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By Michael Grey



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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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It is important for all maritime and seafaring nations to abide by the international protocols and instruments for the common cause of safety of maritime trade, property, and life at sea as well as in coastal regions. The effective implementation of various such instruments helps to maintain the highest standards in areas like maritime safety, shipping trade, navigation, and prevention of marine pollution. The fulfillment of obligations under various IMO mandatory instruments, e.g. SOLAS and code for Recognised Organisations (RO Code), etc. is considered paramount. Continuous engagement with IMO, which also needs support from the maritime nations of the world to perform its agenda, can play a significant role in handling all international maritime affairs. Generally, the developing maritime nations encounter difficulties in fully implementing IMO instruments mostly due to a shortage of finances and qualified personnel, and a lack of technical expertise. In this respect, IMO has an extensive technical cooperation programme that focuses on capacity building through maritime training and similar activities.

In this regard, the cooperation amongst maritime governments of the world is also considered a vital facilitator and mutually beneficial. Such cooperations at various regional levels are already working successfully barring the Indian Ocean where their effectiveness has been generally found wanting due to various reasons including interstate rivalries, economic competitions, the stakes of international players, etc. The proposal of regional maritime cooperation amongst the Western Indian Ocean Region was also highlighted in my editorial of March this year and is considered to have tremendous potential for the future of regional maritime affairs and development due to various commonalities found in this region. The Aman series of naval exercises, which provide a platform for gathering maritime nations from around the world in large numbers, can provide a tremendous stimulus for such cooperation.

Engagement with IMO and IQARB is another area Pakistan needs to focus on. The International Quality Review Board (IQARB), which is an advisory body, established in 2019 to review the certification process of the quality management systems of IACS classification societies, is composed of qualified individuals



from maritime authorities, the IMO Secretariat, and industry bodies – including those from the insurance industry, ship-owners, and shipbuilders. It has a particular interest in the work of classification societies and recognized organizations (ROs). The recently established Bahria Classification Society can also benefit from its functioning by keeping a positive engagement with IQARB. The Board is in the process to open up IQARB to all flag States and all classification societies. Looking forward, IQARB has recently offered flag States to assist in fulfilling some of their obligations under the relevant provisions of IMO mandatory instruments, such as SOLAS, 1974, regulations I/6, II-1/3-1, and XI-1/1, etc. as well as the IMO Instruments Implementation Code (III Code), the Code for Recognized Organizations (RO Code) and International convention for the prevention of pollution from Ships (MARPOL). Pakistan, in addition to IMO, could engage with IQARB to explore avenues for cooperation and assistance.

IMO itself also contributes assistance to member states. For instance, recently it has helped the Philippines to enhance the safety and energy efficiency of domestic passenger ships. A team of experts from IMO visited the Philippines and some other regional countries to discuss the functioning of the safety system in the Philippines including the interface with port operations and the regulatory authorities. IMO keeps organizing capacity-building events as part of its capacity-building support for the Member States. A positive engagement is therefore considered beneficial for the country.

Most developing maritime nations including Pakistan have a critical need for capacity building for the preparation, implementation, and enforcement of safety regulations and to build local expertise, particularly on maritime safety. The funding in this regard by the UN and other international bodies is generally based on the projects initiated and showcased by the developing nations and not just as an easy grant. Hence Pakistan needs to initiate projects based on IMO instruments and other international obligations as well as in line with the UN Oceans Decade, particularly the provisions of SDG 14. So as a key to bringing synergy in the areas like maritime governance, implementation of international instruments and protocols, knowledge sharing, raising capacity levels, and undertaking joint response to tackle maritime threats and challenges, we need to work on two fronts – firstly raising our efforts to formulate regional organization for maritime cooperation and secondly to engage with International/UN organizations like IMO and IQARB, etc. for nurturing the support levels.

Cdre (R) Ali Abbas
Chief Editor



Rear Admiral Foad Amin Baig HI(M), the Director General PMSA Called on Vice Admiral (Retd) Abdul Aleem HI (M), DG NIMA at NIMA Head Office, Islamabad



July 6, Rear Admiral Foad Amin Baig HI(M), the Director General PMSA called on Vice Admiral (Retd) Abdul Aleem HI (M), DG NIMA at NIMA Head Office, Islamabad. Both discussed bilateral issues as well as maritime security and the role of PMSA in enhancing the national maritime interests of Pakistan. Souvenirs were also exchanged on this occasion.

Meeting of NIMA Delegation Led by Vice Admiral (Retd) Abdul Aleem HI(M), Director General NIMA with Prof. Dr. Mehmet Seyfettin Erol, President of ANKASAM (Turkey)



July 7, Meeting of NIMA delegation led by Vice Admiral (Retd) Abdul Aleem HI(M), Director General NIMA with Prof. Dr. Mehmet Seyfettin Erol, president of ANKASAM- One of the largest think tanks of Turkey - at Lahore Punjab university conference room on 7th July 2022. Representatives of both institutions discussed the areas of mutual interests and areas of bilateral cooperation.



Belt & Road Initiative Key to Bring Prosperity: Speakers

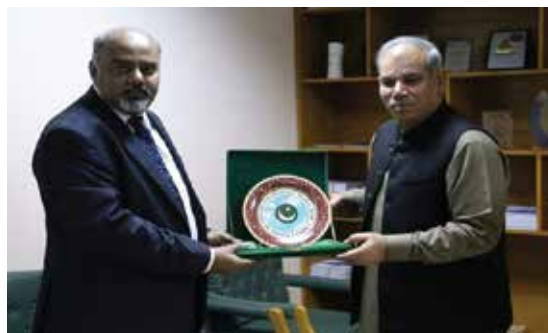


July 7, Belt and Road Initiative will not only bring prosperity and stability to the countries of the region but also improve the economic conditions of several other countries of the world. Vice Admiral (Retd) Abdul Aleem HI(M) Director General NIMA presented a paper in 3 days International Conference "Significance of the Belt & Road initiative in Regional Connectivity" held at the Regional Integration Centre University of Punjab on 7th July 2022. On this occasion, Consul General Chinese Consulate Zhao Shiren, President APNS Sarmad Ali, Chairman Punjab HEC Prof Dr Shahid Munir, President Maritime Centre of Excellence Rear Admiral Shifaat Ali Khan, President of Anakra Centre for Crisis and Policy Studies Turkey Prof Mehmet Seyfettin Trol, Prof Dr M Saleem Mazhar, Prof Dr Hassan Askari Rizvi, CEO KP Board of Investment and Trade Hassan Daud Butt, ED Pakistan Research Centre for a Community with Shared Future Communication University of China Khalid Taimur Akram, Chairman Dept of History Prof Dr Mahboob Hussain, Chairperson Dept of Political Science Prof Dr Iram Khalid, RIC Director Dr Fouzia Hadi Ali, faculty members, experts from 15 countries and 20 universities of Pakistan were present.

Seminar Organized by IRS with the Collaboration of IOSC, NIMA

July 21, Indian Ocean study Centre (IOSC) Under the umbrella of NIMA organized a seminar on "Maritime Security Issues in the Indian Ocean: Perspective of Littoral/Global States" in collaboration with the Institute of Regional Studies (IRS) on 21 July 2022 (Thursday) at Jinnah Hall, IRS, Islamabad.

Delegation from Center for International Strategic Studies Sindh (CISSS) Headed by Lt. Col Azfar Bilal Qureshi (R) Visited NIMA- K

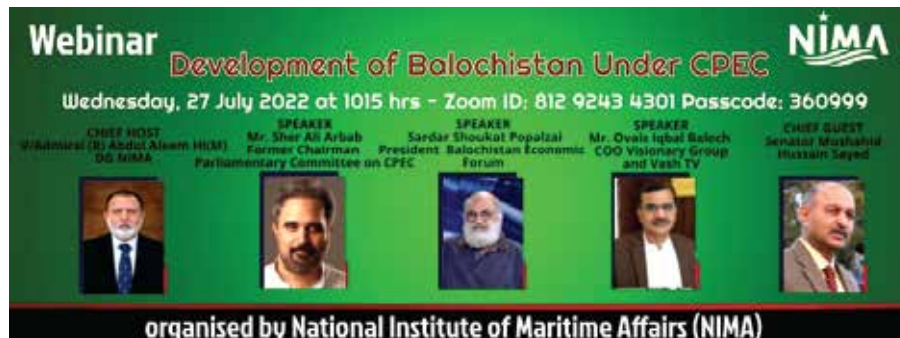


July 22, A delegation from Center for International Strategic Studies Sindh (CISSS) headed by Lt. Col Azfar Bilal Qureshi (R) Associate Director Research. Visited National Institute of Maritime Affairs- Karachi. The meeting was chaired by Cdr Muhammad Akhtar, Deputy Director (Research) NIMA. During the meeting Cdr



M. Akhter explained about the mission, vision and working of NIMA. Topics of mutual interest were discussed amongst the participants. Representatives of both institutions showed keen interest towards having joint research, enhance exchange of information, collaboration for joint events and signing of MoU in future. Associate Director (Research), Lt. Col Azfar Bilal shared the scope and areas of interest of CISS (Sindh). Ms. Naghmana Zafar, Senior. Researcher NIMA, highlighted about the upcoming activities planned at NIMA Karachi and Islamabad. Souvenirs were also exchanged on this occasion.

