



MARITIME WATCH MARCH 2023

PAKISTAN'S PREMIER MONTHLY MARITIME NEWS DIGEST



Pakistan International Maritime Expo & Conference

INTERNATIONAL MARITIME CONFERENCE (IMC-23)

“Embracing Blue Economy - Challenges and
opportunities for Developing Countries”



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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

To function as a premier maritime think tank of Pakistan in policy research, maintaining repository of authentic data through research / analysis aimed at providing comprehensive solutions to relevant customers / stakeholders, while promoting Pakistan's Maritime Interests.

WORK

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

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The maiden PIMEC conducted by the Pakistan Navy under the patronage of the Ministry of Maritime Affairs from 10 to 12 February 2023 at the Expo Centre Karachi, proved to be a roaring success. Not only that it showcased the Maritime industrial potential of Pakistan but also sent the soft signal of a secure business environment in the country. PIMEC primarily focused on investment and business collaborations in the fields of port operations, maritime logistics, sea transportation, shipbuilding and repair, ship-breaking, fisheries and aquaculture, sea-bed resource exploration, maritime training and education, coastal tourism, renewable energy, environmental protection, marine engineering equipment, and real estate development along the coast.

This mega event had two distinct elements in the form of an Expo and an International Maritime Conference under the brand title of IMC-23, which was organized by the national institute of Maritime Affairs (NIMA). While Expo provided the maritime businesses and industries to showcase their capabilities and skills on maritime technologies, the IMC once again provided the intellectuals, maritime professionals, academicians, and researchers from around the world an opportunity to present their papers and research work in this momentous forum with large audience from government and private sectors, maritime stakeholders, investors, policymakers, universities, think tanks, seafarers and people from different sectors of various maritime industries. The IMC is held every two years by the National Institute of Maritime Affairs. Starting from its inaugural edition in 2007, IMC-23 was the 10th conference in the series, which was held under the broad theme of “embracing blue economy – challenges and opportunities for developing countries”.

Over the years, IMC has really evolved into an iconic and globally recognized intellectual event, which brings all those stakeholders and aforementioned interested people and entities under one roof providing an opportunity to analyze and recommend actionable measures in the areas like maritime security, blue economy, climate change, maritime industries and technologies, preservation and sustainable exploitation of living and non-living ocean resources, ocean ecology and biotech sciences, ocean governance, maritime law, coastal tourism, fisheries and aquaculture, modern trends in the shipping and port operations, etc. The outcome becomes extremely useful for the policy makers both at national and regional levels. The interaction also help promote cooperation collaborations at the regional level, particularly in the fields of maritime security and embracing the blue economy with shared efforts to bring synergetic effects.

This time around, no less than 27 papers were included in the IMC-23, more than half of which were presented by the international speakers. In addition to that, the presence of federal ministers, senators and other high ranking dignitaries as session chairs/ chief guests and some widely experienced intellectuals as the session moderators, provided the conference significant value addition. The conference was organized to include 4 main and 7 sub-sessions articulately segregated under various sub-themes.

Soon after the successful culmination of PIMEC, the Pakistan Navy also organized the multinational maritime exercise AMAN 2023, involving large numbers of international navies under a unified slogan: Together for Peace. The AMAN exercise is primarily aimed at showcasing the collaborative efforts and the ways to make the maritime environment more peaceful and secure with combined efforts by all stakeholders. During the Exercise, about 50 countries participated with their naval warships, aircraft, Special Operation Forces, and a large number of observers. The prime minister who was the chief guest at the culmination ceremony of the exercise held in the North Arabian Sea lauded Pakistan Navy for successfully hosting exercise AMAN-23 for promoting peace and security in the region.

The successful conduct of the PIMEC including IMC-23 as well as Aman-23 has really labelled Pakistan as key stakeholder in the Indian Ocean region and elevated its soft image as a responsible nation for the peaceful



development of maritime industries and economies. It will also pave the way for bringing more awareness within the country about the development of maritime sectors and capitalise on the economic benefits which the country's maritime potential offer. It is now for the government and the concerned stakeholders to take actions and measures offered and recommended in the IMC as well as the business opportunities showcased during PIMEC-23 and let not go o this gigantic effort in waste.

*Cdre (Retd) Ali Abbas
Chief Editor*

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



Spotlight on International Maritime Conference (IMC-2023)



The National Institute of Maritime Affairs (NIMA) conducted a thought-provoking 10th International Maritime Conference (IMC-2023) as part of PIMEC 2023. It provided a platform for maritime stakeholders, academicians, and policymakers to discuss ideas/ issues with internationally renowned scholars, practitioners, and experts in the maritime domain.



The broad theme of this year's conference was *"Embracing Blue Economy – Challenges and Opportunities for Developing Countries"*.

