



MARITIME WATCH

SEPTEMBER 2022

PAKISTAN'S PREMIER MONTHLY MARITIME NEWS DIGEST



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By MA Johnson



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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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Recent rains and floods in the country have caused great havoc and devastation for the masses. We severely lack the know-how, resources, and infrastructure to tackle such calamities in the country. A lot of flood relief efforts have been generated by governmental and non-governmental agencies, particularly the armed forces, which are highly commendable. We however need to look for a permanent solution for such calamities. These floods are part of the ongoing climate change effects which need to be carefully studied and analyzed to formulate suitable strategies and remedial measures to deal with such situations.

Flooding has always been an issue in Pakistan, especially during the monsoon rainfalls which cause high water flows and an increased rate of meltwater. The ongoing climate changes are likely to further increase the inconsistency of rains and glacier melting causing even more severe floods in the future. In order to be prepared for this situation, Pakistan must increase its storage capacity to mitigate the effects of super floods. Our two major water reservoirs in the form of Tarbela and Mangla were instrumental in reducing the effects of floods in the past, however, we need to regret that their storage capacity, which is already less than required, is on the further decline due to silting issues.

Due to increased rains and additional melting of glaciers, the rivers in Pakistan overflow into its floodplain in Punjab and Sindh Provinces rendering millions of people homeless and other distressed. There have been two fundamental causes of these floods which are mutually complementing. Firstly the overflow of rivers due to excess water coming from the mountains and secondly the increased amount of torrential rains which cause flood havoc. These floods traveling down the Indus River from the north to the Arabian Sea have no additional storage and therefore spreads across rivers on plains and finally go into the sea, after causing damage to lives and infrastructure due to the non-availability of any structural safeguards.

According to a report by the International Monetary Fund (IMF), Pakistan ranks third in the world among countries facing acute water shortages. Experts believe Pakistan is on its way to becoming the most water-stressed country in South Asia by the year 2040. The storage capacity of two mega dams of Pakistan at Tarbela and Mangla is only 30 days of average water demand, which is on a further decline. As per the



Pakistan Council of Research in Water Resources (PCRWR) Pakistan already touched the water security line in 2000. The PCRWR also warned that Pakistan could face a more serious situation by 2025 because the water availability may reach alarmingly low levels. According to the Indus River System Authority (IRSA), Pakistan receives around 145 million acre-feet (MAF) of water every year but can only save 13.7 MAF. Pakistan needs 40 MAF of water but 29 MAF of floodwater is wasted because of the lack of water storage capacity. India is already exploiting this saturation by arguing that since Pakistan can't manage its water properly, it should be allowed to use the western rivers — Indus, Jhelum, and Chenab — which are, according to the 1960 Indus Water Treaty between India and Pakistan, are reserved for Pakistan. The eastern rivers — Sutlej, Ravi, and Beas — are reserved for India.

We being primarily the agricultural economy, mostly depend on water from rivers, rains, and floods. Agriculture cannot flourish and sustain with the scarcity of water. This indeed highlights the need for water reservoirs. It is, however, very unfortunate that despite the clear evidence that dams and reservoirs are badly needed for the country to not only solve the water crisis but also minimize the devastation caused by the torrential rains and the floods, some corners — not only political but also politically biased technocrats and scholars as well — are always struggling to prove that dams or reservoirs to no remedy to stop the devastations caused by floods and rains. There is hence a need for educating the masses on such issues and also politicians and the key stakeholders will have to rise above the narrow objectives of political gains. The media can play a significant role in educating the masses and creating awareness about the conservation of water resources. There is a need to discuss the subjects like water storage and the pros and cons of mega-dam vs smaller dams, etc. The government must take the problem head-on instead of worrying about the optics and politicizing the whole issue. It must educate people about the available options.

In any worst case of failing in creating consensus on building the bigger dams we then must look for smaller dams/reservoirs, since the reservoirs are anyway badly needed. Construction of smaller dams though can facilitate smaller irrigation arrangements but may not be able to play an effective role in hydropower generation and flood management. However, these can somewhat mitigate the flooding situations by storing extra water. Additionally, we need to enhance our capability to forewarn floods. Proper planning for structural and non-structural development, enhancing alertness levels along with flood relief services and ensuring effective coordination between relevant provincial and federal response agencies in order to improve our capacity to safeguard the country from the mayhem of floods. Instead of making this excess water a curse we should make arrangements to bring into beneficial use for irrigation, power generation, and other domestic and industrial uses. The stored water will also help in regulating and ensuring the release of the required amount of water to sea during the non-monsoon periods.

Cdre (R) Ali Abbas
Chief Editor



NIMA (ISLAMABAD) ORGANIZED A SEMINAR ON “PAKISTAN AND THE CHANGING POWER DYNAMICS IN THE INDIAN OCEAN



August 11, Seminar on “Pakistan and the Changing Power Dynamics in the Indian Ocean” was organized by the Indian Ocean Study Centre, at the National Institute of Maritime Affairs, Islamabad in collaboration with the Institute of Regional Studies. Eminent speakers: Dr. Huma Naz Baqai, former Ambassador Naghmana Hashmi, Dr. Anjum Sarfraz, and R/Adm (Retd) Farrokh Ahmad shared their intellectual insights.

V/Adm Abdul Aleem, DG NIMA welcomed all the worthy speakers & participants and highlighted the significance of the seminar regarding the Indian Ocean and its future dynamics. Dr. Huma delivered an analysis of the significance of the Indian Ocean. She identified that IO is for our children and grandchildren. Former Ambassador Naghmana stated that the Indian Ocean will be the next battleground and to combat this battle, a stronger navy should be built. Dr. Anjum said the acquisition of nuclear submarines by Australia (AUKUS) will result in the proliferation of nuclear submarines, it is likely to be followed by other countries which will enhance the nuclearization of the Indian Ocean.



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90% of Fish Consumed in Pakistan is Unfit for Human Consumption: WWF



August 10, An official at World Wide Fund (WWF) has revealed that approximately 90 per cent of the fish consumed in Pakistan is contaminated and unfit for human consumption. Muhammad Moazzam Khan, WWF's technical advisor on marine fisheries, made the statement at a seminar titled "Blue Economy: An Avenue for Development in Pakistan" held at the Pakistan Institute of International Affairs. He said that most of the fish sold on roadside carts is unhealthy for health because of lack of proper processing. He suggested that fish should be stored between 0 to 5 degrees Celsius to keep it from rotting. "Fish are very delicate protein items and putrefy very quickly if not iced or frozen as soon as possible," said Khan. "It is usually kept at room temperature and sometimes at above 40 degrees Celsius and vendors sprinkle water on them to make them look fresher and keep them from decaying. But they have already become unfit for consumption, yet people buy and consequently, fall sick." He also mentioned that the export of seafood was increasing but due to a lack of processing facilities and low-quality control, we were unable to achieve higher numbers. Pakistan exported around 10 per cent of the produce and the rest was degraded or damaged as most boats lacked deep freezers and other storage facilities. (Credits: The Daily Times)

Federal Minister for Maritime Affairs Discusses Affairs of the Ministry and Current Political Situation of the Country to the Media at KPT

August 10, While addressing to the media, the Federal Minister for Maritime Affairs, Senator Syed Faisal Ali Sabzwari stated that the Ministry of Maritime Affairs had been contributing a significant share in the country's



taxes. He further apprised the media; "Our ports are playing an important role in the development of the country. We have made coordinated policies and if these policies remained continued in the ports, the profit from the ports will double next year." Moreover, in Port Qasim Authority (PQA), the Ministry is trying to provide a new container terminal and the Ministry is also working on signing and provision of a new LNG terminal as well. While talking on Gwadar Port, the Minister highlighted that revolutionary measures were being taken for the development of Gwadar port. He stated that Prime Minister Shehbaz Sharif has special interest in the development of Gwadar, under his supervision, special committee for reviewing work at the Gwadar has created and numerous meetings had been conducted on it. The Minister also mentioned that for the people of Gwadar, we have promised some 2000 fisherman to provide them motor boat engines for Rs. 500m for effective fishing. We are also going to provide them a floating jetty with the cost of Rs. 267m by the end of this year.

Iraqi Commander Lauds Pakistan Navy Efforts for Maritime Security

August 10, Commander of Iraqi Navy Lieutenant General Ahmed Jasim Maarij Abdullah Al Zayid Wednesday called on Chief of the Naval Staff Admiral Muhammad Amjad Khan Niazi here at Naval Headquarters (NHQ) and appreciated Pakistan Navy's efforts and initiatives in support of collaborative maritime security in the region. Upon arrival at Naval Headquarters, the commander was received by the Naval Chief and was presented Guard of Honour and was introduced to Principal Staff Officers at Naval Headquarters, a Pakistan Navy news release said. During the meeting, matters of mutual inter-



est including bilateral collaborations and regional maritime security milieu were discussed. The Naval Chief highlighted Pakistan Navy initiative of Regional Maritime Security Patrols for ensuring maritime security and peace in the region. Later, the Iraqi commander was given detailed briefing on Pakistan Navy roles and operational capabilities. It is expected that the recent visit of Commander of Iraqi Navy will further enhance bilateral collaboration between the two countries.