NIMA Holds a Webinar on the Theme Development of Balochistan under CPEC



July 27, The National Institute of Maritime Affairs organized a webinar on a very important topic “DEVELOPMENT OF BALOCHISTAN UNDER CPEC”, to highlight the facts about CPEC and Chinese engagement in Gwadar and Balochistan. Chairman Senate Defence Committee, Senator. Mr Mushahid Hussain Sayed graced the occasion as the Chief Guest. Director General NIMA, Vice Admiral (Retd) Abdul Aleem HI (M) the Chief Host, welcomed the Chief Guest, worthy speakers and other participants. During his address, Director General NIMA, said that Balochistan despite being the largest province, historically remained underdeveloped due to a lack of socio-economic infrastructure, education and employment opportunities. Pak-China economic collaboration under the CPEC has brought a great opportunity for improving socio-economic dynamics in Balochistan. He also highlighted the efforts of the Pakistan Navy in the development of coastal areas of Balochistan in providing health care facilities, education and training institutes for the local communities. Earlier Director NIMA Karachi Cdre (R) Ali Abbas SI (M), who was the moderator of the webinar, highlighted the salient points of the topic. Speaking on the occasion, The Chief Guest Mr Mushahid Hussain Sayed said that, there was always a military driven security-centric approach for Balochistan but due to CPEC, for the first time policymakers in Islamabad are looking at Balochistan with an economic lens. Gwadar is central to CPEC and the development of Balochistan. At the heart of regional connectivity, it will connect South Asia with Central Asia, China and the Middle East. As keynote speaker, President of Balochistan Economic Forum, Sardar Shaukat Popalzai highlighted the strategic and geographic importance of Balochistan and the potential in terms of natural resources that can attract the private and foreign investment in Balochistan. Sardar Popalzai also mentioned about the development plans running under the project of CPEC and emphasized on need of development at micro level, for the uplift of local communities. The second speaker Mr. Ovais Vsh Baloch, Chief Operating Officer Visionary group and Vsh TV mentioned that people of Balochistan are in no way against any development activities they are always willing to participate in the development projects however there is a lack of trust deficit due to lack of development, education, health and employment opportunities for the local people of Balochistan. The event was attended by a large number of eminent personalities experts. govt officials faculty members, students and key maritime stakeholders. In the end DG NIMA Vice Admiral (ret) Abdul Aleem HI(M) thanked the Chief Guest, Speakers and participants for their interests and availability on zoom. He appreciate team NIMA Karachi headed by Cdre (Retd) Ali Abbas for making this event rewarding and successful. He assured that NIMA will raise the recommendations of the webinar at the concerned quarters so that necessary measures could be initiated.



Federal Secretary for Maritime Affairs Chairs First High-Level Meeting of Committee for Facilitation of Cross Stuffing for Afghan Transit Trade



July 1, a high-level meeting was convened by the Honorable Federal Secretary for Maritime Affairs, Mr. Mathar Niaz Rana to examine the proposal for permission of cross stuffing for Afghan transit trade containers at Gwadar Port as pilot project in Ministry of Maritime Affairs. The meeting was attended by Additional Secretary for Ministry of Foreign Affairs, Director General Transit FBR/Customs, Chairman Gwadar Port, Joint Secretary for Maritime Affairs, Deputy Secretary for Maritime Affairs, DG Operations GPA, and a representative from China Overseas Ports Holding Company (COPHCL). The meeting agreed to immediately start working for cross-stuffing at Gwadar Port. On directions of the Prime Minister, FBR will visit and inspect the development facility at Gwadar Port for cross stuffing of containers and also would convene the date for the inauguration of cross stuffing. The Committee for the facilitation of cross stuffing was constituted on the directions of the Honorable Prime Minister of Pakistan with the purpose to resolve issues and hurdles in the projects related to Gwadar. The Federal Secretary for Maritime Affairs welcomed the participants and highlighted that Projects in Gwadar are key driver for overall economic development of the country. As, it provides a cost-effective route for the flow of Central Asia's natural resources to the world along with an easy access to the growing consumer markets of Asia.

Ferry Services to Provide Economical Transportation Facility: President

July 7, President Dr Arif Alvi has said that sea transportation by ferry services would provide decent and economi-

cal transportation facility to the people living in the coastal areas and would also provide a viable mode of transportation of Pakistani goods to other parts of the world. This, he added, would also promote tourism, besides helping in the development of ports and tourism resorts. The president made these remarks while talking to the CEO of Pakistan Boat Rally and Fishing Tournament, Ahmed Mamoor Amimi, who called on him, at Aiwan-e-Sadr on Wednesday. Ministry of the Inter-Provincial Coordination Secretary Ahmad Hanif Orakzai, representatives of the Ministry of Maritime Affairs, Pakistan Sports Board, and Pakistan Tourism Development Corporation were also present in the meeting. Addressing the meeting, the president urged the need to develop Pakistan's beaches, islands and coastal resorts as per international standards to promote coastal tourism and the blue economy of the country. He said Pakistan's coastline should be developed to its fullest potential as it would promote economic activities in the coastal regions, provide jobs to the local population, and would also help in highlighting Pakistan's unique geo-economic location. The president highlighted the need to build the required infrastructure, develop and enforce work procedures, and create enabling environment in consultation with all stakeholders to promote sea travelling. He called upon the concerned departments to work in close coordination with each other and contribute their due share to make regular, formal and legal sea travelling a success. The president emphasised that Pakistan could earn huge revenues by organizing international sea sporting events which would also help portray a soft image of the country. (Credits: Business Recorder)

Pak-China Joint Naval Exercise Sea Guardians-2022



July 15, Bilateral Naval Exercise Sea Guardians-2022 between Pakistan and the Chinese Navy was held in



hanghai, China. This was the second exercise of its series, the first exercise was held in Karachi in 2020. Newly commissioned Pakistan Navy Ship TAIMUR participated in the exercise along with Chinese Navy assets including Frigates, Corvettes, Submarines, Fighters & Surveillance Aircraft & Auxiliary Ships. Sea Guardians' series of naval exercises between Pakistan and China is a manifestation of strong bilateral military relations which promotes a safe and sustainable maritime environment in the region. The exercise provided an opportunity for both navies to further hone their professional skills, mutual learning, and interoperability. Regular conduct of bilateral and multi-national exercises by the Pakistan Navy is indicative of PN's resolve to maintain good order at sea and close relations with all friendly navies. It is expected that a joint naval exercise with China will further enhance bilateral relationships and cooperation between the two countries in general and navies in particular.

Steel Cutting Ceremony of PN Offshore Patrol Vessel in Romania



July 16, the Steel Cutting Ceremony of the first Offshore Patrol Vessel (OPV-II) being constructed for the Pakistan Navy was held at M/s DAMEN Shipyard Galati, Romania. Ambassador of Pakistan to Romania Dr. Zafar Iqbal presided over the occasion as Chief Guest. Owing to the satisfactory performance of 1st Batch of OPVs (PNS YARCOOK & PNS TABUK) in Pakistan Navy; contract for 2nd Batch of OPVs was held with M/s DAMEN. These vessels are multi-purpose and highly adaptive platforms; equipped with state-of-the-art electronic warfare, anti-ship, anti-air weapons/ sensors along with modern self-protection and terminal defence systems. While addressing the ceremony, the Chief Guest underscored

the importance of OPVs in the maritime domain. He emphasized that these platforms will act as force multipliers in enhancing PN capability of safeguarding maritime frontiers and would offer flexibility in the conduct of the Pakistan Navy's initiative of independent Regional Maritime Security Patrols in the Indian Ocean Region. The chief guest applauded that Pakistan Navy has been successfully playing its role in providing a secure sea environment not only to ourselves but also to the world community. The Chief Guest also appreciated the professionalism of M/s DAMEN Shipyards and cooperation in delivering cutting edge technologies to the Pakistan Navy in the form of an Offshore Patrol Vessel.

The steel cutting ceremony was attended by the Chief Naval Overseer (Romania), senior management of M/s DAMEN Shipyards, Gorinchem & Galati, and officials of the Pakistan Navy.

PMSA Rescues Irani Fishing Boat and Crew at High



July 17, Maritime Rescue Coordination Centre (MRCC) at HQ PMSA received a distress call from an Irani fishing boat "AL -USMANI" with 06 crew onboard. The boat was in distress, stranded at sea, due to engine failure, and was experiencing flooding. Maritime Rescue Coordination Center (MRCC) Pakistan responded immediately and as an immediate measure merchant vessel "IVS SWINLEY FOREST" which was transiting through the same area was directed by MRCC to remain in the vicinity and provide assistance. Concurrently, PMSA Ship BASOL was dispatched for rescue. PMSS Basol upon reaching the stranded boat "AL -USMANI" gave first-aid and food to the crew, de-flooded the boat, and took her in tow. The boat along with the crew was towed to Karachi harbor safely. The successful rescue operation comes on



the heels of two earlier international SAR efforts by PMSA involving an Omani fishing boat along with 02 x crew and 5 x crew of a Srilankan fishing boat.