Geo-strategic environment and regional politics are greatly influenced by economic interests. Economic prosperity has a direct linkage with sustained exploitation of natural resources under a secure environment. Over the period, rising population has not merely affected availability of land-based natural resources but has equally stressed vast ocean resources owing to unbridled exploitation in one form or another. These maritime activities coupled with effects of climate change are adversely affecting the marine eco-system leading to serious environmental concerns requiring pro-active planning and preparations to mitigate these effects. Sustainability of ocean resources has therefore gained significant traction across the globe under the ambit of Blue economy which is hinged on developing ocean based industries under a sustainable model. While developed countries have prospered by adopting the Blue Economy concept, however developing countries already engrossed in unemployment and food/energy security issues face considerable challenges in meeting associated environmental considerations. In order to benefit from Blue Economy in its true sense, it is imperative for developing countries to focus on Ocean governance and invest in scientific knowledge, maritime education and research while essentially securing seas from traditional and nontraditional threats in a coordinated manner.

Above premise in view, the IMC-2023 thematically was distributed under 4 Sessions, covered 27 papers by national and international speakers of repute.

The first day first session was graced by Federal Minister of Maritime Affairs Mr. Syed Faisal Ali Sabzwari as Chief Guest. While addressing the audience he emphasized the importance of peace in the Indian Ocean Region on which, global trade is critically dependent.

The first sub-session titled 'Evolving Geo-Strategic Environment - Impact on Security Calculus of IOR' began with the keynote address by Senator Mushahid Hussain Sayed, Chairman of the Senate Defence Committee, predicting that the future battles in the region are likely to take place in the Indian Ocean, and the core of the conflict is going to be the sea-borne trade. Additionally, he highlighted the increasing ascendancy of China and predicted that it will emerge as a regional power player, ousting the evolving Indo-American hegemony in the IOR.

During the session, marine experts read their papers and shared pertinent views. Guest Speaker Prof. Dr. Steven Hanes of Greenwich University highlighted the need for a contemporary Law of the Sea that addresses the present and future dynamics at sea.

While the third speaker Capt. (Retd.) Saner Sari, Country Head of ASFAT emphasized that a strong navy and geo-strategic location play an important role in ensuring national security and subsequently, in reaping the benefits of Blue Economy. The fourth speaker, Professor Dr. Gunter Pauli discussed a need to change the business model of maritime transport. Along with other industries, as regulations fix the rules of the game and there is always tremendous resistance to change.

Federal Minister for Planning Development and Reform, Professor Ahsan Iqbal graced the second sub-session as Chief Guest. In his address, he stressed upon the need for improved ocean governance to ensure blue growth in the country. The sub-session titled 'Ocean Governance and Development of Blue Economy - Challenges and Opportunities' began with Dr. Christian Bueger from Copenhagen University deliberating on the blue paradigms that support ocean governance. Later, Mr. Syed Tariq Huda, Secy, MoMA reflected upon the National Maritime Policy prospects and its roadmap. The last presenter of the sub-session Capt. Alavi, President of Sea Commerce talked on the challenges & opportunities for maritime commerce for sustainable ocean governance. The 2nd day first session of the IMC-23 was graced by Senator Mushahid Hussain Sayed and he highlighted the importance of scientific developments & presented a roadmap for blue growth in Pakistan. Eminent international and national scholars elucidated on the first sub-theme of the session 'Impact of Innovation on Sustainable Blue Economy'. Dr. Anuar Liporado Bin Abdullah talked about the Conservation of coral reefs from coastal communities and its associated impacts. He also discussed about the Coastal marine ecosystems vulnerability



that have both increased and intensified development activity. Dr. Zafar Ullah Jattak explained about several management strategies that have been adopted by coastal countries to reduce the anthropogenic impacts on coastal and marine environments and to sustain socio-economic.

Engr. Iftikhar, CEO of Deep Blue Seafoods highlighted that US\$ 1 billion in exports can be achieved within a span of 2 years in Pakistan if the true aquaculture potential is explored. Mr. Sarparah, CEO of Balochistan Board of Investment & Trade presented the prerequisites to attract investment for development activities around Gawadar, Pasni, Ormara, Jiwani, and other coastal towns.

The following sub-session was titled 'Challenges to Marine Industries & Contemporary Scientific Developments'. Dr. Middlemiss of Wallingford Group, UK presented his paper on the application of best practices for the development and designing of ports. Mr. Iqbal, CEO of Shoaib Shipping Agencies highlighted the challenges faced by the shipbreaking operations in Pakistan. Mr. Munir of KOTUG elaborated on the challenges to tug design toward port efficiency and associated scientific developments in his paper. Dr. Lin of China presented marine strategic emerging industries and future-oriented industrial clusters as new economic growth pole. Lastly, Engr. Ibrahim from AKSU deliberated on Combat Management System (CMS) approach for naval platforms.