Pakistan Navy Saves Nine Crew Members of Indian Sunken Ship



August 12, The Pakistan Navy saved nine crew members of an Indian vessel 'Jamna Sagar', which sank in the Arabian Sea near Gwadar. On 9th August, an Indian sailing vessel 'Jamna Sagar' sank in the Arabian Sea near Gwadar with 10 crew members on board. On responding to the distress call, Pakistan Maritime Information Centre requested a nearby merchant ship MT Kruike to provide necessary assistance to the stranded crew of drowning sailing vessel, a spokesman of the Pakistan Navy said. The merchant ship eventually recovered nine crew members and continued voyage to its next port

Dubai and onward disembarked the crew. At the same time, one Pakistan Navy Ship along with two helicopters also reached the area and located the body of one crew member, who was earlier missing at the time of drowning of the sailing vessel. The body was recovered and handed over to the Pakistan Maritime Security Agency (PMSA) authorities for further proceedings.

Ministry of Energy (Petroleum Division) Submitted Amendments in LNG Policy 2011

August 19, Federal Minister for Finance and Revenue Mr. Miftah Ismail presided over the meeting of the Economic Coordination Committee (ECC) of the Cabinet at Finance Division. Federal Minister for Commerce Syed Naveed Qamar, Federal Minister for Industries & production Makhdoom Syed Murtaza Mehmood, Minister of State for Finance and Revenue Dr. Aisha Ghous Pasha, Coordinator to the PM on economy Mr. Bilal Azhar Kayani, Coordinator to PM on Commerce & Industry Rana Ihsan Afzal, Chairman FBR, Chairman OGRA, Federal Secretaries and senior officers attended the meeting. Ministry of Commerce presented a summary on prohibition/complete quantitative restrictions on import of non-essential and luxury items. It was submitted that a ban was imposed on import of about 33 classes/-categories of goods covering more than 860 products/tariff lines on 19th May, 2022. Owing to serious concerns raised by trading partners on the imposition of ban and considering the fact that the ban has impacted supply chains and domestic retail industry, the ECC decided that ban may be lifted on all the items. Further the ECC recommended release of those held up consignments arrived after 30th June up to 31st July, 2022 with payment of surcharge. Ministry of Energy (Petroleum Division) submitted a summary on amendments in LNG policy 2011 for exemption from mandatory Third-Party-Access (TPA) to new LNG Terminals. It was argued that the gap between gas supply and demand in the country is widening resulting in gas load management affecting economic activities. Under the circumstances and to diversify the LNG import infrastructure, there is a need to support and encourage foreign/private investment in the new LNG terminals at their own costs and risks to meet the growing demand of RLNG in the country. Considering the objectives of attracting investment in LNG import terminal facilities, the ECC approved the proposal to exclude new



LNG terminals and associated facilities from application of TPA and allowed amendment in article 6.2(a) of LNG policy, 2011. On a summary submitted by Ministry of National Food Security & Research on allocation of 300,000 MT of wheat for Utility Stores Corporation (USC), the ECC directed Ministry of National Food Security & Research for resubmission of summary after incorporating complete details of incidental charges and comments of Finance Division.

Pakistan signs Green Framework Engagement Agreement with Denmark



August 31, Pakistan signed the Green Framework Engagement Agreement with Denmark today in Copenhagen. The Agreement was signed by Pakistan's Ambassador to Denmark, Ahmad Farooq and by Denmark's Ambassador to Pakistan, Lis Rosenholm. The Green Framework Engagement is underpinned by the mutual interests, high ambitions and shared visions of the two countries in a green and sustainable future for the planet including through private sector engagement and public-private partnerships. The Green Framework Engagement will mark the first step in creating stronger collaboration in areas such as climate change mitigation and adaptation, and a just and sustainable green transition. Following the conclusion of the Framework Engagement a Joint Plan of action will be finalized between the two countries containing specific activities of collaboration. Pakistan is keen to benefit from Danish expertise to build its capacity for dealing with the repercussions of Climate Change. The current floods in Pakistan, which have been induced by climate change, underscore the need for increasing such cooperation between the developed and the developing countries. Denmark is already

assisting Pakistan under its Danish Energy Transition Initiative (DETI) through which technical assistance is being provided to the Ministry of Energy in the areas of planning of long-term energy scenarios and integration of renewable energy into the existing grid.

Pakistan and Denmark enjoy cooperative bilateral relations encompassing all areas of mutual interest, including trade and investment, climate change and renewable energy. A sizeable Pakistani Diaspora living in Denmark provides a strong link between the two peoples. The two countries also closely coordinate on regional and international issues. The signing of Green Framework Engagement Agreement will contribute to further strengthening of close cooperation between the two countries.

Pakistan Navy Deploys Hovercrafts & Helicopters in Flood Affected Areas to Expedite Evacuation Process



September 5, Pakistan Navy relief and rescue operations are continued in different flood affected areas of Sindh, Punjab and Khyber Pakhtunkhwa including Mirpur Khas, Sukkur, Sanghar, Qambar Shahdadkot Sajawal, Rajanpur, Paharpur and Dera Ismail Khan. Pakistan Navy has deployed two hovercrafts to evacuate stranded people in flood water at Dadu District. These hovercrafts have evacuated hundreds of trapped people from Goth Ahmed Khan Chandio in Khairpur Nathan Shah to high point safe areas. These hovercrafts are capable to be operated on water, land and muddy areas. PN utilizes them for defence of Creeks Areas. Currently, stationing of hovercrafts to evacuate standard people will speed up the rescue operation at far flung and remote areas where evacuation through small boats is difficult. Meanwhile Pakistan Navy personnel are also wholeheartedly undertaking Rescue and relief operations through use of Helicopters at far off ranges. PN relief teams are providing ration bags, drinking water and cooked food to rescued people. Additionally, large number of medical camps



have been established to provide free medicines amongst flood victims.

US Congressional Delegation Meets Minister Rehman to Express Solidarity with the People of Pakistan and Discuss the Ongoing Flood Relief Efforts

September 5, Federal Minister for Climate Change Senator Sherry Rehman met with the US Congressional delegation, headed by Congresswoman Sheila Jackson Lee, apprising them of the current relief efforts and the assistance required for rehabilitation of the flood affected areas and population. The delegation comprised of Congressman Tom Souzzi, Congressman Al Green and US Ambassador H.E Donald Blome. The delegation expressed solidarity with the people of Pakistan and great concern on the devastation wreaked by the 'Monster Monsoon', promising full support to Pakistan in these trying times. Federal Minister, while explaining the ongoing relief efforts, said, "The devastation on ground is much more than we have ever encountered even in the 2010 floods. This time, however, we are unable to find dry ground to land our helicopter sorties providing relief. We had a cataclysmic start to the year, with temperatures reaching 53 degrees in Sindh followed by heatwaves and 3 times the normal amount of GLOFs. The South remains inundated, posing danger to human health now. Despite relief efforts from the government, NDMA, PDMA's and Pak Army, we are under-resourced. 33 million people have been impacted severely. We have appealed to our bilateral and multilateral partners in this time of need." While talking about the imminent health crisis, Minister Rehman remarked, "There are far-reaching impacts of these floods which have unleashed on Pakistan for 9 weeks now. The situation on the ground is still worrying in terms of relief and rescue. It is a national emergency. We are now heading towards a health emergency due to water-borne diseases. We need urgent relief funds to deal with this emerging crisis. We really appreciate US assistance and support in this moment of great crisis. It reminds us of a strong partnership and of better times. Right now, we are looking at conducting risk assessment followed by building climate-resilient infrastructure and for that we would require your support." The US Congressional Delegation expressed condolences and deepest regret on the loss of lives and commitment to

