:09 PM	2.38m
	Low Tide	03:05 AM	0.50m
	High Tide	10:18 AM	2.83m
26-July-2022	Low Tide	15:57 PM	1.54m
	High Tide	21:54 PM	2.42m
	Low Tide	03:46 AM	0.41m
	High Tide	10:51 AM	2.93m
27-July-2022	Low Tide	16:39 PM	1.42m
	High Tide	21:54 PM	2.49m
	Low Tide	04:24 AM	0.33m
	High Tide	11:22 AM	3.01m
28-July-2022	Low Tide	17:14 PM	1.32m
	High Tide	22:35 PM	2.57m
	Low Tide	04:58 AM	0.29m
	High Tide	11:51 AM	3.06m
29-July-2022	Low Tide	17:46 PM	1.25m
	High Tide	23:11 PM	2.62m
	Low Tide	05:32 AM	0.30m
	High Tide	12:20 PM	3.08m
30-July-2022	Low Tide	18:17 PM	1.19m
	High Tide	23:45 PM	2.64m
	Low Tide	06:03 AM	0.35m
	High Tide	12:47 PM	3.07m
31-July-2022	Low Tide	18:47 PM	1.14m
	High Tide		





Pursuing Sustainable Maritime Development

Published by
National Institute of Maritime Affairs (NIMA) Karachi
Bahria University Karachi Campus, 13 National Stadium Road, Karachi.