Chief Guest for the second session of the day, Minister of Climate Change, Senator Sherry Rehman addressed the audience by highlighting the climate crises being faced by the country and called for immediate action to protect the maritime ecosystem & economy. In the sub-session titled 'Impact of Climate Change on the Marine Environment', Mr. Tariq, Former DG MoCC presented his paper on impacts of climate change on coastal communities. Subsequently, Mr. Cheema, Country Rep of IUCN stressed upon promoting healthy oceans that can promote blue economic growth and food production. Lastly, Dr. Asif Inam presented his paper on climate change, sea level rise and need for new urban planning for coastal cities of Pakistan.

The subsequent sub-session was titled 'Ocean Bio – Geo Sciences and Marine Technologies' was chaired by Vice Admiral (Retd.) Irfan Ahmed HI(M), SJ, who appreciated the efforts of NIMA in the successful conduct of the 10th IMC. The sub-session began with Dr. Breithaupt of Florida University presenting her paper on the importance of organic carbon in mangrove wetlands to draw attention to Blue Carbon data gaps that can be addressed in Pakistan. Dr. Hassoun of GEOMAR, Germany highlighted the need for ocean acidification monitoring to assess and mitigate the repercussions. Dr. Wu from China proposed that marine nature-based solutions offer an economically and ecologically viable alternative to the land-ocean interface. Lastly, Dr. Kidwai, DG NIO delved upon ocean research priorities in NW Indian Ocean and its contribution to the Blue Economy.

Towards the culmination of IMC-2023, the closing session was graced Admiral (Retd) Shahid Karimullah NI (M), SJ, Former Chief of the Naval. He appreciated NIMA and PIMEC on the successful conduct of the event and in their endeavor to promote Blue Economy in Pakistan.

The theme of the session was titled 'Importance of Secure Oceans and Emerging Trends in Shipping & Port Operations'. Rear Admiral Javaid Iqbal, President MCE presented his paper on maritime security challenges in the IOR with a collaborative approach. Subsequently, Dr. Leong of Malaysia proposed the need for member states to define the great power politics issues, maritime security, and non-traditional threats by using the context of UNCLOS as a guide. Mr. Ahsan Malik, Director of Waterlink Group of Companies identified various gaps within the shipping and supply chain of Pakistan. Lastly, Mr. Brayle of Thales elaborated upon emerging trends in shipping and port operations.

In the end, DG NIMA, Vice Admiral (Retd) Ahmed Saeed HI (M) integrated the conference proceedings and presented the recommendations of the Conference.



Dr.Christian Bueger Called on a Meeting with DG NIMA and Researchers to Promote Research Activities

February 11, Dr.Christian Bueger called on Meeting with DG NIMA and Researchers to promote bilateral research activities in the maritime sector. He praised and congratulated the efforts of NIMA for conducting a successful International Maritime Conference (IMC-2023). He discussed the importance of the Indian Ocean Region and its impact on the maritime sector. He suggested collaboration of like-minded think tanks and recommended NIMA to consider joining like-minded think tanks who are working in the areas of western Indian Ocean (WIO), with focus on the subjects like Geo-Strategy, maritime security and blue economy etc.He also desired to launch his upcoming book titled Understanding Maritime Security Issues on the occasion of next International Maritime Symposium to be held in Islamabad in 2024. He appreciated the work of NIMA researchers and took a keen interest in joint future collaboration in the maritime domain.

Three-day 10th International Maritime Conference (IMC-23) Culminates at Karachi



February 12, The three-day 10th International Maritime Conference (IMC-23), which was organized on the theme of 'Embracing Blue Economy - Challenges and Opportunities for Developing Countries' by National Institute of Maritime Affairs (NIMA) as a segment of the Pakistan International Maritime Expo & Conference 2023 (PIMEC-23) from 10-12 February 2023 at Expo Centre, Karachi has culminated on Sunday. The Conference was being held in tandem with 8th Multinational Naval Exercise AMAN 2023.

During the course of the Conference, deliberations by various renowned national and international speakers on various facets of Blue Economy have provided pertinent policy and technical recommendations. The two sub-sessions of the first day of IMC were chaired by Mr. Syed Faisal Ali Sabzwari, Minister of Maritime Affairs and Professor Ahsan Iqbal, Federal Minister for Planning Development and Reform, respectively. On the second day, the sessions were chaired by Senator Mushahid Hussain Sayed, Senator Sherry Rehman, and Vice Admiral (Retd.) Irfan Ahmed HI (M), SJ respectively.