helping Pakistan in these trying times and advocate for funding in the US

Govt Defers Construction of Breakwater at Gwadar Port

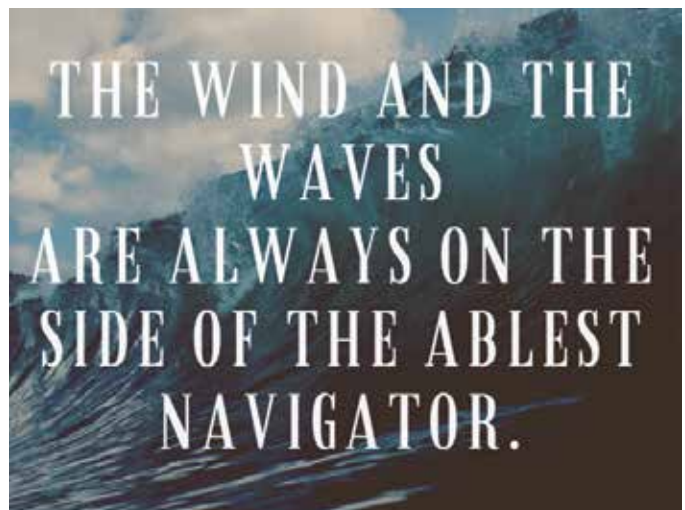
September 16, Without having a clear-cut commitment from China to provide a major chunk of its financial support for the construction of breakwater at Gwadar Port with an estimated cost of Rs 42.2 billion, the government has again deferred approval of its much-delayed project till confirmation from the Chinese side. After its decision to scrap CPEC Authority, the government has approved CPEC Support Project (CPECSP) for three years with an estimated cost of Rs 732 million till 2024-25. The Project Director CPECSP will be the operational head of the CPEC-Support Unit and a team of 37 members comprising 18 officers and 19 support staff will assist the project director in the execution of the project. Further, one officer from Navy and SUPARCO will also be attached to the project. The Planning Department will report to the Secretary Ministry of Planning. The Ministry of Planning did not issue any official press release despite holding the Central Development Working Party (CDWP) meeting here on Thursday. One top official told The News that the forum approved the concept paper for Flood Protection Plan (IV) at a cost of Rs 96 billion. For the Breakwater Project at Gwadar port, the official sources said its cost was estimated at Rs 42.2 billion including a local component of Rs 3.12 billion and a foreign exchange component of Rs 39.07 billion. This provides protection against waves, and monsoonal swells to endure the safety of berthing, and cargo operation as well. Besides the development of 4.8km of East Bay proposed for Gwadar Port, Eastbay Fishing Boats Basin, future ship services and bunkering facilities proposed Naval Basin project and existing multipurpose wharf, during both construction and operational stages. Gwadar Port expansion comprises the future construction of berths to cater for New Generation Ships. The Gwadar Port Breakwater is designed to protect the area within Master Plan (2007) including gentle sloping beaches while reducing coastal erosion and impacts of siltation in East Bay. Overall Gwadar Port Breakwater will provide protection for safe working in the port, navigation, cargo handling, berthing and un-berthing, dredging, hydrographic surveys, mooring, etc. The PC-II was approved in 2016 as it was sponsored by the Ministry of Maritime Affairs (MoMA) and was to



be executed by Gwadar Port Authority (GPA) for conducting a feasibility study for the construction of a breakwater at Gwadar at the cost of Rs.230 million. The Ministry of Maritime Affairs sought a No Objection Certificate (NOC) from the Ministry of Planning for signing a Memorandum of Understanding with a Chinese company but the Ministry of Planning did not provide this NOC. However, the Ministry of Maritime Affairs signed MOU with a Chinese company for conducting a feasibility study after the lapse of more than one year. On the basis of this feasibility study, the PC-I was prepared but the Ministry of Planning returned the PC-I with objections that MoMA should justify submission of the PC-I on the basis of the feasibility study conducted by the potential EPC contractor and not on the basis of the consultant hired through the approved PC-II in line with PPRA rules. Secondly, it was observed by the Ministry of Planning that the detailed breakup of the cost and basis of its rates have not been provided in the PC-I as 94% of the total cost of the project is proposed to be funded through a Chinese loan. The MoMA should clarify whether any firm commitment in this regard has been conveyed by the Chinese side to Economic Affairs Division. The CDWP in its meeting held in July 2022 stated directed that the Ministry of Maritime Affairs will hold technical consultations with all stakeholders including the Ministry of Planning and Pak Navy to address observations contained in the Pakistan Navy report. The CDWP further added that the secretary, Economic Affairs Division (EAD) will submit a report on the availability of financing from the Peoples Republic of China for the Gwadar Port Breakwater project. The report must contain documentary evidence clearly suggesting that EAD had communicated in the past on the availability of funds specifically for this project to MoMA/GPA. The EAD will also provide documentary evidence in the report that firm commitment to financing this project has been made by the Chinese side. The CPEC Support Project will provide secretariat support to the CPEC-related activities i.e. organizing JCC and JWG. Mo PD&SI has been declared as the coordinating and leading agency of the Joint Working Group (JWG) from the Pakistan side. The project is providing all kinds of technical and secretariat support in the formulation of plans and carries out work under the guidance of JWG. (Credits: The International News)

Expected ships in Karachi

<i>ETA by AIS</i>	<i>Type</i>	<i>Vessel</i>
Sep 20, 12:00	General Cargo Ship	BEST 8
Sep 21, 07:00	Container Ship	LONG BEACH TRADER
Sep 21, 17:00	Container Ship	GREEN ACE
Sep 21, 21:00	Crude Oil Tanker	KARACHI
Sep 22, 20:00	Bulk Carrier	EVANGELIA D
Sep 23, 04:00	Bulk Carrier	GREAT PROFIT
Sep 23, 15:00	Bulk Carrier	STAMFORD EAGLE
Sep 26, 01:30	Container Ship	YM EXCELLENCE





Egypt's Suez Canal Records All-Time High Monthly Revenue of \$704m



August 2, Egypt's Suez Canal has recorded \$704 million revenues during July, the highest monthly figures in its history.

According to an official statement, it also recorded the largest monthly net tonnage of 125.1 million tons during July, compared to 105.8 million tons during the same period last year, said Osama Rabea, the chairman of the Canal Authority.

Rabea added that during July the canal witnessed transit of 2,103 ships from both directions, compared to the crossing of 1,670 ships during the same period last year. In an interview with Asharq, the head of the authority said he expects revenues of the Suez Canal will reach \$7.5 billion to \$8 billion this year, compared to \$6.3 billion achieved in 2021.

He added this is supported by the increase in the number of oil and gas ships passing to Europe. (Credits: Arab News)

APM Terminals Signs up for \$500m Port Said Expansion

August 12, APM Terminals will pump up to \$500m to develop a 1 km long berth at East Port Said in Egypt.

The chairman of the Suez Canal Authority (SCA), Osama Rabie, has been in Europe this week and was on hand for the signing of the agreement with the Maersk company.

APM Terminals has been the majority shareholder of Suez Canal Container Company at Port Said for nearly 20 years, a facility it claims is the only terminal in Egypt to be able to simultaneously serve two ultra large container vessels, without compromising on productivity.

Investments in Egyptian port infrastructure have shot up



over the past 18 months with the country trying to position itself as a future green refuelling hub. (Credits: Splash247)

Gulf Navigation Refinances Five Tankers



August 16, United Arab Emirates-based Gulf Navigation has completed the refinancing of five petrochemical tankers, under new and better terms.

The 46,000 dwt vessels were refinanced by Shanghai-listed Jiangsu Financial Leasing under an agreement that extends to five years and is said to reduce the company's cost of finance by more than 40%.

"The company will be able to use the new financing facilities to improve debt conditions, reduce the total cost of borrowing and avoid refinancing risks. This agreement will also assist in exploring opportunities that will enable the Company to expand the scope of its integrated shipping services locally and regionally," explained Ali Abouda, CFO of Gulf Navigation.

Listed in Dubai in 2007, Gulf Navigation has a fleet of six chemical tankers, a livestock carrier and operation support vessels. (Credits: Splash247)



Falling Rates are Likely to Continue Due to Low Vessel Utilization



August 18, Container prices and spot shipping rates have fallen significantly year over year despite the fact the industry is entering what is traditionally peak season. While declines in demand versus the surge in volumes seen during the height of the pandemic are continuing, analysts are pointing to vessel utilization rates as an indicator that rates are likely to continue to fall.

Average container prices have declined by more than half from the last year in August as China picks up containerized trade volumes more recently, according to an analysis published today by Container xChange, a technology marketplace and operating platform for container logistic companies.

"This is the peak shipping season, and the industry expects heavy outflow of containers from China to fulfill orders from demand centers. This year, we haven't witnessed two key trends that are a norm during this time in previous years – a rise in leasing rates and container prices in China and a decline in CAx values," said Christian Roeloffs, Co-founder and CEO of Container xChange.

In their analysis, they highlight that the Shanghai Container Availability index (CAx) has risen week to week and is dramatically above levels in 2020 and 2019 (pre-pandemic). According to Container xChange, this could potentially mean that there are more containers in China with reduced prices, making it easier for shippers and freight forwarders to plan trips from China.

Similarly, they also highlight a 17 percent decline in one-way leasing pick-up rates of containers from China to the U.S. from June to July. Additionally, the price of a cargo-worthy standard container they report has plummeted

by half versus August 2021 and now.

"The decline in average container prices and leasing rates offer good opportunities for shippers and freight forwarding companies as the supply chain braces for the peak season, typically from July to September," writes Container xChange.

"Clearly, this brings cheers to the shippers and forwarders hoping to ship cargo containers out of China," added Roeloffs.

Against this backdrop of falling container costs, data analytics firm Sea-Intelligence reports it looked at the development of nominal vessel utilization, as this is a key parameter in gauging the strength of the market. They commented that a declining demand trend can be offset by a declining injection of capacity, especially in an environment where port congestion leads to significant vessel delays, and in turn results in capacity removal.

"Even though demand grew by 0.6 percent year-over-year in June, it doesn't change the fact that it has been on a downwards trend ever since it spiked in peak season 2020," said Alan Murphy. "The question is how demand growth matches up against deployed capacity."

Sea-Intelligence reports that while demand growth is slow on the major east-west routes, capacity growth is increasing at the same time. Their analysis shows that vessel utilization is around the 89 percent mark. They highlight a correlation between vessel utilization and spot rates on Transpacific routes.