Concern Raised over Dramatic Increase in Incidents of Blind Dolphins Being Stranded



July 20, Stranding of the endangered blind dolphins have increased dramatically over the past one year in the upstream Sukkur barrage area, apparently due to growing movement of motorised boats. On Tuesday, the wildlife department rescued a group of seven dolphins in the Rohri canal. Sources said there had been a striking ‘unexplained increase’ in dolphin stranding in the irrigation canals in Sukkur in one and a half years, which seemed to be linked to the growing motorised movement in their habitat. “People are cutting wood from the forests left in the area and using boats to shift the logs to other places to sell them off,” shared a wildlife department official on the condition of anonymity. The species, he said, could experience stress during the rescue and translocation process due to the sound and movement of the vehicle. Wildlife officials rescue seven dolphins in Rohri Canal. The Indus dolphin, he explained, was a sensitive mammal, which relied on its highly developed sonar and hearing to navigate and the motorised movement in the channels might have disoriented the species. The forest areas, he pointed out, were practically “no-go areas” as they were ruled by dacoits with no government writ, he added. 38 stranding cases this year. The wildlife department data of dolphin rescue operation show that a total of 46 incidents of stranding were reported from 2015 to 2020. Of them, 44 dolphins were rescued. In 2004, 26 incidents of stranding were reported in which 17 dolphins were rescued. In 2005, 17 incidents were reported with 15 rescue cases. In 2010, 22 dolphins were rescued out of the 17 stranded

members. “In 2021, the department was able to save 10 out of the 16 stranded dolphins while this year so far 38 incidents have been reported. We are able to rescue 34 stranded dolphins,” said a wildlife official. Need for scientific inquiry. When contacted, Sindh Wildlife Conservator Javed Ahmed Mahar admitted that there was an increase in stranding incidents but contended that this required a thorough scientific investigation. “We can’t say anything for sure right now as there could be multiple reasons (behind the increase in stranding incidents). However, we know that it’s a sound-sensitive species,” he said. About the mortalities during rescue operation, he said it’s a highly skilled operation, involving great experience and care. “When the canal gates are closed, the water level drops, and these canals turn into small ponds and dolphins get trapped. There is 100 per cent risk in the rescue operation during which trapped dolphins are safely translocated to the main river channel.” Efforts are on for the population’s conservation with the help of non-government organisations, communities and the government. “Therefore, a specialised soundproof ambulance is equipped with a shower and water tank to keep the dolphin’s skin moist to ensure its well-being and safety.

E-Custom Clearance System Installed in Gwadar Free Zone



July 25, In order to give a strategic boost to commercial activities, an e-custom clearance system “Web Based One Custom” (WeBOC) has been installed in Gwadar Free Zone, Gwadar Pro reported on Monday. It is a milestone development in the history of Gwadar Port Free Zone consisting of the South Free Zone (Phase I) and the North Free Zone (Phase II). Now all foreign and local companies already registered or to be registered in Gwadar Free Zone will observe a phenomenal growth of their businesses enjoying paperless, ultra-fast, cost-effective and trans-



parent processes and procedures. It will be an impetus to foreign investors always asking for the activation of E-custom functionality in Gwadar Free Zone. After fulfilling the prerequisite, foreign investment is highly likely to come, which is desperately needed for the struggling Pakistani economy in the current scenario. The game-changing e-initiative aims to facilitate companies in Gwadar Free Zone to get integrated with Gwadar Port, customs, NLC, FBR, banking channels and other institutions to increase efficiency and reduce the time taken for processing in various departments. WeBOC in Gwadar Free Zone will help with the automation, standardisation and harmonisation of all trade procedures and logistic services related to land, air and sea routes under the Pakistan Single Window (PSW). China Overseas Port Holding Company (COPHC) official said that investors and operators of the Free Zone have hailed the development as a watershed moment in the progress of Gwadar Free Zone. "It will increase the efficiency of consignment processing," they added. Gwadar Port Authority (GPA) Chairman Naseer Khan Kashani said that since trade activities have been picking up momentum in Gwadar Free Zone, there is an acute need to put in place a vibrant system of E-Custom to help bolster entire manual business activities. (Credits: Pakistan Today)

Soft launch of Premier Edition of Pakistan International Maritime Expo & Conference (PIMEC)



July 26, Soft launch of premier edition of Pakistan International Maritime Expo & Conference (PIMEC) was held on 26th July at Islamabad. Federal Minister for Defence Khawaja Muhammad Asif was the Chief Guest at the Launching ceremony of the exhibition. PIMEC is scheduled to be held at Karachi Expo Centre from 10-12 February 2023.

PIMEC - 2023 is a platform that would facilitate private-public partnerships to explore new avenues of cooperation and investments with the international maritime industry. Stakeholders from hydrocarbon industries, coastal development, shipping, port infrastructure, fisheries, marine tourism, offshore renewable energy, aquaculture, seabed mining and marine services will exhibit their potential under one roof. This three-day event will provide a perfect platform for B2B interaction, joint ventures and cooperation amongst the participants both from home and abroad. The Honorable Federal Minister for Maritime Affairs, Syed Faisal Ali Subzwari while addressing his keynote mentioned that Ministry of Maritime Affairs is not only patrons but the partners of Pakistan Navy in this great endeavor of PIMEC 2023. The Minister further stated that the Ministry is looking forward for a successful exhibition which will be held after every two years and it will become a success model for Pakistan's maritime exposure and potential. The Chief of the Naval Staff Admiral Muhammad Amjad Khan Niazi acknowledged the dynamic participation of guests that added great value to the event. Naval Chief apprised that PIMEC will be the flagship event of Pakistan and is planned to be held biennially for demonstrating latest technology of national and international maritime industry. The exhibition will serve as one of the international gathering of entrepreneurs, R&D specialists, financial experts and top-level policy makers to boost cooperation, share knowledge and support ventures in the maritime field.

Pakistan's Tourism Potential Highlighted in Myanmar

July 27, Pakistan Embassy in Yangon, Myanmar in collaboration with Pakistan Tourism Development Corporation (PTDC) organized a one-day seminar on the Tourism Potential of Pakistan at Wyndham Grand Yangon Hotel. MD PTDC on the occasion said Pakistan is a country that is full of a diverse inventory of tourism attractions, has the world's tallest mountains on earth in the north, and longest glaciers that provide great opportunity to promote various forms of adventure tourism in Pakistan. "We have hundreds of beautiful lakes with amazing landscapes and many of these lakes are only accessible through trekking routes. The Makran coast also has wonderful landscapes on one side you can see the Rocky Mountains and on another side, there are the most beauti-



ful sandy beaches that are reflective of the ideal marine environment in Pakistan. He remarked that all of these places are safe and foreign tourists can plan their trips with the help of PTDC to see all of these places. Pakistan Embassy in Yangon, Myanmar organized a seminar on tourism promotion in Pakistan in collaboration with Pakistan Tourism Development Corporation (PTDC)

Meeting on Launching of Project on Installation of Vessel Monitoring System (VMS) Onboard Fishing Vessels (FVs)



July 28, The meeting on installation of Vessel Monitoring System (VMS) for onboard fishing vessels was held under Co-Chairmanship of Federal Secretary for Ministry of Maritime Affairs and Federal Secretary for Ministry of Defence at the Ministry of Maritime Affairs, Islamabad. The Secretary for MoMA welcomed the Secretary for Defence to the Ministry. While addressing to the meeting, the Secretary for MoMA highlighted that the installation of VMS for onboard fishing vessels is a delayed project that needs to be materialized as soon as possible. As currently in Pakistan, no tracking system is in place to monitor the activity of fishing vessels both in territorial waters and deep sea.

The Secretary further highlighted that the information system of VMS would allow tracing and tracking of the sea going vessels, and fishery management at sea with which a number of issues related to fishing in Pakistan would be resolved. The Defence Secretary also stressed on the operationalization of the project and highlighted that the said project would open multiple avenues of development for the fishery sector of Pakistan. He further highlighted numerous benefits that the VMS would be providing to the country including ensuring of proper

fishing practices, the prevention of illegal fishing and ensuring traceability of fish and fishery products to bring credibility in exports of fish and fisheries product. During the meeting, a detailed presentation and a draft proposal for the said project was presented and numerous ideas were exchanged on the basis of which the Federal Secretaries directed the participant for the creation of a steering committee which will meet next week to further present the implementation plan. The meeting was co-chaired by Mr. Mathar Niaz Rana, Federal Secretary for Maritime Affairs, and Lt. Gen (Retd) Mian Muhammad Hilal Hussain, HI(M), Federal Secretary for Ministry of Defence and was attended by; Mr. Asad Rafi Chandna, Additional Secretary for Ministry of Maritime Affairs, Mr. M. Farhan Khan, Assistant Fisheries Development Commissioner, Mr. Faisal Amin, Additional Secretary – III of Ministry of Defence, Captain Umar, Representative from Pakistan Maritime Security Agency (PMSA), and Captain Haroon, Deputy Chief Maritime Affairs.