The proceedings of the last session on third day of the Conference were chaired by Admiral (Retd) Shahid Karimullah NI (M), SJ, and Former Chief of the Naval Staff. The theme of the session was titled 'Importance of Secure Oceans and Emerging Trends in Shipping & Port Operations'. Rear Admiral Javaid Iqbal, President MCE presented his paper on maritime security challenges in the IOR with a collaborative approach. Subsequently, Dr. Leong of Malaysia proposed the need for member states to define the great power politics issues, maritime security, and non-traditional threats by using the context of UNCLOS as a guide. Mr. Ahsan Malik, Director of Waterlink Group of Companies identified various gaps within the shipping and supply chain



universe of Pakistan. Lastly, Mr. Brayle of Thales elaborated upon the importance of secure oceans and emerging trends in shipping and port operations.

In his closing remarks, DG NIMA, Vice Admiral (Retd) Ahmed Saeed HI (M) integrated the conference proceedings and presented the recommendations of the Conference. The Chief Guest Admiral (Retd) Shahid Karimullah NI (M), SJ appreciated NIMA and PIMEC on the successful conduct of the event and in their endeavor to promote Blue Economy in Pakistan. The Conference was a success and was well-attended by academia, professionals, diplomatic core, reps of think tanks, faculty / students of various universities and maritime stakeholders including senior naval dignitaries & business community. The deliberations by distinguished national and international presenters on numerous aspects of Blue Economy have offered significant policy and technical recommendations.

NIMA Research Team Visit to PQA



February 12, NIMA Islamabad chapter research team visited Port Qasim on 12 Feb . During their visit the team headed by Commodore (Retd) Babar Bilal Haider SI(M) called on chairman Port Qasim Authority, Rear Admiral (Retd) Syed Hasan Nasir Shah HI(M). The team was briefed about the operational activities of the port and its future plan. Particularly about the hinterland connectivity with central Asian states

NIMA Hosts Conference on Prospects of Establishing Green Ship Recycling Industry

February 21, A Roundtable Conference titled: “Prospects of Establishing Green Ship Recycling Industry in Pakistan”, was organized by the National Institute of Maritime Affairs (NIMA) in collaboration with the Royal Norwegian Embassy Pakistan at NIMA Islamabad. DG NIMA welcomed the delegation, worthy speakers & participants. He highlighted the need for establishing a green ship recycling industry in Pakistan through compliance and ratification of relevant international governing instruments, especially the Hong Kong Convention (HKC). Guest of Honor His Excellency Mr. Erling Rimestad, Deputy Foreign Minister, Norway emphasized on importance of environmental regulations for Shipping and Ship Recycling to achieve milestones for Blue Economy and Sustainable Development Goals (SDGs). He called for the ratification and effective implementation of HKC for which Norwegian government would like to support the process in Pakistan.

Earlier, Cdre (Retd) Saeed Khalid from Bahria posed to link the funding with inflation. He added that it was not advisable as it would impact the budget of the federal government. Foundation presented an overview of the



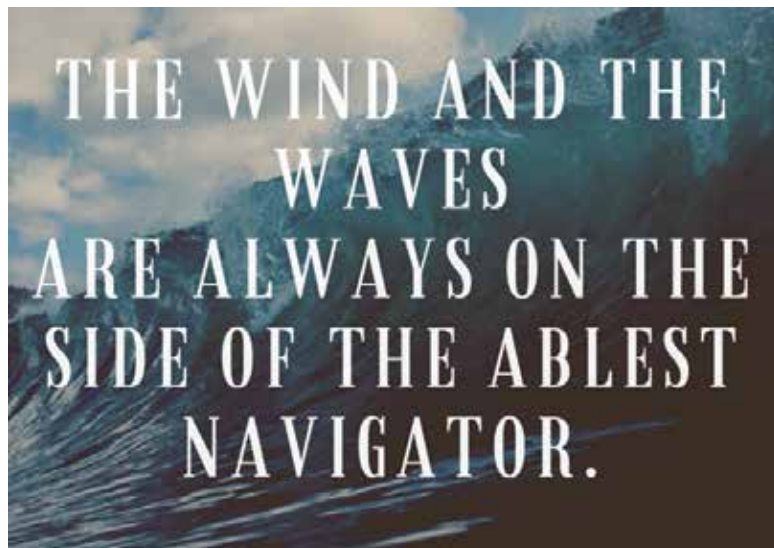
infrastructural, regulatory, and legal aspects pertaining to the green ship recycling in Pakistan and related challenges. Mr. Jawed Iqbal, member Pakistan Shipbreakers' Association highlighted the various requirements related to compliance of HKC. PSBA's member Mr. Asif Ali Khan shared that they have agreed to move on with ratification of HKC for which Ministry of Maritime Affairs (MoMA) has initiated the process.