"Once utilization gets into the 90-95 percent range for the Transpacific, it effectively means all capacity is fully utilized and spot rates increase dramatically," comments Murphy. "Now that we have had two consecutive months where utilization is below 90 percent, it is clear the market is no longer at a point which can sustain the extremely high spot rates."

Sea-Intelligence concludes that average vessel utilization on the major trade routes continues to be below the threshold which fueled the record rate peaks over the past year and a half. They believe that the trend toward declining spot rates will continue. (Credits: Maritime Executive)



Further Fleet Expansion for Tomini



August 1, Tomini Shipping, a leading Dubai-based ship owner and operator, has confirmed that it has acquired seven handymax vessels over the last six months. Originally built in China in 2016, the ships have been renamed Tomini Zonda, Tomini Bora, Tomini Ghibli, Tomini Norte, Tomini Mistral, Tomini Oroshi and Tomini Shamal. These latest additions will take the Tomini group's fleet size to 20 vessels.

Tomini Shipping is wholly-owned by the Shaikh family, while commercial management of the vessels is handled through its long term partners Alpina Chartering in Denmark. "These additions to the fleet are testament to our confidence in the long-term prospects for the dry bulk market. We are committed to growing a diverse fleet to meet global transportation needs," commented Numair Shaikh, Tomini's CEO. (Credits: The Maritime Standard)

Bulk Cargo Opportunities Targeted by Al Seer Marine



August 1, Al Seer Marine, a subsidiary of UAE-based International Holding Company (IHC), is expanding the scale and scope of its operations to provide freight solutions for bulk cargoes through a subsidiary, ASM

Chartering.

ASM Chartering will focus on the Middle East market and says it intends to transport approximately 2-3 million tonnes of bulk cargoes in 2022. At present, ASM manages a total of five dry bulk and general cargo ships and has provided freight solutions to an international mining group for approximately 850,000 metric tonnes of iron ore from Asia Pacific to East Asia. Al Seer Marine says it is currently in negotiations for a long-term contract for the carriage of 2 million tonnes annually.

Guy Neivens, chief executive officer of Al Seer Marine, said, "We have seen a global rise in demand for dry bulk on a tonne-mile trade basis in both 2021 and this year. We will capitalise on this trend and increase our capacity, transporting about 2-3 million tonnes of bulk cargoes in 2022."

ASM Chartering points to the fragmented nature of this market, and says it is seizing the opportunity to consolidate cargo volumes. "We plan to establish a world-class and transparent commercial maritime business through strategic partnerships across the Middle East region," adds Neivens.

Al Seer Marine is in the process of rapidly expanding its shipping fleet both through newbuildings and second hand acquisitions. It is currently studying opportunities with regard to product tankers, gas tankers and dry bulk carriers, with short-term plans for acquiring between 10 and 15 ships during 2022. (Credits: The Maritime Standard)

Bahri Partners with Aventura Group to Accelerate Digital Transformation



August 8, Bahri, formally known as the National Shipping Co. of Saudi Arabia, has partnered with Singapore-based Aventura Group to accelerate its digital transformation



journey.

According to a press release, Bahri's partnership with Aventra Group includes building a maritime-based data orchestration platform solution to securely store, sort, and combine data across the firm's business units.

The orchestration platform is expected to help the company streamline and automate data-driven decision-making, the release added.

"Data is the core to all digital transformation, and this partnership enables Bahri to accelerate its strategy to ensure that we further strengthen its comprehensive logistics and transportation offerings," said Waleed Alsobayel, acting chief technology officer of Bahri. (Credits: Arab News)

New Partnerships Set to Raise Ad Ports Group's Profile in Tanzania



August 15, Abu Dhabi's AD Ports Group has signed two notable strategic agreements in recent weeks that will enhance the group's presence in Tanzania, as well as other markets. One is with India's Adani Ports and SEZ (APSEZ), covering a series of joint investments in logistics infrastructure and services, including rail and maritime developments and the establishment of maritime academies, in Tanzania. The two companies say their aim is to help make Tanzania a regional hub for East Africa.

Capt. Mohamed Juma Al Shamisi, Managing Director and Group CEO, AD Ports Group, said: "Our strategic investment in Tanzania in infrastructure and solutions will enable international companies to enter African markets."

AD Ports Group has signed another MOU with global terminal operator, Hutchison Ports. Together they will identify joint investment and business opportunities related to feeder, logistics, and port activities across the GCC, Africa and Asia.

Additionally, the two organisations will form a partnership to operate within Tanzania, where they will work closely together to explore opportunities to further enhance the capabilities and market competitiveness of port operations across the East African country, including Dar Es Salaam port. Potential areas of focus include improving services to several of Tanzania's landlocked remote areas and neighbouring countries, cultivating more cargo sources, and the enhancement of existing supporting logistics and cargo processing facilities.

Eric Ip, Group Managing Director of Hutchison Ports, said: "Together, we look forward to working closely with the Tanzania Port Authority to further develop Tanzania International Container Terminal Services as we strive to ensure Dar Es Salaam Port remains the premier gateway to the East African region." (Credits: The Maritime Standard)

Hutchison Adds to its Egyptian Portfolio



August 17, Hutchison Ports is bolstering its position in Egypt with two new concessions to operate container terminals in Ain Sokhna Port and El Dekheila Port.

Total investment for the initial operations of the two projects is approximately \$700m. CMA CGM and COSCO Shipping Ports has come onboard for the the project in Sokhna while MSC's Terminal Investment Limited is the co-investor in the project in El Dekheila.

Commenting on the investments, Eric Ip, group managing director of Hutchison Ports, said, "We have been operating in Egypt for almost 20 years, and it has always been an extremely important market to us, not only because it is located at the crossroads of one of the busiest east-west trade lanes but also the young and very energetic population of the country will result in increasing demand for international trade."



Investments in Egyptian port infrastructure have shot up over the past 18 months with the country trying to position itself as a future green refuelling hub. (Credits: Splash247)

Red Sea Gateway Terminal Gets the Nod to Run Bangladesh's Newest Container Facility



August 19, Bangladeshi officials have finally found an operator for the country's newest container terminal. Saudi Arabia's Red Sea Gateway Terminal (RSGT) has been selected to operate the new \$240m Patenga Container Terminal (PCT) at Chittagong, a month after the terminal was opened.

The Port of Chittagong, recently renamed as Chattogram, handled a record 3.2m teu last year, cementing its position as the busiest port in the Bay of Bengal, serving as the gateway for 90% of Bangladesh's import and export ocean cargo. The new facility features 600 m of quayside and is urgently needed as the port fights severe congestion.

"We are extremely pleased to have been selected for this opportunity. The rapid growth of Chittagong Port's cargo volumes necessitates further investment in modern equipment, advanced technology and building new human capacity. This project fits well with Red Sea Gateway Terminal's competencies and its expansion strategy for emerging markets. We are very confident that, through this investment, we will be able to contribute significantly to Bangladesh's fast-growing trade and economy" noted RSGT's director of global investments, Gagan Seksaria. (Credits: Splash247)

Expected ships in Port Qasim

<i>ETA by AIS</i>	<i>Type</i>	<i>Vessel</i>
Sep 20, 01:00	Container Ship	MSC MELISSA
Sep 20, 03:00	Container Ship	IKARIA
Sep 20, 12:00	Chemical/Oil Products Tanker	SILVER GWEN
Sep 21, 12:00	Bulk Carrier	OSIOS IOANNIS
Sep 21, 12:00	Container Ship	EM ASTORIA
Sep 21, 12:58	Tug	SL MUKALLA
Sep 22, 14:00	Bulk Carrier	BELSOUTH
Sep 23, 06:00	Chemical/Oil Products Tanker	CHEMROAD ROSE
Sep 24, 14:00	Bulk Carrier	NANA Z

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



Dubai Maritime Navigation Regulation and Security Committee Launches Marine Assistant



August 10, Under the directives of H.H. Sheikh Mansoor bin Mohammed bin Rashid Al Maktoum, Chairman of the Dubai Border Security Council, the Maritime Navigation Regulation and Security Committee, in coordination with the Dubai Maritime City Authority (DMCA) at the Ports, Customs and Free Zone Corporation (PCFC), launched the Marine Assistant service that will provide government departments with marine crafts in the waters of the Emirate of Dubai.

Sheikh Saeed bin Ahmed bin Khalifa Al Maktoum, Executive Director of DMCA, confirmed that the Marine Assistant service had been launched in line with the directives of H.H. Sheikh Mansoor bin Mohammed to develop a system that enhances the efficiency and competitiveness of Dubai's maritime sector.

The Marine Assistant service aims to establish a unified civilian entity affiliated with the DMCA, Dubai Municipality and Dubai International Marine Club. The entity will initially offer 10 boats and provide field and logistical services to enable government entities to perform their missions in the waters of the Emirate of Dubai. These missions may include inspections, marine surveys and other field operations.

Sheikh Saeed bin Ahmed said, "The Marine Assistant service provides its services to all government departments to enhance levels of coordination between these authorities. The requesting entity can address the Authority directly to use the marine crafts for executing and performing tasks that require their presence in the waters of the Emirate of Dubai at any time."