Pakistan Navy, along with the Civil Government Assisted the Flood-Stricken People

August 2, Pakistan Navy Humanitarian Assistance & Disaster Relief (HADR) operations continue in different areas of Balochistan. In the recent heavy rains spell and flash floods, Pakistan Navy through utilizing its resources is providing support to the Civil Administration of Balochistan in undergoing rescue and relief operations. Pakistan Navy has set up a tent village at Bela near Uthal to provide shelter to the locals who have lost their homes in the flash floods. Food and health facilities are being provided to the displaced persons at the tent village. Moreover, free medical camps have been established in the area to provide first aid and free medical facilities to the locals. A dedicated team of doctors and paramedical staff is providing treatment and free medicines to the aggrieved populace. PN helicopters continued their operations in transporting ration bags, cooked food, and relief goods to far-flung rural areas of Lasbela Distt. Pakistan Navy, along with civil government and various philanthropist organizations is providing continuous assistance to the flood-stricken people while transitioning to rehabilitation operations in the worst affected areas.



Dubai is Ranked the Best Shipping Centre in the Arab World and Fifth Globally



July 11, Dubai has been ranked the top shipping center in the Arab world and the fifth best globally this year, making it the only Middle East city on the top 10 list.

Singapore retained its rank as the top international maritime hub for the ninth consecutive year in 2022, according to the Xinhua-Baltic International Shipping Centre Development (ISCD) Index. The top five international shipping centers in 2022 are Singapore, London, Shanghai, Hong Kong, and Dubai.

The index provides an independent ranking of the performance of the world's largest cities that offer port and shipping business services. "Top 10 locations remain largely unchanged since 2021 and feature four Asian, four European, one Middle East, and one United States location," the report said.

"Covid-19 related restrictions severely impacted economies around the world and the sharp rebound in trade snarled up supply chains globally.

"The main shipping segments experienced mixed fortunes, with the container industry enjoying unprecedented profit levels, but tankers ran at or below operating costs."

The value of global trade rose by almost 15 percent to a record \$7.7 trillion in the first quarter of 2022, an increase of about \$1tn compared with the same period last year, according to the UN Conference on Trade and Development.

The trade value was about \$250 million more than in the fourth quarter of 2021, the UN body said in its Global Trade Update report.

Economic growth forecasts for 2022 are being revised downwards owing to rising interest rates, inflationary

pressures in several economies, and negative global economic spillovers from the conflict in Ukraine. It is likely that global trade will reflect these macroeconomic trends, with a decrease in trade growth, according to Unctad.

"This report serves as a valuable reminder of how intrinsic shipping is to global trade and prosperity," said Mark Jackson, chief executive of Baltic Exchange. Dubai is a "relative newcomer in this list of predominantly centuries-old maritime centers", according to the ISCD report. The city has heavily invested in infrastructure, which has, in turn, attracted business and tourism. Today, maritime plays an important part in Dubai's diversified mix of industries, the report added. Established ports in Dubai include DP World-operated Jebel Ali and Mina Rashid, as well as purpose-built Dubai Maritime City.

A 2020 decision to enable foreign ownership of certain maritime businesses furthers the UAE's ambitions to position itself as an attractive option for international business and investment, the report said.

Rotterdam and Hamburg were ranked sixth and seventh respectively, in the shipping center index.

New York/New Jersey overtook Athens/Piraeus to take eighth place on the list, owing to its port's exceptionally strong TEU (twenty-foot equivalent unit) uptick in 2021 as logistics companies moved goods through the US east coast port to avoid congestion on the west coast, the report said.

The Chinese port of Ningbo-Zhoushan retained its 10th rank as it was the third busiest port in the world in terms of cargo handling, following Singapore and Shanghai. The index ranked 43 cities based on port throughput and facilities, range of professional maritime support services, and general business environment.

"The 2022 report highlights that innovation and digitalization will be essential for maritime success over the next decade," said Xu Yuchang of China Economic Information Service, a subsidiary of Xinhua. "It also shows how flexible and resilient global supply chains can be when confronted with challenges." (Credits: The National News)

Global Feeder Shipping Adds to Fleet with Panamax Acquisition

July 18, Dubai-based feeder box ship operator Global Feeder Shipping (GFS) has added to its fleet with the acquisition of 2008-built 3,534 teu box ship Guenther



Schulte.

The vessel, acquired from Germany's Schulte Group, has been renamed GFS Precious and is set to sail on the company's Jebel Ali – Jeddah service. According to Vessels Value, GFS paid \$55m for the vessel which is slightly more than the online portal's valuation of \$52.61m.

GFS currently lists a fleet of 22 ships on its website. The company took over the liner operations of Dubai-based Simatech in 2018, and mainly provides services in the Middle East Gulf and between the Middle East and the Indian subcontinent. (Credits: Splash247)

Iran Facilitates New Shipping Routes from Russia to India



July 20, With the leaders of Russia, Iran, and Turkey meeting in Tehran this week, new shipping routes have been under discussion.

Iran's state-run Islamic Republic of Iran Shipping Line (IRISL) has moved to extend its network by facilitating the transport of Russian goods to India via the International North-South Transport Corridor (INSTC), a land-sea corridor passing through a dozen countries to bypass Western sanctions against Russia.

The corridor has reportedly entered the operational phase

after completing a trial phase in June when containers of wood laminate sheets departed from St. Petersburg toward Nhava Sheva Port in India.

The cargo arrived in India earlier this month after traveling from Astrakhan Port in southern Russia to the Iranian ports of Anzali on the Caspian Sea and Bandar Abbas on the Persian Gulf.

The establishment of INSTC, the multi-modal network of ships, rail, and roads for moving freight between Eastern Europe and South Asia, was first introduced in September 2000. Due to geopolitical obstacles, interest in the route waned over time, but it has been reintroduced following the conflict in Ukraine.

IRISL is said to have assigned 300 containers to transport goods between Russia and India, and if the demand increases, the number of these containers will increase continuously. On Tuesday, Russian President Vladimir Putin met with the leaders of Iran and Turkey in Tehran to strengthen ties and show the West that Moscow is not alone on the world stage.

Meanwhile, the Turkish liner Medkon Lines has started advertising a new service connecting Turkey with the Russian Black Sea port of Novorossiysk with a 707 teu vessel from August. Until late February, Medkon linked Turkey and Ukraine.

Earlier this year, Russian forwarders also launched their own liner services linking their domestic ports to China and India as most global liners drastically reduced their operations in the country since the invasion of Ukraine. Specifically, for India, Modul has set up a container service linking the Big Port of St Petersburg and India's Nhava Sheva. The service is operated by an unnamed 1,094 teu vessel, with a delivery time of 25 days. (Credits: Splash247)





Safeen Feeders Takes its Largest Ship to Date



July 1, AD Ports Group's shipping line, Safeen Feeders, has been linked to its biggest ship to date. Multiple sources report that the outfit has put \$65m on the table for the 10-year-old, Chinese built, 3,421 teu workhorse East-away Malmsey. The ship is joining 10 container vessels that it has added since last July last year making Safeen the fastest growing container line in the Middle East.

Last month Safeen added its youngest ship to date, tabling some \$30m for a four-year-old 1,032 teu feeder ship named Oriental Arrow, from Japanese interests.

In a separate development, Safeen Feeders is expected to provide eight supramax bulk carriers on a bareboat basis having signed a long-term trade facilitation and shipping agreement with Saif Powertec, a listed firm in Bangladesh. Its two first bulkers of eight were added this spring. (Credits: Splash247)

AD Ports Bolsters its Position in Egypt



July 4, Abu Dhabi's AD Ports Group is spending \$140m to acquire a 70% equity stake in International Associated Cargo Carrier, which wholly owns two Egypt-based maritime companies, Transmar International Shipping Com-

pany and Transcargo International (TCI).

Transmar is a regional container shipping company that operates across the Middle East, Red Sea, Arabian Gulf, and Eastern Coast of Africa.

TCI is a terminal operator and stevedoring company, mainly operating out of Adabiya Port, where it is the exclusive container operator. Its two lines of business are container and bulk cargo services. In 2021, TCI handled 92,500 teu and 1.2m tonnes of bulk cargo.

Falah Mohammed Al Ahbabi, chairman of AD Ports Group, said: "This is the first overseas acquisition in AD Ports Group's history and an important milestone in our ambitious international expansion plan. This acquisition will support our wider growth targets for North Africa and the Gulf region and broaden the portfolio of services we are able to offer in those markets."

This deal is the latest in a series by AD Ports Group in the Egyptian maritime industry, including agreements with the Egyptian Group for Multipurpose Terminals for the joint development and operation of Egypt's Ain Sokhna Port and an agreement with the General Authority for Red Sea Ports for the development, operation, and management of cruise ship berths at Sharm El Sheikh Port. (Credits: Splash247)

Africa Expansion - DP World Finalizes Acquisition of J&J Group



July 20, J&J Group offers end-to-end logistics solutions along the Beira and North-South corridors in South-East Africa, specializing in the transport of break-bulk, containerized, project, fuel, and out-of-gauge cargo between Mozambique, Zimbabwe, Zambia, South Africa, Malawi, and the Democratic Republic of the Congo.