Ms. Line Falkenberg Ollestad, Advisor to Norwegian Ship Owners' Association spoke on the significance of HKC and EU Regulation in promoting and establishing green ship recycling industry, particularly in the context of EU flag carriers.

DG NIMA Called on Federal Minister for Maritime Affairs



DG NIMA called on Federal Minister for Maritime Affairs on 13 Feb 23. DG thanked the minister for giving his personal attention in making PIMEC-23 a rousing success. The Minister, in response, appreciated the pivotal role of NIMA in this regard. He also agreed to develop a close working relationship on the matter of mutual interest.





National Assembly passes Pakistan Maritime Zone Bill 2021



February 3, The National Assembly on Friday passed the Pakistan Maritime Zones Bill, 2021 as reported by the Standing Committee. Parliamentary Secretary for Defence Ali Zahid on behalf of Minister for Defence Khawaja Muhammad Asif moved the bill in the House. The Statement of Objects and Reasons of the bill says, Territorial Water Maritime Zone (TWMZ) Act, 1976, as amended in 1997, is currently in force. However, a process of its complete revision was initiated soon after the ratification of the United Nations Convention on Law of the Sea (UNCLOS) by Pakistan in February, 1997. Revision to the TWMZ Act, 1976 has been made keeping in mind the provision of national/international maritime and customary laws warranting elaboration of internal waters, rights of innocent passage, safety zones, offshore installations, pollution, dumping, jurisdiction on foreign ships, foreign warships, visit and search, piracy, armed robbery against ships, arrest, trial and punishment etc.

The bill will enable Pakistan to deal with said matters in accordance with the national/international laws and asserts its rights, jurisdiction and sovereignty in sync with internationally accepted provisions. (Credit: The Nation)

Balochistan Fisheries Department Seizes Trawlers Involved in Illegal Fishing

February 8, The Balochistan Fisheries Department has seized trawlers involved in illegal fishing at the marine boundaries of the province. In a joint venture of Coast Guards and Fisheries Department, the progress has been made in curbing illegal fishing trawlers in the Gwadar's marine area, a senior officer of the department said.

He said the Balochistan government has further expedited its efforts to take strict action against the boats involved in

illegal fishing in its coastal waters. The official said: "Gwadar district administration, fisheries department and security agencies are taking strong measures against trawling to bring illegal trawling to zero in future to curb the activity."

Balochistan CM Abdul Quddus Bizenjo directed the authorities concerns to curb illegal fishing trawlers while the fisheries department and other agencies have stepped up patrolling to curb illegal trawling at the Gwadar's waters. The Directorate General Fisheries has also taken measures to resolve the problems being faced by the local fishermen. The patrolling teams are on round the clock patrolling in all stations under the zero tolerance policy for curbing illegal trawling in the provincial marine limits. The issue of trawlers has been going on for a long time and there was a massive protest held by local fishermen in Gwadar against illegal trawlers.

Fisheries Department Director General (DG) Mir Saifullah Khetran on Tuesday said that the patrolling team of Gwadar was actively working to stop illegal trawling. He expressed these views while talking to media here. "Successful actions have been taken against the illegal trawlers in the last several months to protect the interests of local fishermen," he said, adding, "Even today, the patrolling team of the Fisheries Department has caught a trawler engaged in illegal trawling in the Gwadar area and seized the fish and registered a case against violators." Fisheries DG further said that such operations were being conducted daily by the department. (Credit: The Nation)

A High Level Meeting to Review Progress of the Ongoing CPEC Projects



February 9, Federal Minister for Planning Development & Special Initiatives Ahasn Iqbal chaired a high-level meeting to review progress of the ongoing CPEC. Project Director CPEC Dr. Nadeem Javed, representatives from the ministry of foreign affairs, line ministries, Board of Investment, Embassy of Pakistan - Beijing, National



Highway Authority, government of Sind, government of Punjab, LESCO, National Highway Authority, CPPAG, KPEZDMC, Peshawar attended the meeting.