Sheikh Saeed explained that the Marine Assistant service is aimed at enforcing laws, decisions and regulations and maintaining discipline in the waters of Dubai. He pointed

out that the DMCA would assume the responsibility of coordinating and supervising the provision of marine crafts when needed.

The Executive Director of DMCA appreciated the continuous follow-up by Sheikh Mansoor to develop the maritime sector in Dubai according to the highest standards and international practices. (Credits: Zawya)

Jeddah to Host 2nd Saudi International Maritime Forum in November



August 10, Event will be attended by experts in maritime security from around the world

The event was a continuation of the Kingdom's contribution to promoting international peace and security

RIYADH: The 2nd Saudi International Maritime Forum will be held in Jeddah from November 15-17.

Organized by the Royal Saudi Naval Forces and held under the patronage of Crown Prince Mohammed bin Salman, the event aims to provide a platform for the exchange of views on how best to ensure maritime safety in a rapidly changing global environment.

Titled "Protecting Marine Units and Vital Coastal Sites Against the Threat of Unmanned Systems," the forum will highlight the threat of such systems and present ways in which they can be dealt with.

Thanking the crown prince for his sponsorship of the event, RSNF Commander Fahd bin Abdullah Al-Ghufaili said it would also discuss the role individual nations and international organizations have to play in maintaining maritime security.

The event was a continuation of the Kingdom's contribution to promoting international peace and security, he added.

"It also aims to enhance the role of the RSNF in cooperation with marine environment authorities at the national



level, and what naval forces of brotherly and friendly countries are doing to support regional and international efforts, ensure the safety of maritime traffic and contribute to sustaining the global economy,” Al-Ghufaili said.

Military specialists and experts from the fields of technology, industry and academia will take part in a series of workshops during the forum, which will also be attended by representatives from government ministries and organizations and international corporations.

The event will also provide a platform for companies from around the world to display their latest equipment, technologies and systems related to maritime security. (Credits: Arab Maritime)

X-Press Feeders Powers it's Fleet with Zeronorth Platform



August 11, X-Press Feeders has deployed the ZeroNorth platform across its entire fleet of feeder vessels. This technological upgrade will improve profits and accelerate its decarbonisation process.

Under the terms of the agreement, the ZeroNorth platform and suite of vessel, voyage and Carbon Intensity Indicator (CII) optimisation services will be used on more than 100 X-Press Feeders ships.

“The feeder container segment plays an absolutely integral role in global trade, and we are delighted to be able to partner with a recognised leader like X-Press Feeders to help propel their decarbonisation strategy and improve profitability across their fleet,” confirmed Jesper Bo Hansen, chief revenue office at the clean tech firm ZeroNorth.

“Like us, X-Press Feeders share our vision for a green future for global trade and recognise that digital technologies are one of the only substantially impactful near-term solutions that can make that vision a reality,” he pointed out.

Through this partnership, X-Press Feeders expects to benefit from increased transparency and reduced workload in its marine and onshore operations, empowering decision-making with actionable insights that will improve profitability and sustainability in tandem.

The Singaporean box carrier is committed to zero emissions by 2050, with a target to improve performance by 2035. ZeroNorth’s platform will help with this by providing a clear indication of vessel and fleet performance and uses a vast repository of data and fuel model to make recommendations on how to reduce emissions and maximise CII ratings.

The platform uses vessel and fleet data, combined with industry’s authoritative data on market rates, weather, bunker price and availability to make its recommendations.

“Decarbonisation and the reduction of GHG emissions from our operations are key strategic pillars for X-Press Feeders, and we are focused on improving the efficiency of our fleet through a variety of operational and technical initiatives. ZeroNorth and its industry-leading platform of technology solutions are an obvious fit for our commercial and environmental strategy because they offer a well-rounded solution that provides tangible and actionable insights to our shoreside staff and crew,” commented Alex Hartnoll, business transformation, X-Press Feeders. (Credits: Maritime Gateway)

UAE: Safeen Marine Service Achieves Key Safety Milestone



August 20, Safeen Marine Services, a part of AD Ports Group’s Maritime Cluster, has announced that it has marked more than 5 million man-hours with Zero Lost Time Injuries (LTI) and zero environmental incidents since its launch in 2012.



ITF Wins Suspension against Agency that Charged Crew to Work on Ship 'In Terrible Condition'



August 3, The International Transport Workers' Federation (ITF) is cheering the suspension of a Filipino recruitment agency's licence following complaints it charged placement fees.

The union said on Tuesday that it documented four cases in which Manila-based Global Marine and Offshore Resources charged seafarers fees between \$600 and \$1,000 for placement aboard ships, among other questionable practices and provided evidence to the government in Manila.

Placement fees are banned by the Maritime Labour Convention and Philippines law.

"It's great that the Filipino government has taken this action, and I hope our evidence convinces them to permanently ban Global Marine," ITF inspectorate coordinator Steve Trowsdale said in a statement.

"But truthfully, this should never have happened. The manning agency system — regulated by the Filipino authorities — is supposed to protect seafarers from unscrupulous employers. In the cases of these four seafarers, that system clearly failed."

In addition to charging the fees, the four seafarers were offered contracts for employment in Dubai on either the 5,326-dwt general cargoship *Clivia* (built 2009) or the 110-dwt offshore supply vessel *Muru* (built 1980).

None ended up on the *Clivia*, while three were placed on the *Muru*, which the ITF said was "in terrible condition" and claimed their contracts could be dismissed given the state of the ship and the mismatch between their contract terms and employment.

A fourth was put on a small support vessel and became ill, with Global Marine and Offshore claiming he had a pre-existing condition while the seafarer argued he was

sickened by the low-quality drinking water offered on the ship.

The ITF said the placement fees were reimbursed, but the four are still allegedly owed wages.

The union said one seafarer settled for \$3,000, less than half of the nearly \$8,000 he was owed. The other three are claiming two months' pay totalling \$11,900.

Global Marine and Offshore was added to the ITF's Ship Be Sure registry's red list before the suspension. The site tracks recruitment agencies and publishes information for seafarers on finding a manning agent.

Global Marine and Offshore's website appeared to be down on Tuesday and a message to a listed email address on the Ship Be Sure site was not immediately returned.

The *Muru* is connected to the Sinbad Navigation, a company based in the United Arab Emirates.

In a statement to TradeWinds, Sinbad said it delivered provisions to the *Muru* and a note signed and stamped by the captain confirming their receipt was sent to the ITF.

The company further said the ship would have been scrapped if a charter had not been offered. It claimed that incompetence by the captain and chief engineer prevented contractors from carrying out necessary repairs

Sinbad said outstanding salaries have all been paid and proof of remittance was sent to the union.

"Seafarers should be very wary of an agency that charges a placement fee," Trowsdale said. "Sometimes they break the law like this because they don't expect to be paid by the shipowner. That should be a red flag — you may not be paid either." (Credits: Trade Winds)

Mawani Announces New Regulations for Shipping Agents, Licenses and Permit



August 8, The Saudi Ports Authority, also known as Mawani, has announced a new set of regulations governing the activities of shipping agents in the Kingdom's maritime sector, according to a press release.



The regulations, in accordance with the Commercial Maritime Law, will replace all previous versions of the law, and will come into effect from Aug. 5.

The new regulations also include key performance indicators that will assess shipping agents.

According to the press release, the regulations will also regulate the contractual relationship between the shipping agent and other concerned parties.

Mawani also announced the new licenses and permit regulations for commercial activities that fall under the authority's domain. These new rules will also come into effect on Aug. 5.

The new guidelines will set general rules that govern the requirements and procedures for obtaining licenses and permits from Mawani to carry out operations and provide services in the Kingdom. (Credits: Arab News)

Drydocks World-Dubai to Promote Air Lubrication Technology



August 15, Drydocks World-Dubai has announced the signing of a strategic agreement with maritime technology company Silverstream Technologies to promote the use of air lubrication technology for the vessels that enter the busy shipyard each year.

Air lubrication is an approved technology under the IMO's Energy Efficiency Design Index (EEDI) for newbuilds, as well as the Energy Efficiency Existing Ship Index (EEXI), and the Carbon Intensity Indicator (CII) requirements, which come into effect in 2023. The agreement with Silverstream will see Drydocks World-Dubai become an approved installation provider of Silverstream's technology on a wide variety of retrofit projects, which will support owners in meeting pressing efficiency regulations.

The partners will work together to promote the Silver-

stream System, closely sharing knowledge on both the technical and commercial aspects of its installation procedures.

Capt. Rado Antolovic PhD, CEO of Drydocks World said: "We are pleased to sign this partnership with Silverstream, an innovative provider of clean technology, as part of our commitment to enhancing the environmental performance of shipping. Together, we intend to share technical expertise and promote a proven efficiency solution to minimise the maritime industry's carbon footprint." (Credits: The Maritime Standard)

P&O Ferries will not Face UK Criminal Prosecution for Firing Crews



August 19, P&O Ferries is not going to face criminal charges in the UK for its actions firing roughly 800 seafarers with no advance notice and replacing them with lower paid contract workers in March 2022. That was the word from the UK's Insolvency Service late today saying the case would not stand up in court.