"This acquisition strengthens DP World's position in Africa as an end-to-end logistics provider, by adding J&J's significant presence along these key corridors in Africa – a market where trade is expected to grow at more



than twice GDP driven by population growth, accelerated urbanization and rising middle classes," said Sultan Ahmed Bin Sulayem, Group Chairman and CEO of DP World

Mohammed Akoojee, Chief Operating Officer of DP World Logistics and Group CEO at Imperial, added that "this acquisition complements our 'Gateway to Africa' focus as it optimizes and expands our reach in Africa by providing scale in end-to-end cross-border transportation services in key countries and new industries. This is possible through well-established routes, port capabilities, a well-developed asset base, including a fleet and warehousing space, as well as an entrenched customer portfolio."

Through the acquisition of the J&J Group, Imperial will be positioned for quicker go-to-market outside of South Africa and end-to-end access to certain key countries and corridors (port to customer) in Africa.

"We are excited for J&J to partner with Imperial and believe that the operations of these two businesses are very complementary. This combination offers existing and potential J&J clients a true gateway to Africa," explained Carlyle and Ethos Private Equity, currently the controlling shareholder of the J&J Group. (Credits: Seatrade Maritime)

ADNOC Logistics & Services Buys Compatriot OSV Player Zakher Marine



July 27, ADNOC Logistics & Services, the shipping and maritime logistics arm of the state-owned Abu Dhabi National Oil Company (ADNOC), has acquired offshore support vessel owner and operator Zakher Marine International (ZMI) for an undisclosed sum.

The acquisition is expected to broaden ADNOC L&S' services to include critical support assets for offshore

operations, including ZMI's maiden offshore renewables project in China, and expand the company's footprint in the region.

The deal will add 24 jack up barges and 38 offshore support vessels from ZMI, and expand the fleet size of ADNOC's arm to more than 300 units.

ZMI will continue to operate as a standalone entity under ADNOC L&S, led by Ali Hassan El Ali as CEO. The transaction is expected to close in the fourth quarter of 2022. (Credits: Splash247)

Expected ships in Karachi

<i>ETA by AIS</i>	<i>Type</i>	<i>Vessel</i>
Aug 17, 16:00	Chemical/Oil Products Tanker	DVINA GULF
Aug 18, 15:00	Ro-Ro Cargo Ship	JOLLY COBALTO
Aug 19, 13:00	Bulk Carrier	EASTERN DAPHNE
Aug 23, 02:00	General Cargo Ship	PNT MIGHTY
Aug 29, 21:00	Bulk Carrier	CEYLON BREEZE
Sep 7, 07:40	General Cargo Ship	ENCORE



DHL, Hapag-Lloyd Ink Agreement to Boost Sustainable Ocean Freight Operations



July 12, the global provider of air and ocean freight forwarding solutions, DHL Global Forwarding signed an agreement on Thursday with the German international shipping and container transportation company, Hapag-Lloyd to use advanced biofuels in its ocean freight operations. Under the agreement, Hapag-Lloyd will initially transport 18,000 twenty-foot equivalent units (TEUs) of DHL's cargo volume using advanced biofuels produced from raw biological materials including used cooking oil and other waste products, in a bid to reduce the current carbon emissions by 14,000 tonnes. "The decarbonization of heavy transport is an important challenge that the entire industry needs to rethink," The Global Head of DHL Global Forwarding's Ocean Freight, Dominique von Orelli said, adding that DHL is proud to partner up with Hapag-Lloyd as it shares the same ambitions for a climate-neutral world as anchored in the Paris Agreement. On his part, Hapag-Lloyd's Global Sales Managing Director, Danny Smolders affirmed that biofuels will play a significant role in the upcoming years on the company's path to achieve net-zero carbon emissions by 2045. "This project will bring us a step closer to offering our customers biofuel-powered transportation as a commercial product and thereby supporting them in their efforts to reduce their carbon footprint," Smolders added. Hapag-Lloyd has been trialing advanced biofuels since 2020, as part of its strategy to offer sustainable transport solutions using biofuel blends instead of traditional fossil marine fuel oil (MFO). Moreover, the agreement is set to further support DHL and Hapag-Lloyd's efforts to achieve carbon neutrality by 2050 and 2045, respectively. (Credits: See News)

Dubai Set to Trial Container Condition Monitoring Tech



July 13, Container analytics company ConexBird has developed and patented a solution to measure the physical condition of shipping containers, whilst they are being lifted by container cranes: this involves real-time resonance testing of each container during handling, with raw measurements being processed by machine learning software.

ConexBird has signed an agreement with port operator DP World to undertake a proof-of-concept (POC) project at Jebel Ali Port. This project consists of the installation and operation of ConexBird measurement equipment onto three STS cranes in operation at Jebel Ali, along with analysis and commercialization of the data thus obtained. DP World will then be able to provide container condition information to its shipping line customers.

Teuvo Heikkilä, CEO of ConexBird, said: "With our container condition insight, ConexBird's goal is to help ports create new added value for themselves, for shipping lines, and for other intermodal stakeholders, in order to make container shipping as smart, safe and sustainable as possible."

Of particular interest is DP World's central role within the intermodal logistics community in Jebel Ali, which paves the way for a coordinated, holistic approach to container condition management. Nicholas Gallie, COO of ConexBird, noted: "Shipping lines, land-side transport, depots and shippers alike will benefit from the cost savings, operational improvements and asset condition knowledge ConexBird and DP World can offer together. The Jebel Ali port ecosystem is a hotbed of innovation and technology, so is well poised to make the most of this new window into container insight." (Credits: Splash247)



US Adds More Shipping Companies to its Iranian Sanctions List



July 7, Tanker watchers looking to read the diplomatic channels between Washington and Tehran will take yesterday's decision to target more Iranian-linked maritime firms as a sign that sanctions are still some way away from being lifted. US nuclear talks with Iran have been stuttering in recent weeks. Backing up this sense of impasse, the US Treasury added another dozen entities related to Iranian petrochemicals and shipping to its sanctions list yesterday.

The US Treasury Department said in a statement that the network of people and entities had used a web of Gulf-based front companies to facilitate the delivery and sale of hundreds of millions of dollars in products from Iranian firms to China and elsewhere in East Asia.

"While the United States is committed to achieving an agreement with Iran that seeks a mutual return to compliance with the (2015 nuclear deal), we will continue to use all our authorities to enforce sanctions on the sale of Iranian petroleum and petrochemicals," Brian Nelson, the treasury's undersecretary for terrorism and financial intelligence, said.

Among those added to the US blacklist were Truong Phat Loc Shipping from Vietnam and Singapore-based Everwin Shipmanagement.

Tanker analysts have been keeping a close eye on the sanction discussions, aware of the impact the return of the NITC fleet would have on overall tanker fortunes. (Credits: Splash247)

K Line Partners with Key Middle East Client to Work on Decarbonization

July 14, Japan's Kawasaki Kisen Kaisha (K Line) has signed a memorandum of understanding with one of its top clients in the Middle East, Emirates Global Alumi-



num (EGA), to establish a working committee for collaborative research on decarbonization.

K Line has been working with EGA for more than 40 years. In 2019, it signed a contract of affreightment with the company, shipping around 5m tons of bauxite per year. The two firms will now collaborate together through the sharing of research and ideas and utilizing and leveraging the respective party's knowledge about new marine technology, alternative fuels, and other fields potentially growing in the near future, so as to achieve the common target of a net-zero greenhouse gas emissions by 2050. Abdunnasser Bin Kalban, CEO of EGA, said: "Economy-wide decarbonization will require cooperation between industries, and we are pleased to work with K-Line Group on this important global challenge. Our long-term relationship with K-Line Group provides an ideal platform to develop and test ways to reduce greenhouse gas emissions from shipping. For EGA, our goal is to reach net zero greenhouse gas emissions not just from our own operations but also from activities in our supply chain. Improving the fuel efficiency of shipping could also reduce our shipping costs." (Credits: Splash247)

Expected ships in Port Qasim

ETA by AIS	Type	Vessel
Aug 17, 07:00	Bulk Carrier	CELESTIAL BLUE
Aug 17, 07:00	Container Ship	IRENES RAY
Aug 18, 00:00	Container Ship	ATHENIAN
Aug 18, 02:00	Bulk Carrier	SANTA TERESA



CRITICAL CONCERN ABOUT CONTAINER INSPECTIONS

By Michael Grey



It did not seem unreasonable when the International Maritime Organization (IMO) politely required its member states to let them know the state of their regime for the inspection of container contents.

There was increasing concern about undeclared dangerous goods causing death and mayhem in both ships and ports, while there was some evidence that the cavalier attitude to the need for accuracy about container weights was not improving. Meanwhile the fires were continuing and incidents like the huge chemical explosion in a stackyard in Chittagong clearly rang warning bells.

And yet, according to the TT Club, which has published a paper on this worrying subject, only five of the 179 IMO affiliates took the trouble to report on their inspections when the Carriage of Containers sub-committee met last September.

This begs a number of questions. Perhaps large numbers of regulators in the member states were inspecting container contents like mad, but just hadn't got around to filing their results or compiling them into a report for IMO. Perhaps, as the world adjusted to the chaos and confusion of Covid and its aftermath on the liner schedules, there were more important matters requiring attention, like unblocking the logistic logjam and getting the boxes flowing again. Or, perhaps, amid this list of desperate priorities, nobody cared too much about the accuracy of manifests.