The Embassy of Pakistan in Beijing briefed the participants on the status of ML-1 and KCR Projects. It was decided that the concerned authorities and departments from China and Pakistan would actively pursue on their part furnishing all needful ensuring there is no further delay to cause slowdown. The meeting was also briefed about the current status of Allama Iqbal Industrial City, Rashakai, Bostan, and Dhabeji SEZs and Gwadar Port Authority and Gwadar Free Zone. Meanwhile, the representatives of the Balochistan government apprised the participants on the water supply schemes, precision training complex, and situation of electricity supply, Gwadar University, maintenance dredging and 3000 Solar System installation in Gwadar. Talking to the participants, the federal minister stated that China and Pakistan are strongly committed to reviving the China Pakistan Economic Corridor (CPEC) in letters and spirit. He said that the cooperation will be further expanded to more sectors. The minister maintained that Gwadar and its inhabitants have been the top priority among the entire portfolio of the China Pakistan Economic Corridor (CPEC) and even today the government is committed to salvage the problems, this city and the citizen are facing. He instructed the concerned authorities to make sure no further delays to be witnessed in completing the water supply schemes and the projects related to energy and education. He believed that Gwadar had potential to emerge as one of the world's top port cities duly equipped with state-of-the-art infrastructure, modernized and technologically advanced port with enhanced capacity and all necessary ingredients of socio-economic well-being. To avoid the overlapping of courses and skills offered at Three Vocational training institutes in Gwadar, Professor Ahsan Iqbal directed the concerned stakeholders to chalk out a comprehensive plan where the roles and offered skills at these institutes are clearly defined and eventually to link them to with the Gwadar authority. To ensure this non-overlapping of offered skills, an integrated plan was directed by the Minister planning for enhanced productivity.

Federal Minister Ahsan Iqbal directed the concerned departments to convene meetings of the Joint Working Groups on Energy and Infrastructure so that the work on projects related to these domains might be expedited.

8th Multinational Naval Exercise: CNS Visits Foreign Ships Participating in 'Aman-2023'



February 11, Chief of the Naval Staff Admiral Muhammad Amjad Khan Niazi visited foreign ships of navies participating in 8th Multinational Naval Exercise AMAN-2023. Upon his arrival on board foreign visiting ships, the Naval Chief was warmly welcomed by Senior Officers/ Commanding Officers and was presented Guard of Honour by smartly dressed out contingents. During the visits, the Naval Chief interacted with Senior Officers/ Commanding Officers and was given briefings on board ships. The Naval Chief highlighted that Pakistan is effectively contributing in peace and stability in the region. AMAN Exercise demonstrates Pakistan's commitment to peace, reinforce regional maritime security and enhance interoperability between regional and extra regional navies. The Admiral appreciated their participation in AMAN Exercise to fulfil common resolve of "Together for Peace". The Senior Officers/ Commanding Officers of the respective ships highly acknowledged the persistent efforts of Pakistan Navy to bring global navies towards shared commitment of maritime peace, stability and lawful order at sea. Besides, the Naval Chief also called on Cdr DJIBOUTI Navy and Coast Guard separately, Cdr Lebanese Navy, Flag Officer Commanding Naval Doctrine Command Nigerian Navy, Flag Officer Commanding Sri Lankan Naval Fleet and Cdr Tanzanian Navy. On the side line of PIMEC, the three days International Maritime Conference (IMC) was organized on the theme of 'Embracing Blue Economy – Challenges and Opportunities for Developing Countries' by National Institute of Maritime Affairs (NIMA) under the auspices of Pakistan Navy. The conference is being held in tandem with Pakistan International Maritime Expo & Conference (PIMEC) and 8th Multinational Naval Exercise AMAN-2023. Eminent international and national scholars from China, Germany, Malaysia, Sri Lanka, Turkey, UK



and USA are participating in the three days conference and will share their thoughts on the dynamic theme. Additionally, majority of international scholars are also joining the Conference online.

Gwadar Development Authority (GDA) participates in Pak-International Maritime Expo

February 12, Gwadar Development Authority (GDA) participated in the three-day Pakistan International Maritime Expo and Conference held in Karachi, city of Sindh. “Awareness was provided regarding investment opportunities in Gwadar during a stall setup by the GDA in the Karachi expo,” a handout issued by Directorate of Public Relations said on Saturday. The handout noted that the visitors were briefed on operations and sources of financing under the PPP/JV in the blue economy in Gwadar. Besides, it also highlighted tourism activities in the port city of Gwadar. GDA’s stall clinched the attraction of the visitors on the first day of the expo, and visitors showed keen interest in investment products.

The visitors include local and foreign delegates. GDA Town Planner Tariq Rind represented GDA delegation in the expo.

Growth of Fishing Sector to Boost Food Security in Pakistan



February 15, the development of Pakistan’s fishing sector will help ensure food security in the country besides strengthening the national economy.

The sector’s development will also help in decreasing the demand for mutton, beef and poultry in Pakistan. Faisal Iftikhar, Chairman of the Pakistan Fisheries Exporters Association, Karachi, told that as a sub-sector of agricul-

ture, the fishing industry contributed to the national economy and food security in the country. The fishing industry is directly related to food supplies, livelihoods for the coastal inhabitants, export earnings and economic growth. “Although fishing in Pakistan contributes less than 1% to the country’s gross domestic product (GDP), it still plays a key role in economic growth by providing jobs to a sizable portion of the population living in under-developed Balochistan and Sindh provinces,” he said. Faisal Iftikhar said that Pakistan’s fishing industry was predicted to be a big and developing sector in terms of exports.