At issue was the contention of the unions along with members of parliament that the company under UK law was required to provide 45 days' notice before dismissing its employees and commence a consultation with its unions. Many however said because the company is in effect a foreign entity, owned by DP World, and since the ferries are all registered outside the UK, the company's only obligation was to the flag states where the vessels are registered. "After a full and robust criminal investigation into the circumstances surrounding the employees who were made redundant by P&O Ferries, we have concluded that we will not commence criminal proceedings," the Insolvency Service said in a brief written state published on Friday afternoon.



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)



PLANS TO SELL PNSC

By Capt. Anwar Shah

Like many aspects of Pakistan's economy, the story of the local shipping industry has been one of disappointment and unfulfilled potential. There are quite a several reasons why history turned out as it has. Some may say it is the Pakistani shipping industry's lack of openness and economic inclusivity. Others will tell you the opposite, stating that our policymakers have not gone far enough to offer sufficient protection to the local industry and half-hearted attempts such as these are the reason why the industry has failed to develop.

It may be worthwhile to recall that matters have not always as grim as they are now. During the 75 years of Pakistan's existence, Pakistani shipping experts have contributed significantly towards setting up of international shipping firms that have gone ahead to boast global presence. The 1950s and 1960s are considered to be the heydays for Pakistan's shipping industry. That was the era that Pakistan's shipping was featuring on the international stage and those were the years when Pakistan's shipping heritage made history.

While both points of view offer precious kernels of insight into our business, the true reason for the lack of growth is far more banal. For decades past, instability is the malady which has stricken Pakistan's shipping industry, relentlessly smothering it in its vice-like grip. Non-committal policies of the past, switching between nationalist and private strategies along with the Pakistan's high ranking in the unease of doing business have left the investors yearning for confidence. A viable and sustainable national fleet in line with Pakistan's economic potential and national security remains the need of the hour.

In this scenario, there is a single ship owning company registered and operating out of Pakistan, namely the Pakistan National Shipping Corporation (PNSC), the last bastion of international seaborne shipping, left operational within this space. Its creation was the result of an experiment in nationalization which merged all existing shipping companies into a single entity, thus eliminating private enterprise.

PNSC's unique selling proposition has been its ease of utilization and cost effectiveness. By providing Free-On-Board (FOB) contracts, unbundled from the usual Cost & Freight (CNF) contracts, it offers cheaper services to Pakistan based charterers without the need of utilizing any Letter of Credit or Pakistan's foreign exchange reserves unlike foreign shipping lines. This saves local businesses the uncertainty and hassle of dealing with a foreign currency. It would be accurate to state that had PNSC not existed, the cost at the pump (and for other products in general) would be far higher than it is today, a fact few today know about and yet fewer appreciate.

The purpose of PNSC is to facilitate and serve the people of Pakistan for their seaborne shipping needs. PNSC currently has a fleet of thirteen vessels, eight tankers and five dry bulk carriers. Today, PNSC carries crude oil for Pakistan's refineries, clean petroleum products (such as petrol and diesel) for oil marketing companies, provides slot charter for government entities seeking container shipping and provides carriage of dry bulk cargo. In order to sustain its operations, PNSC also operates within the international charter markets to earn valuable foreign exchange.

PNSC serves a strategic purpose, to provide Pakistan with seaborne lines of communication, keeping its trade lanes open in the event of unfavorable external circumstances such as war and sanctions. The national fleets of Iran and Russia have played a similar role, keeping their country open for business despite bearing the brunt of international sanctions. It may be argued that for any nation, its shipping industry provides the second line of defense and for Pakistan, it is PNSC that provides this second line. It may be worthwhile to review how the national shipping aided Pakistan to remain open for business during the wars of 1965 and



1971 when international shipping firms refused to call at Pakistani ports.

In the past, Pakistan's policy makers have been cognizant of the fact that Pakistan's underdeveloped shipping industry requires protection and support from foreign outfits with whom competition may not be possible otherwise. As a result, they have sporadically introduced policies to sustain the single shipping company in Pakistan as well as to attract new entrants and private investment within the sector thus promoting private shipping in parallel to maintain a national flag carrier. The Pakistan Merchant Marine Policy 2001 (as amended in 2019) was such a policy. Although, well intentioned the policy largely failed to accomplish its intended objectives. It failed to secure additional (government impelled) cargo for PNSC (as well as other outfits) and it failed to attract new entrants. Furthermore, the tax breaks accorded to the industry, as per policy, in order for it to remain competitive with the international industry have largely been withdrawn. Despite, all of this PNSC still remains highly profitable, surviving on its own commercial merits rather than government handouts.

While PNSC has had a history as varied and as full of ups and down as the industry within which it serves, since the turnaround of the early 2000s it has remained profitable, providing a constant source of income and foreign exchange savings to the Government of Pakistan. In fact, it is unique amongst listed companies in Pakistan consistently providing an average Net Profit Ratio of around 20%. Even the most reputable and largest corporations in Pakistan cannot boast of such a high rate of return.

Despite the strategic importance and stable profitability, reports are circulating in media that PNSC is amongst the government owned companies being considered by the Federal Government for sale to investors from the Middle East. Needless to say, that whatever funds the government may raise from this Faustian bargain, it will be giving up far more in the long term. The new entity, operating on a profit maximization basis may not be considerate towards the Pakistani ship registry preferring to move its vessels to cheaper offshore destinations as well as employing cheaper foreign crew as a means to cut cost, thereby reducing employment, taxes and foreign exchange generated by PNSC for Pakistan. Pakistan would also lose its strategic ability to carry out sea voyages in troubled times, as a private entity will not be keen to risk its neck (and international reputation and standing) for the sake of national priorities.

Setting up a new shipping company is not an easy task either in today's highly competitive and cut-throat international shipping markets. The markets are far too saturated and it is not easy for a new entrant to be able to convert business from established entities. Spot markets may offer a point of entry but their margins are lower, with high volatility and in the event of a downturn it is tough to consistently generate gainful employment opportunities.

The United Nations Convention on a Code of Conduct for Liner Conferences, adopted in 1983, aimed at taking into account the special needs and challenges faced by developing countries such as Pakistan. One of the important elements introduced by the Convention was the cargo sharing formula, also known as the 40-40-20 rule. It suggests that cargo should be divided 40 per cent each to national vessels of the originating and destination country, and 20 per cent to other vessels. The purpose of this formula was to ensure that vessels of developing countries had an opportunity to participate in the carriage of their trade. Privatizing PNSC would result in vessels being removed from Pakistan's flag and thereby forfeiting the opportunity to take advantage of the aforementioned rule, as a means of sustaining the national fleet, generating employment and losing out on securing favorable international trade deals.

Since, 90% of all trade is carried out through the seas, the health of an economy is inextricably linked to that of the blue economy. In view of this, other developing countries in the region are encouraging and



growing their national shipping companies, particularly given the extreme economic volatility internationally. Countries such as Ethiopia, despite being landlocked, train their cadets and maintain their shipping corporations, since they too realize the importance of having an independent national shipping line, particularly as a means to ensure the growth of their blue economy.

It should also be noted by readers that this is not the first time PNSC has been on the chopping block to be sold off to the highest bidder, with PNSC been nominated for sale multiple times. The last such attempt by the Federal Government was in 2012. However, on that occasion sense prevailed when the decision was reviewed based on long-term analysis. Subsequently, PNSC was removed from the privatization list. All of this simply underscores the aforementioned instability. Those at the helm of affairs seem to lack long-term vision and direction, with the shipping sector being worse off as a result. Attempts at policy re-calibration are interspersed over the years only punctuated with untimely reversals. It seems we are doomed to repeat history with no regard for what the future may bring. Instability is what is keeping the shipping sector and the nation as a whole from advancing. Our neighbors have progressed by leaps and bounds simply because they have stability and continuation of policy, something Pakistan desperately needs.

About the Author: The writer is an advisor to the Karachi Chamber of Commerce and Industry captshah1@hotmail.com, captainanwarshah.blogspot.com

Cover Story

The picture on the title page is Keenjhar lake, lying in Thatta District, Sindh. Keenjhar Lake is 24 km long, 6 km wide, and has a depth of 8 meters, spread over 13,468 hectares. It is a wildlife sanctuary, a Pakistani protected wetland, and has been declared a Ramsar site since 1976 by the Ramsar Convention, which is an international treaty for the conservation and sustainable utilization of wetlands. It is the largest freshwater lake, with extensive reed-beds, particularly in the shallow western and northern parts, and contains many different species of birds and also supports a very diverse flora and fauna, and is an extremely important breeding, staging, and wintering area for a wide variety of waterfowl.



LACK OF MODERN FISHING EQUIPMENT IN THE PAKISTAN MARITIME INDUSTRY



Marine Fishery is one of the most important components considered for any maritime state's economic development. Karachi harbor had a limited fishery infrastructure but no fish processing plants. The political leadership of Pakistan has largely ignored the fisheries sector.