Lapse in surveillance

The TT Club has urged member states to consider this problem and to treat the inspection of containers and to report more assiduously about their efforts. One might suggest that the club has a shrewd idea that the proper surveillance of container contents is an area that has been permitted to lapse. Reports in the past – and one can recollect a survey undertaken in the United States - showed that an alarming percentage of inspected containers revealed misdeclarations and errors. There have been more recent, if smaller, surveys that fail to show any great improvement.



Peregrine Storrs-Fox, the TT Club's Risk MD points out that the problem is wider than the cargoes that are covered by Dangerous Goods requirements and that there is a whole array of goods that have the potential to cause catastrophic incidents. So, there is an obligation to take these responsibilities more seriously.

Partnership between industry and authorities

Cargo inspections, from everyone's point of view, are something of a nuisance, even though they are so very necessary. However, the "sampling" process is undertaken, it interferes with scheduling of handling and takes cost, time and labour. But as the club emphasises, there needs to be an active partnership between the industry and the enforcement authorities, which means that stevedores and terminal operators need to be fully on board with the process. Who remembers the aftermath of 9-11, with the demands in the United States that all inbound containers needed to be inspected? Eventually, the sheer impracticality of such a requirement did register, but it did take some time, before a less scatter-gun approach was adopted.

One might suspect that this is an area where pressure needs constantly to be applied, lest a lax attitude is permitted to develop. And there are certain areas in the world where there is genuine slackness that is automatically "exported" in the shape of mis-declared boxes wandering around the world.

Container lines levying fines

The lines, over the years, have been criticised for their unwillingness to take on their customers' careless approach to the need for accurate declarations of weights and contents, despite the costs in terms of lost and damaged boxes and indeed, ships and their crews. At long last this is changing, with a growing number of lines prepared to levy fines when shippers have declared inaccurate weights. Some have also become more sophisticated in developing systems that can identify shipments which could potentially be more troublesome.

But if one of the purposes of IMO is to share the data about how important regulations are being implemented around the world, then reporting needs to become routine and the TT Club's message needs to be taken on board.

***About the Author:** Michael Grey is a columnist and correspondent and has been associated with the maritime industry for the whole of his working life*

(Source: : Seatrade Maritime News)



LATEST DEVELOPMENTS IN THE SECOND PHASE OF CPEC

By Iram Zahid



CPEC is estimated to create 2.3 million jobs between 2015 to 2030. It is projected to produce 6 - 8 billion Rs. per annum just in taxes and overpasses toll.

It is also the 2nd phase of CPEC included a multi-billion-dollar investment in Pakistan. This development included agriculture, industrialization, information technology, job opportunities, trade, and socio-economic growth. The Pakistan government is enthusiastically collaborating with the Chinese government in the accomplishment of CPEC projects at this stage. Approximately, there are 11 Special Economic Zones (SEZs) being created, which will stimulate industrialization in Pakistan under the umbrella of the CPEC project. The first phase of Allama Iqbal Industrial City, the SEZ in Faisalabad, Punjab has been completed.

Economic challenges on a global scale have grown as a result of the pandemic during the past two years, which has caused enormous damage to Pakistan's economy but despite COVID-19, both countries made fast progress in CPEC projects without any differences to enhance regional connectivity. In 2020, since the 2nd phase of the China-Pakistan Free Trade Agreement (CPFTA) came into force, bilateral cooperation between both countries has further strengthened ties. More agricultural products had been able to enter the Chinese market (According to the Pakistan Embassy). From Jan to Sept. 2021, agricultural trade reached \$860 million with Pakistan's exports to China reaching \$630 million, which is a double rise over the past. CPEC has created 75,000 jobs in Pakistan since 2015 (According to the Chinese embassy in Pakistan). Chinese companies are also assisting to cultivate agriculture in Pakistan on modern lines to expand per acre yield and seed quality. China and Pakistan are also attempting to use new optical fiber connections to boost communications traffic.

In a recent conference, the Special Assistant to the Prime Minister on CPEC Affairs, Khalid Mansoor mentioned that "Within three years, Phase 2 would facilitate the establishment of a steel and metal recycling plant in Gwadar that would generate metals worth \$4.5 billion for export while also creating 40,000 jobs". CPEC is a game-changer and a multi-dimensional project which will assist the countries in dealing with redundancy, deprivation, energy shortage, lack of infrastructure development, economic growth, and disparities in undeveloped provinces. The major projects of CPEC will focus on the improvement of roads, highways, railways, 820-km fiber optic cable projects to bring Pakistan into the digital age, energy productions (coal, wind, hydropower, and solar power), Gwadar (new and redeveloped seaport, airport, hospitals, schools, and communities), and Special Economic Zones (SEZs). CPEC is projected to produce 6 to 8 billion Rs per annum just in taxes and bridges toll. It is also expected to create 2.3 million jobs between the years 2015 - 2030. According to Zhao Lijian, a spokesperson for the Chinese Foreign Ministry said that China and Pakistan have also agreed to promote cooperation plans involving third parties in line with the existing



consensus and increase CPEC projects in Afghanistan. They have also decided to exchange information among media outlets and think tanks.

Presently, CPEC has accomplished its first phase, it is the most important project for China and Pakistan to strengthen the economy and progressive development. Gwadar seaport would become a significant transportation hub connecting Eurasia with Southeast and Central Asia. The accomplishment of CPEC would improve and increase the economy, trade, employment, and business prospects. The second phase of CPEC would reinforce Pakistan's efforts toward economic development with enhanced cooperation in agriculture, industrialization, and information technology. All the workers from China and other countries must be provided with a secure environment by the federal and provincial governments of Pakistan. To successfully implement CPEC, Pakistan and China should foster a cooperative environment. The native staff at Gwadar Seaport needs to have better living conditions.

About the Author:



Iram Zahid works as a Research Assistant at the National Institute of Maritime Affairs (NIMA), Islamabad.

Cover Story

The picture on the title page is the Moola chotok waterfall, this pleasant site is located in the Moola area of Khuzdar district of Balochistan. In the Brahui and Balochi languages, the word 'chotok' is used for certain types of water falling from the top. It is the largest waterfall in Sub Tehsil Moola and Balochistan. Two hills are located between this waterfall. Due to the interaction between the peaks of the mountains, the waterfall appears to resemble an umbrella.



ILLEGAL FISHING IN BALOCHISTAN



Illegal fishing is one of the main problems in Balochistan's coastal region, not just in Gwadar. For many years, illegal fishing has made life difficult for many who depend on the fishing industry and the ocean as their primary food source. Almost the entire coastal population is included in this.

According to the World Ocean Review, when foreign vessels enter a specific jurisdiction without authorization and target valuable species that are prohibited from being fished, it is a violation of the state's fisheries laws and regulations. This approach drastically affects fish stocks by overfishing and destroying marine ecosystems, corals, seagrass, and seaweed, therefore impacting the entire marine ecology, even though it is highly profitable for illegal fishermen and others engaged.

Several nations, including Pakistan, have passed legislation and ratified international agreements to combat the issue, but according to Interpol, illegal fishing is the fourth-ranked unlawful activity in the world, trailing only drug trafficking, counterfeiting, and human trafficking. There are no nautical miles that matter to the trawler keepers. The issue occasionally sparks debates among the local populace and ends in demonstrations. As a result, trawlers are temporarily prohibited by the government.

Even though illegal fishing is a serious issue for the environment, the economy, and food security, it has not received the proper attention. While the recent movement, which started in Gwadar, brought attention to several concerns, including illegal fishing, some of its policies and initiatives have recently come under fire, particularly in Pasni. The provincial and federal governments are legally able to decide whether to enforce coastal regulations, protect the ocean, and help the people out of a financial crisis. It's time the authorities, and provincial and federal governments advert to the current grave issue.

*Your's Sincerely
Concerned Pakistani*



BLUE ECONOMY POTENTIAL IN PAKISTAN



Pakistan is a country blessed with natural resources, effort continues to be currently to uncover the mysteries lying deep within the seas. It has a sturdy geographical location and a line of 1146 kilometers and has also the world's deepest seaport. It's no doubt that Pakistan encompasses a potential stock-still deep in the Arabian Sea and the ocean that is nonetheless to be explored.

Because of the worldwide pandemic of Covid-19, the planet is facing a recession in the economy, Pakistan must invest in the maritime sector to expose the treasures hidden and apportion the resources effectively and with efficiency to elevate the value contribution of the maritime sector within the Pakistan economy.

I request the government should prioritize the work being done by various think tanks, as it will significantly alter the field to efficiently manage limited resources and carry out the procedures while also aiding in a very real blue economy and covering SDG 14.