Fishing is a profitable profession that can bring significant foreign cash to a country. The fishing industry in Pakistan is facing major challenges due to overfishing. Overfishing is negatively impacting the country’s marine ecosystems and the livelihoods of its fishing communities. “Overfishing occurs when more fish are caught than the population that can be replaced through natural reproduction. There is a decline in fish population and loss of biodiversity in the ocean as a result of overfishing,” said Faisal Iftikhar. He said that overfishing led to the depletion of fish stocks, resulting in lower catch rates. This decreased exports, foreign currency earnings, and income for fishermen. “Pakistan needs to control overfishing for quantity increase, as it will enable us to improve our export revenues,” he added. The main cause of overfishing in Pakistan is a growing demand for seafood, coupled with the use of illegal, unregulated and unreported (IUU) fishing methods. These methods, such as the use of illegal nets and large-scale commercial fishing operations, are causing damage to coral reefs, mangrove forests and other critical habitats that provide shelter and food to fish.

To address the problem of overfishing in Pakistan, a multi-faceted approach is needed. This should include measures to improve the management and governance of the country’s fishing industry, such as enforcing fishing quotas and adopting more sustainable fishing methods,” said Faisal Iftikhar. He said that efforts should be made to improve the data collection and monitoring of the fish population so that the impacts of overfishing could be accurately assessed and addressed. “Measures should also be taken to promote sustainable fishing methods, such as the use of fishing gear that reduces bycatch as well as damage to habitats. It will ensure the protection of essential habitats. (Credit: WealthPK)



US Naval Commander Meets PN Chief: Regional Maritime Security, Bilateral Cooperation Discussed



February 15, Commander US Naval Forces Central Command Vice Admiral Brad Cooper met Chief Of The Naval Staff Admiral Muhammad Amjad Khan Niaz in Karachi. The US Naval Commander congratulated Admiral Niazi for successfully conducting Peace Exercise 2023 by Pakistan Navy. Pakistan Navy's spokespersons said issues of mutual interest, regional maritime security situation and bilateral maritime cooperation were discussed during the meeting. Both sides reiterated the commitment to further promote mutual naval and defence relations between the two countries.

Promotions in Pakistan Navy



February 17, Two Commodores of Pakistan Navy promoted to the rank of Rear Admiral with immediate effect. Rear Admiral Khyber Zaman is a graduate of Britannia Royal Naval College Dartmouth, UK and was commissioned in Operations Branch of Pakistan Navy in 1994. He is a graduate of PAF Air War College, National Defence University, Islamabad and International College of Defence Studies China. The Flag Officer is a recipient

of Sitarai-Imtiaz (Military). Rear Admiral Shafquat Hussain Akhtar was commissioned in Operations Branch of Pakistan Navy in 1994. The Flag Officer is a graduate of Pakistan Navy War College, Naval War College, Turkey, National Defence University, Islamabad and International College of Defence Studies China. The Admiral is a recipient of Sitara-i-Imtiaz (Military).

PN, ANF, PMSA Seize Drugs Worth Rs3b in Joint Operation



February 22, Pakistan Navy, Pakistan Maritime Security Agency (PMSA) and Anti-Narcotics Force (ANF) seized narcotics worth Rs3 billion in a joint intelligence-based counter narcotics operation in the North Arabian Sea. According to the Pakistan Navy officials, the authorities arrested smugglers and confiscated cache was handed over to the ANF for further legal proceedings. The successful joint anti-narcotics operation by Pakistan Navy, PMSA and ANF reaffirms resolve to curb illegal activities in maritime zones of Pakistan, said PN officials.

Conference on CPEC & Green Development

February 22, Pakistan-China Institute and Sustainable Development Policy Institute hosted a high-level conference on "The need to switch towards a greener future: Lessons from China". The conference featured insightful speeches by parliamentarians, industry experts and representatives from think tanks. Senator Rukhsana Zuberi chaired the sessions, while Senator Mushahid Hussain Sayed made the keynote speech.

Senator Mushahid Hussain Sayed in his welcome remarks said that "green is the defining element of China's development agenda" and President Xi Jinping in COP 2015 Paris committed to carbon neutrality by 2060 and China is



now emerging as a leader in green development. Today China is leading the world as producer and investor in green technology and finance. He further informed that the shift to green technology has created additional 54 million ‘green jobs’ so far which shows the immense multifaceted potential of green development. He said that China is officially at par or has taken lead from USA in green technologies, AI, STEM, due to the commitment of China in innovation and technology.