The problem is exacerbated by marine environmental degradation caused by excessive pollution. Because of the lack of sustainable marine development programs, the fishing community is unaware of modern methods, techniques, and research. The decline in maritime fishery is primarily due to insufficient techniques, overfishing, and a lack of modern gear and equipment.

I, hereby request to the respective governments of coastal provinces should more focus their attention on improving fisheries management. Modern boats and cutting-edge fishing equipment in the fishing community should be prioritized.

*Your's Sincerely
Concerned Pakistani*



ADVANCED TECHNOLOGY IMPLEMENTATION FOR EFFICIENT SEAPORTS



A nation's logistics and transportation network not only support its domestic industry but also speeds up exports within the nation. Seaports play a crucial role in this, particularly. According to estimates, seaborne shipments facilitate more than 90% of global trade. As a result, many nations' investments and management of their seaports directly affect their ability to compete on a global scale.

The Karachi Port, Pakistan's underutilized port, has 33 berths for dry and liquid cargo and only handles 1,600 ships annually. According to a thorough analysis of Logistics Performance Indicators (LPI), Pakistan's performance is low when compared to other countries, particularly in the areas of customs clearance, tracking and tracing of shipments, timeliness, infrastructure, ease of getting efficient international shipments, and logistics competence.

If upgraded and secured, Pakistan's major deep seaports, including Karachi Port, which receives about 60% of the nation's marine shipments, Port Qasim, which receives 35% of shipments, and Gwadar Port, which is currently under development, could significantly reduce the nation's trade deficit. It is very important to take genuine and serious actions again to reform cargo handling, automated customs clearance, promote intermodal transportation services, enhance port and cargo safety, and implement eco-friendly initiatives to use less energy and prevent expensive oil spills, the government of Pakistan must concentrate on offering smart solutions to all of its seaports like adopting digitalization and creating smart seaports.

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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



EMERGING GREEN TECHNOLOGIES

ISBN-13: 978-0367361617

ISBN-10: 0367361612

Book Description

Green Technology deals with using science and technology to protect the environment as well as curb the negative impacts of human involvement. The emerging green technologies, covered in this book, will propel our economy in the near future. Their development will lead to global and sustainable powers that will impact our economics, societies, cultures, and the way of life.

This book provides researchers, students, and professionals a comprehensive introduction, applications, benefits, and challenges of 15 emerging green technologies. It presents the impact of these cutting-edge technologies on our global economy and its future. The book will help a beginner to have an introductory knowledge about these emerging technologies. The main objective of the author is to provide a concise treatment that is easily digestible. It is a must-read for those graduate students or scholars who consider researching green technologies. It can also serve as a valuable resource for those business professionals who seek ways to green their processes.



EMERGING ECO-FRIENDLY GREEN TECHNOLOGIES FOR WASTEWATER TREATMENT (MICROORGANISMS FOR SUSTAINABILITY BOOK 18), 1ST ED, 2020

ISBN-13: 978-9811513893

ISBN-10: 9811513899

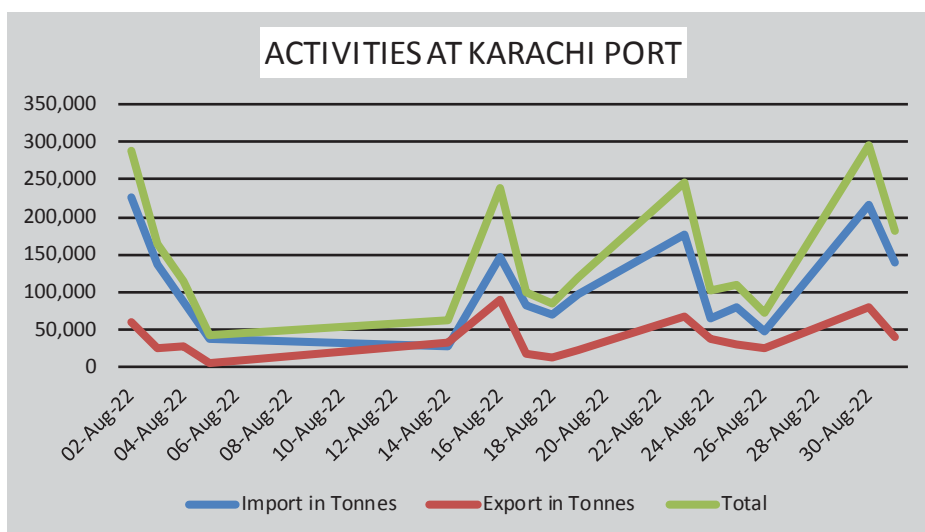
Book Description

As we know, rapid industrialization is a serious concern in the context of a healthy environment and public health due to the generation of huge volumes of toxic wastewater. Although various physico-chemical and biological approaches are available for the treatment of this wastewater, many of them are not effective. Now, there a number of emerging ecofriendly, cost-effective approaches utilizing microorganisms (bacterial/fungi/algae), green plants or their enzymes, and constructed wetland treatment systems in the treatment of wastewaters containing pollutants such as endocrine disrupting chemicals, toxic metals, pesticides, dyes, petroleum hydrocarbons and phenolic compounds.



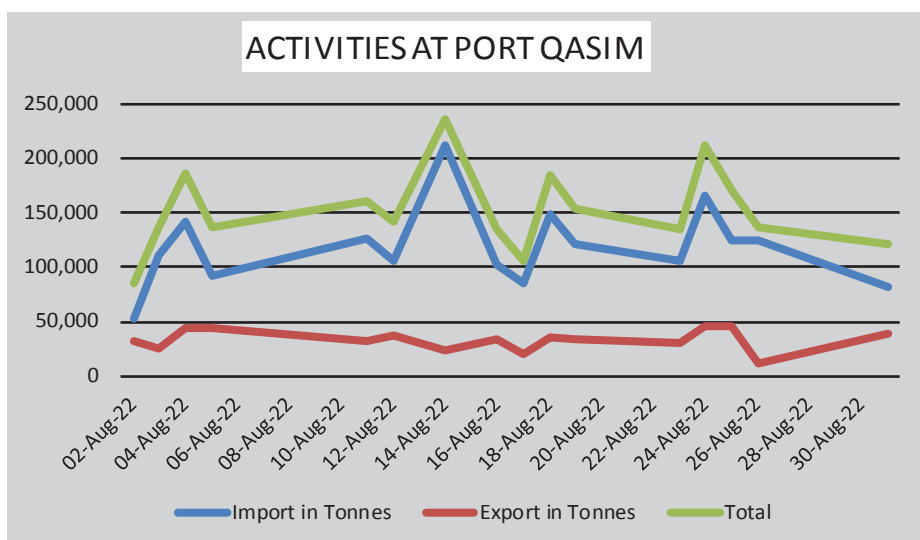
ACTIVITIES AT KARACHI PORT (AUGUST 2022)

Date	Import in Tonnes	Export in Tonnes	Total
02-Aug-22	226,703	61,368	288,071
03-Aug-22	136,669	26,596	163,265
04-Aug-22	87,370	27,443	114,813
05-Aug-22	37,173	5,195	42,368
14-Aug-22	28,441	33,910	62,351
16-Aug-22	146,575	91,226	237,801
17-Aug-22	82,423	18,077	100,500
18-Aug-22	70,193	14,017	84,210
19-Aug-22	96,413	22,122	118,535
23-Aug-22	177,171	67,778	244,949
24-Aug-22	64,679	37,071	101,750
25-Aug-22	79,738	30,032	109,770
26-Aug-22	48,009	25,086	73,095
30-Aug-22	215,565	80,351	295,916
31-Aug-22	140,523	40,756	181,279
Total	1,637,645	581,028	2,218,673





ACTIVITIES AT PORT QASIM (AUGUST 2022)			
Date	Import in Tonnes	Export in Tonnes	Total
02-Aug-22	53,496	32,646	86,142
03-Aug-22	111,075	25,530	136,605
04-Aug-22	141,569	44,338	185,907
05-Aug-22	92,604	44,707	137,311
11-Aug-22	126,938	33,031	159,969
12-Aug-22	105,283	36,853	142,136
14-Aug-22	212,536	24,409	236,945
16-Aug-22	102,153	33,322	135,475
17-Aug-22	84,667	20,557	105,224
18-Aug-22	148,905	35,051	183,956
19-Aug-22	120,740	34,036	154,776
23-Aug-22	105,279	29,852	135,131
24-Aug-22	166,422	45,356	211,778
25-Aug-22	125,478	45,849	171,327
26-Aug-22	124,707	12,376	137,083
31-Aug-22	82,630	39,163	121,793
Total	1,904,482	537,076	2,441,558