*Your's Sincerely
Concerned Pakistani*



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

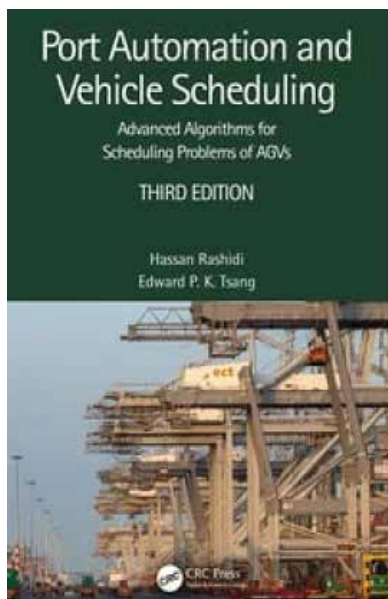
Plot 1 & 2 Boat Building Yard Road,
West Wharf Karachi,
Sindh 74000
Contact: +92 21 3233 1004

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



PORT AUTOMATION AND VEHICLE SCHEDULING: ADVANCED ALGORITHMS FOR SCHEDULING PROBLEMS OF AGVS 3RD EDITION

ISBN 13: 978-1032306179

ISBN-10: 1032306173

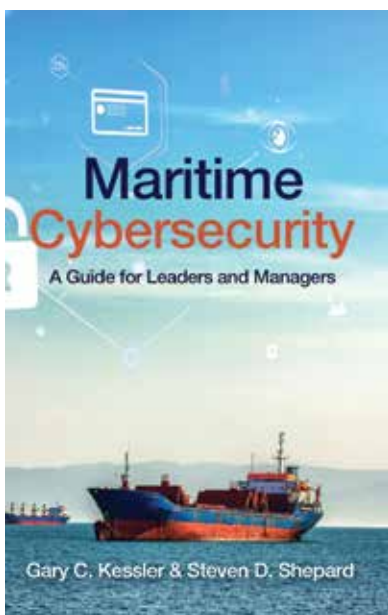
Book Description

Container terminals are constantly being challenged to adjust their throughput capacity to match fluctuating demand. Examining the optimization problems encountered in today's container terminals, Port Automation and Vehicle Scheduling: Advanced Algorithms for Scheduling Problems of AGVs, Third Edition provides advanced algorithms for handling the scheduling of Automated Guided Vehicles (AGVs) in ports. Building on the earlier editions, previously titled Vehicle Scheduling in Port Automation: Advanced Algorithms for Minimum Cost Flow Problems, this book has undergone extensive revisions and includes two new chapters. New material addresses the solutions to the modeling of decisions in Chapter 3, while in Chapter 11 the authors address an emerging challenge in automated container terminals with integrated management.

Key Features:

- Classifies the optimization problems of the ports into five scheduling decisions. For each decision, it supplies an overview, formulates each of the decisions as constraint satisfaction and optimization problems, and then covers possible solutions, implementation, and performance.
- Explores in Part One of the book the various optimization problems in modern container terminals, while details in Part Two advanced algorithms for the minimum cost flow (MCF) problem and for the scheduling problem of AGVs in ports.
- Offers complete package that can help readers address the scheduling problems of AGVs in ports.

This is a valuable reference for port authorities and researchers, including specialists and graduate students in operation research. For specialists, it provides novel and efficient algorithms for network flow problems. For students, it supplies the most comprehensive survey of the field along with a rigorous formulation of the problems in port automation.



MARITIME CYBERSECURITY: A GUIDE FOR LEADERS AND MANAGERS

ISBN 13: 979-8412526034

Book Description

The maritime industry is thousands of years old. The shipping industry, which includes both ships and ports, follows practices that are as old as the industry itself, yet relies on decades-old information technologies to protect its assets. Computers have only existed for the last 60 years and computer networks for 40. Today, we find an industry with a rich tradition, colliding with new types of threats, vulnerabilities, and exposures. This book explores cybersecurity aspects of the maritime transportation sector and the threat landscape that seeks to do it harm.

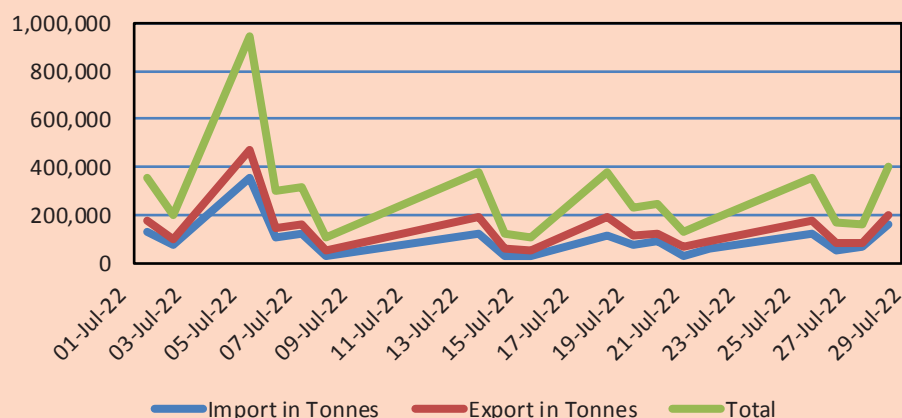
This second edition includes additional information, case studies, and expanded active content.



ACTIVITIES AT KARACHI PORT (JULY 2022)

Date	Import in Tonnes	Export in Tonnes	Total
01-Jul-22	130,076	47,188	177,264
02-Jul-22	75,015	26,290	101,305
05-Jul-22	355,192	116,329	471,521
06-Jul-22	110,052	39,091	149,143
07-Jul-22	121,498	35,535	157,033
08-Jul-22	27,552	25,887	53,439
14-Jul-22	123,004	66,933	189,937
15-Jul-22	28,834	32,016	60,850
16-Jul-22	27,248	25,238	52,486
19-Jul-22	116,929	74,033	190,962
20-Jul-22	75,830	37,946	113,776
21-Jul-22	93,385	27,827	121,212
22-Jul-22	28,440	35,310	63,750
23-Jul-22	63,268	24,194	87,462
27-Jul-22	120,509	55,731	176,240
28-Jul-22	50,770	34,116	84,886
29-Jul-22	69,920	10,815	80,735
30-Jul-22	162,352	37,013	199,365
Total	1,779,874	751,492	2,531,366

ACTIVITIES AT KARACHI PORT

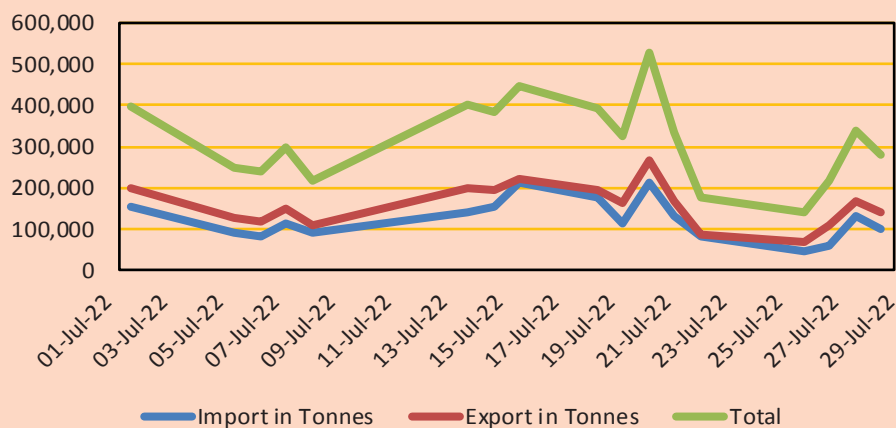




ACTIVITIES AT PORT QASIM (JULY 2022)

Date	Import in Tonnes	Export in Tonnes	Total
01-Jul-22	154,185	43,775	197,960
05-Jul-22	92,948	31,892	124,840
06-Jul-22	81,042	38,522	119,564
07-Jul-22	113,889	34,347	148,236
08-Jul-22	90,665	17,131	107,796
14-Jul-22	139,853	61,060	200,913
15-Jul-22	154,661	37,605	192,266
16-Jul-22	211,331	10,707	222,038
19-Jul-22	176,393	19,571	195,964
20-Jul-22	111,211	51,820	163,031
21-Jul-22	214,479	49,620	264,099
22-Jul-22	133,235	32,779	166,014
23-Jul-22	79,975	7,164	87,139
27-Jul-22	47,768	22,525	70,293
28-Jul-22	60,091	47,219	107,310
29-Jul-22	131,938	36,095	168,033
30-Jul-22	98,974	40,774	139,748
Total	2,092,638	582,606	2,675,244