Tide Times for Port



Tide Times for Port Gwadar			
Lat: 25.07° N Long: 62.21° E			
Date	Tide	Time (PKT)	Height (m)
15-September-2022	Low Tide	01:36 AM	2.16m
	High Tide	07:19 AM	1.06m
	Low Tide	12:54 PM	2.23m
	High Tide	19:48 PM	0.38m
16-September-2022	Low Tide	02:33 AM	2.02m
	High Tide	08:00 AM	1.28m
	Low Tide	13:18 PM	2.05m
	High Tide	20:31 PM	0.52m
17-September-2022	Low Tide	03:43 AM	1.90m
	High Tide	08:51 AM	1.46m
	Low Tide	13:45 PM	1.88m
	High Tide	21:27 PM	0.66m
18-September-2022	Low Tide	05:18 AM	1.85m
	High Tide	10:18 AM	1.58m
	Low Tide	14:17 PM	1.71m
	High Tide	22:49 PM	0.76m
19-September-2022	Low Tide	07:00 AM	1.89m
	High Tide	13:20 PM	1.56m
	Low Tide	16:05 PM	1.58m
	High Tide	00:21 AM	0.76m
20-September-2022	Low Tide	08:07 AM	1.98m
	High Tide	14:27 PM	1.43m
	Low Tide	18:34 PM	1.61m
	High Tide	01:29 AM	0.68m
21-September-2022	Low Tide	08:48 AM	2.09m
	High Tide	14:55 PM	1.30m
	Low Tide	19:46 PM	1.72m
	High Tide	02:18 AM	0.59m
22-September-2022	Low Tide	09:18 AM	2.20m
	High Tide	15:21 PM	1.16m
	Low Tide	20:33 PM	1.86m
	High Tide	02:56 AM	0.53m
23-September-2022	Low Tide	09:43 AM	2.29m
	High Tide	15:45 PM	1.00m
	Low Tide	21:12 PM	1.99m
	High Tide	03:29 AM	0.49m
24-September-2022	Low Tide	10:05 AM	2.37m
	High Tide	16:08 PM	0.83m
	Low Tide	21:48 PM	2.10m
	High Tide	04:00 AM	0.50m
25-September-2022	Low Tide	10:43 AM	2.45m
	High Tide	16:57 PM	0.48m
	Low Tide	22:57 PM	2.28m
	High Tide	04:29 AM	0.55m
26-September-2022	Low Tide	10:43 AM	2.45m
	High Tide	16:57 PM	0.46m
	Low Tide	22:57 PM	2.28m
	High Tide	04:59 AM	0.64m
27-September-2022	Low Tide	11:02 AM	2.46m
	High Tide	17:23 PM	0.30m
	Low Tide	23:33 PM	2.33m
	High Tide	05:30 AM	0.76m
28-September-2022	Low Tide	11:21 AM	2.43m
	High Tide	17:51 PM	0.17m
29-September-2022	Low Tide	00:11 AM	2.33m
	High Tide	06:02 AM	0.91m
	Low Tide	11:42 AM	2.38m
	High Tide	18:23 PM	0.11m
30-September-2022	Low Tide	00:53 AM	2.28m
	High Tide	06:36 AM	1.08m
	Low Tide	12:06 PM	2.30m
	High Tide	19:00 PM	0.12m

Tide Times for Port Muhammad Bin Qasim			
Lat: 24.46° N Long: 67.21° E			
Date	Tide	Time (PKT)	Height (m)
15-September-2022	Low Tide	02:33 AM	3.12m
	High Tide	07:21 AM	1.09m
	Low Tide	13:45 PM	3.18m
	High Tide	19:38 PM	0.50m
16-September-2022	Low Tide	03:09 AM	2.94m
	High Tide	07:52 AM	1.43m
	Low Tide	13:57 PM	2.99m
	High Tide	20:00 PM	0.74m
17-September-2022	Low Tide	03:48 AM	2.76m
	High Tide	08:30 AM	1.74m
	Low Tide	14:24 PM	2.77m
	High Tide	20:25 PM	1.00m
18-September-2022	Low Tide	04:41 AM	2.59m
	High Tide	10:38 AM	1.99m
	Low Tide	15:06 PM	2.53m
	High Tide	23:12 PM	1.24m
19-September-2022	Low Tide	06:03 AM	2.51m
	High Tide	12:36 PM	1.94m
	Low Tide	16:12 PM	2.30m
	High Tide	00:45 AM	1.16m
20-September-2022	Low Tide	08:21 AM	2.62m
	High Tide	13:48 PM	1.76m
	Low Tide	18:04 PM	2.24m
	High Tide	01:39 AM	1.01m
21-September-2022	Low Tide	09:15 AM	2.81m
	High Tide	14:39 PM	1.53m
	Low Tide	19:54 PM	2.43m
	High Tide	02:22 AM	0.84m
22-September-2022	Low Tide	09:51 AM	2.99m
	High Tide	15:15 PM	1.30m
	Low Tide	20:49 PM	2.68m
	High Tide	02:57 AM	0.67m
23-September-2022	Low Tide	10:24 AM	3.13m
	High Tide	15:43 PM	1.05m
	Low Tide	21:33 PM	2.90m
	High Tide	03:30 AM	0.51m
24-September-2022	Low Tide	10:56 AM	3.26m
	High Tide	16:09 PM	0.77m
	Low Tide	22:18 PM	3.07m
	High Tide	04:03 AM	0.38m
25-September-2022	Low Tide	11:27 AM	3.36m
	High Tide	16:36 PM	0.48m
	Low Tide	23:08 PM	3.19m
	High Tide	04:36 AM	0.31m
26-September-2022	Low Tide	11:55 AM	3.41m
	High Tide	17:04 PM	0.19m
	Low Tide	00:00 AM	3.28m
	High Tide	05:11 AM	0.32m
27-September-2022	Low Tide	12:21 PM	3.42m
	High Tide	17:33 PM	-0.03m
28-September-2022	Low Tide	00:51 AM	3.32m
	High Tide	05:45 AM	0.63m
	Low Tide	12:45 PM	3.28m
	High Tide	18:04 PM	-0.17m
29-September-2022	Low Tide	01:36 AM	3.32m
	High Tide	06:21 AM	0.63m
	Low Tide	13:03 PM	3.28m
	High Tide	18:36 PM	-0.18m
30-September-2022	Low Tide	02:18 AM	3.24m
	High Tide	06:59 AM	0.91m
	Low Tide	13:17 PM	3.18m
	High Tide	19:10 PM	-0.05m

Tide Times for Port



Tide Times for Port Karachi			
Lat: 24.48° N Long: 66.58° E			
Date	Tide	Time (PKT)	Height (m)
15-September-2022	Low Tide	01:31 AM	2.70m
	High Tide	07:26 AM	1.09m
	Low Tide	13:15 PM	2.79m
	High Tide	19:43 PM	0.45m
16-September-2022	Low Tide	02:18 AM	2.52m
	High Tide	08:06 AM	1.35m
	Low Tide	13:42 PM	2.58m
	High Tide	20:18 PM	0.63m
17-September-2022	Low Tide	03:17 AM	2.34m
	High Tide	08:56 AM	1.57m
	Low Tide	14:12 PM	2.37m
	High Tide	21:04 PM	0.83m
18-September-2022	Low Tide	04:48 AM	2.23m
	High Tide	10:24 AM	1.72m
	Low Tide	14:54 PM	2.17m
	High Tide	22:25 PM	0.98m
19-September-2022	Low Tide	06:22 AM	2.23m
	High Tide	12:05 PM	1.73m
	Low Tide	16:24 PM	2.01m
	High Tide	00:01 AM	1.01m
20-September-2022	Low Tide	07:45 AM	2.33m
	High Tide	13:28 PM	1.61m
	Low Tide	18:31 PM	2.00m
	High Tide	01:14 AM	0.92m
21-September-2022	Low Tide	08:41 AM	2.48m
	High Tide	14:30 PM	1.44m
	Low Tide	19:54 PM	2.14m
	High Tide	02:10 AM	0.79m
22-September-2022	Low Tide	09:18 AM	2.63m
	High Tide	15:12 PM	1.25m
	Low Tide	20:48 PM	2.32m
	High Tide	02:54 AM	0.66m
23-September-2022	Low Tide	09:48 AM	2.76m
	High Tide	15:45 PM	1.06m
	Low Tide	21:30 PM	2.49m
	High Tide	03:32 AM	0.57m
24-September-2022	Low Tide	10:15 AM	2.87m
	High Tide	16:15 PM	0.88m
	Low Tide	22:06 PM	2.64m
	High Tide	04:06 AM	0.53m
25-September-2022	Low Tide	10:39 AM	2.94m
	High Tide	16:42 PM	0.70m
	Low Tide	22:40 PM	2.76m
	High Tide	04:39 AM	0.55m
26-September-2022	Low Tide	11:03 AM	2.99m
	High Tide	17:09 PM	0.52m
	Low Tide	23:15 PM	2.86m
	High Tide	05:12 AM	0.63m
27-September-2022	Low Tide	11:27 AM	3.01m
	High Tide	17:38 PM	0.36m
	Low Tide	23:49 PM	2.91m
	High Tide	05:45 AM	0.75m
28-September-2022	Low Tide	11:53 AM	2.99m
	High Tide	18:08 PM	0.24m
29-September-2022	Low Tide	00:27 AM	2.90m
	High Tide	06:21 AM	0.93m
	Low Tide	12:20 PM	2.93m
	High Tide	18:40 PM	0.19m
30-September-2022	Low Tide	01:06 AM	2.84m
	High Tide	06:59 AM	1.14m
	Low Tide	12:48 PM	2.83m
	High Tide	19:17 PM	0.21m



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