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-August-2022	Low Tide	06:15 AM	0.33m
	High Tide	12:37 PM	2.56m
	Low Tide	19:01 PM	0.55m
16-August-2022	High Tide	00:52 AM	2.10m
	Low Tide	06:56 AM	0.62m
	High Tide	13:09 PM	2.45m
17-August-2022	Low Tide	19:47 PM	0.52m
	High Tide	01:51 AM	1.95m
	Low Tide	07:37 AM	0.92m
18-August-2022	High Tide	13:39 PM	2.30m
	Low Tide	20:35 PM	0.54m
	High Tide	03:02 AM	1.82m
19-August-2022	Low Tide	08:21 AM	1.19m
	High Tide	14:08 PM	2.13m
	Low Tide	21:27 PM	0.58m
20-August-2022	High Tide	04:30 AM	1.76m
	Low Tide	09:15 AM	1.42m
	High Tide	14:39 PM	1.96m
21-August-2022	Low Tide	22:30 PM	0.63m
	High Tide	06:12 AM	1.79m
	Low Tide	10:39 AM	1.57m
22-August-2022	High Tide	15:21 PM	1.81m
	Low Tide	23:41 PM	0.64m
	High Tide	07:38 AM	1.87m
23-August-2022	Low Tide	12:50 PM	1.59m
	High Tide	16:39 PM	1.70m
	Low Tide	00:49 AM	0.61m
24-August-2022	High Tide	08:33 AM	1.98m
	Low Tide	14:20 PM	1.51m
	High Tide	18:22 PM	1.68m
25-August-2022	Low Tide	01:45 AM	0.54m
	High Tide	09:14 AM	2.07m
	Low Tide	15:03 PM	1.41m
26-August-2022	High Tide	19:34 PM	1.74m
	Low Tide	02:31 AM	0.45m
	High Tide	09:46 AM	2.15m
27-August-2022	Low Tide	15:34 PM	1.32m
	High Tide	20:26 PM	1.83m
	Low Tide	03:11 AM	0.38m
28-August-2022	High Tide	10:15 AM	2.23m
	Low Tide	16:03 PM	1.22m
	High Tide	21:07 PM	1.92m
29-August-2022	Low Tide	03:45 AM	0.33m
	High Tide	10:40 AM	2.30m
	Low Tide	16:30 PM	1.11m
30-August-2022	High Tide	21:45 PM	1.99m
	Low Tide	04:16 AM	0.31m
	High Tide	11:03 AM	2.36m
31-August-2022	Low Tide	16:58 PM	0.98m
	High Tide	22:20 PM	2.04m
	Low Tide	04:45 AM	0.34m
1-August-2023	High Tide	11:25 AM	2.40m
	Low Tide	17:26 PM	0.84m
	High Tide	22:56 PM	2.07m
2-August-2023	Low Tide	05:15 AM	0.52m
	High Tide	11:45 AM	2.41m
	Low Tide	17:54 PM	0.71m
3-August-2023	High Tide	23:33 PM	2.07m
	Low Tide	05:44 AM	0.52m
	High Tide	12:06 PM	2.40m
4-August-2023	Low Tide	18:24 PM	0.58m
	High Tide	00:13 AM	2.05m
	Low Tide	06:15 AM	0.67m
5-August-2023	High Tide	12:27 PM	2.36m
	Low Tide	18:57 PM	0.47m

Tide Times for Port Muhammad Bin Qasim			
Lat: 24.46° N Long: 67.21° E			
Date	Tide	Time (PKT)	Height (m)
15-August-2022	Low Tide	01:15 AM	3.22m
	High Tide	06:43 AM	0.13m
	Low Tide	14:24 PM	3.82m
16-August-2022	High Tide	19:21 PM	0.37m
	Low Tide	02:09 AM	3.08m
	High Tide	07:19 AM	0.50m
17-August-2022	Low Tide	14:46 PM	3.59m
	High Tide	19:57 PM	0.49m
	Low Tide	02:58 AM	2.92m
18-August-2022	High Tide	07:54 AM	0.92m
	Low Tide	15:02 PM	3.34m
	High Tide	20:33 PM	0.68m
19-August-2022	Low Tide	03:47 AM	2.76m
	High Tide	08:30 AM	1.34m
	Low Tide	15:13 PM	3.10m
20-August-2022	High Tide	21:14 PM	0.88m
	Low Tide	04:39 AM	2.62m
	High Tide	09:15 AM	1.73m
21-August-2022	Low Tide	15:31 PM	2.87m
	High Tide	22:18 PM	1.05m
	Low Tide	05:43 AM	2.54m
22-August-2022	High Tide	11:05 AM	2.00m
	Low Tide	16:10 PM	2.66m
	High Tide	00:04 AM	1.08m
23-August-2022	Low Tide	07:15 AM	2.57m
	High Tide	13:05 PM	1.99m
	Low Tide	17:15 PM	2.50m
24-August-2022	High Tide	01:15 AM	0.98m
	Low Tide	08:54 AM	2.73m
	High Tide	14:18 PM	1.83m
25-August-2022	Low Tide	18:40 PM	2.46m
	High Tide	02:09 AM	0.84m
	Low Tide	09:47 AM	2.91m
26-August-2022	High Tide	15:11 PM	1.63m
	Low Tide	19:56 PM	2.59m
	High Tide	02:51 AM	0.69m
27-August-2022	Low Tide	10:28 AM	3.06m
	High Tide	15:49 PM	1.43m
	Low Tide	20:49 PM	2.77m
28-August-2022	High Tide	03:27 AM	0.55m
	Low Tide	11:06 AM	3.19m
	High Tide	16:21 PM	1.24m
29-August-2022	Low Tide	21:33 PM	2.94m
	High Tide	04:00 AM	0.40m
	Low Tide	16:30 PM	1.11m
30-August-2022	High Tide	21:45 PM	1.99m
	Low Tide	04:16 AM	0.31m
	High Tide	11:03 AM	2.36m
31-August-2022	Low Tide	16:58 PM	0.98m
	High Tide	22:20 PM	2.04m
	Low Tide	04:45 AM	0.34m
1-September-2023	High Tide	11:25 AM	2.40m
	Low Tide	17:26 PM	0.84m
	High Tide	22:56 PM	2.07m
2-September-2023	Low Tide	05:15 AM	0.52m
	High Tide	11:45 AM	2.41m
	Low Tide	17:54 PM	0.71m
3-September-2023	High Tide	23:33 PM	2.07m
	Low Tide	05:44 AM	0.52m
	High Tide	12:06 PM	2.40m
4-September-2023	Low Tide	18:24 PM	0.58m
	High Tide	00:13 AM	2.05m
	Low Tide	06:15 AM	0.67m
5-September-2023	High Tide	12:27 PM	2.36m
	Low Tide	18:57 PM	0.47m

Tide Times for Port



Tide Times for Port Karachi			
Lat: 24.48° N Long: 66.58° E			
Date	Tide	Time (PKT)	Height (m)
15-August-2022	Low Tide	00:24 AM	2.95m
	High Tide	06:33 AM	0.28m
	Low Tide	12:56 PM	3.32m
	High Tide	19:10 PM	0.50m
16-August-2022	Low Tide	01:09 AM	2.82m
	High Tide	07:15 AM	0.59m
	Low Tide	13:30 PM	3.18m
	High Tide	19:51 PM	0.53m
17-August-2022	Low Tide	01:57 AM	2.63m
	High Tide	07:57 AM	0.92m
	Low Tide	14:03 PM	2.99m
	High Tide	20:33 PM	0.61m
18-August-2022	Low Tide	02:54 AM	2.43m
	High Tide	08:42 AM	1.25m
	Low Tide	14:37 PM	2.77m
	High Tide	21:22 PM	0.72m
19-August-2022	Low Tide	04:10 AM	2.28m
	High Tide	09:39 AM	1.54m
	Low Tide	15:13 PM	2.56m
	High Tide	22:24 PM	0.83m
20-August-2022	Low Tide	05:44 AM	2.24m
	High Tide	11:00 AM	1.73m
	Low Tide	16:03 PM	2.36m
	High Tide	23:36 PM	0.88m
21-August-2022	Low Tide	07:13 AM	2.30m
	High Tide	12:26 PM	1.77m
	Low Tide	17:18 PM	2.21m
	High Tide	00:46 AM	0.85m
22-August-2022	Low Tide	08:28 AM	2.44m
	High Tide	13:48 PM	1.70m
	Low Tide	18:44 PM	2.17m
	High Tide	01:48 AM	0.75m
23-August-2022	Low Tide	09:17 AM	2.60m
	High Tide	14:53 PM	1.55m
	Low Tide	20:03 PM	2.24m
	High Tide	02:42 AM	0.62m
24-August-2022	Low Tide	09:54 AM	2.74m
	High Tide	15:39 PM	1.39m
	Low Tide	21:01 PM	2.37m
	High Tide	03:25 AM	0.49m
25-August-2022	Low Tide	10:25 AM	2.87m
	High Tide	16:15 PM	1.23m
	Low Tide	21:45 PM	2.50m
	High Tide	04:03 AM	0.39m
26-August-2022	Low Tide	10:54 AM	2.97m
	High Tide	16:48 PM	1.10m
	Low Tide	22:23 PM	2.62m
	High Tide	04:36 AM	0.34m
27-August-2022	Low Tide	11:20 AM	3.03m
	High Tide	17:17 PM	0.98m
	Low Tide	22:57 PM	2.70m
	High Tide	05:08 AM	0.34m
28-August-2022	Low Tide	11:45 AM	3.07m
	High Tide	17:45 PM	0.87m
	Low Tide	23:31 PM	2.75m
	High Tide	05:39 AM	0.41m
29-August-2022	Low Tide	12:09 PM	3.08m
	High Tide	18:13 PM	0.76m
30-August-2022	Low Tide	00:05 AM	2.77m
	High Tide	06:11 AM	0.54m
	Low Tide	12:33 PM	3.06m
	High Tide	18:42 PM	0.65m
31-August-2022	Low Tide	00:41 AM	2.75m
	High Tide	06:43 AM	0.73m
	Low Tide	12:59 PM	3.01m
	High Tide	19:13 PM	0.56m



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