Senator Eng. Rukhsana Zuberi stressed on conducting energy audits to identify wasteful practices and increase the energy efficiency. She informed that after the first energy audit of the building of Pakistan Energy Council, 35% reduction in energy consumption was achieved. She stressed the need for advocacy and engaging with common people to increase energy efficiency at the household level by highlighting the financial cost that can be saved by making small consumption changes.

Dr Abid Q. Suleri, the Executive Director, SDPI, said that we must recall success stories from China in tackling environmental and climate issues. He said that China successfully reduced SMOG and particulate matter air pollution by 60% in a short span in Beijing. He further elucidated that China’s Great Green Wall in 2013-14, was another initiative, which effectively management of desertification. He said that China offers a leadership model from micro to meso-level in managing resources efficiently, and addressing the growing threats of environment and climate change which Pakistan must take inspiration from. He said that CPEC is not limited to trade or energy rather agriculture and food security are an essential component of green CPEC and use of nature for greening is visible in various CPEC initiatives including China’s assistance to Pakistan in the form of genetically engineered seeds and rice.

Mustafa Hyder Sayed, the Executive Director, Pakistan-China Institute in his concluding remarks stressed on establishing Special Economic Zone (SEZs) at strategic location to explore their true potential as simply mushrooming them is not enough. He said that Shenzhen emerged as the most successful model of Special Economic Zone is due to its strategic location in proximity to other business clusters. Renewable energy can be expanded in Pakistan if they are made profitable and return on investment can be guaranteed. He called for adopting a synchronized approach to expand the renewable energy market and reduce the import bill for energy generation.

PMSA, Customs Seize Liquor Worth Millions

February 25, The Pakistan Maritime Security Agency (PMSA) and Customs Karachi seized a huge quantity of liquor worth millions in the Arabian Sea. According to a news release on Friday, the PMSA and Collectorate of Customs Enforcement Karachi in a joint intelligence-based operation apprehended a huge quantity of liquor worth approximately Rs. 435 million apprehended in the North Arabian Sea. Smugglers, boat with confiscated liquor were handed over to the Collectorate of Customs Enforcement Karachi for further legal proceedings.

China, Pakistan Ink Agreement to Promote Modern Agri Technology



February 25, Pakistan and China have agreed to promote bilateral modern agricultural cooperation by signing a framework agreement on Belt and Road agricultural cooperation. The agreement was signed at the China-Pakistan Symposium on Modern Agriculture Cooperation



at Northwest A&F University, China. The agreement was signed by the Northwest A&F University, China National Machinery Industry Corporation (SINOMACH), and the Office of Foreign Affairs Commission, Shaanxi Provincial Party Committee.

The three sides will work together in promoting international agricultural technology cooperation under the Belt and Road Initiative, training agricultural talents, building overseas agricultural parks and enhancing agricultural industrial chain of BRI countries. Prof. Zhang Lixin from Northwest A&F University told the media that to facilitate agricultural technology transfer, the university will establish a mechanism for expert exchange with agricultural universities and research institutes in BRI countries. A resource-sharing platform is proposed at the symposium to share and promote success models

Projects including agricultural mechanization, deep processing of food, cross-border agricultural trade, agricultural warehousing, international logistics and overseas agricultural parks will be promoted via SCO (Shanghai Cooperation Organisation) Demonstration Base for Agricultural Technology Exchange, Yangling Area of China (Shaanxi) Pilot Free Trade Zone and Yangling Comprehensive Bonded Zone.

To support the above efforts, new scholarship programs are in pipeline to train agricultural talents. The overseas agricultural project bases under SINOMACH, including those in Pakistan, will offer opportunities to local students and researchers for study, internship, employment, and entrepreneurship.

Chinese Researchers to Reach Gwadar for Green Initiative

February 28, A group of seven Chinese researchers and botanists led by Professor Wang Sen will arrive at Gwadar Port in March for Green Gwadar Initiative. Their visit is intended to further advance plant growth and sustainability by using modern technology, such as tissue culture and genetic engineering, to ensure the plants' resilience against unsuitable and harsh climates. The team will be working at the Tissue Culture Lab and Green Center, which was established jointly by the China Overseas Ports Holding Company and the Central South University of Forestry and Technology, China, in the Gwadar Free Zone.

The prime focus of the laboratory is to conduct research and subsequently produce plants that are conducive to the



arid environment of Gwadar. In collaboration with China, the tissue club has significantly contributed to the preservation of Gwadar's natural environment by planting 150,000 plants and converting the previously reclaimed area of Gwadar port and free zone into green land. The previous team of researchers has conducted significant research using non-conventional methods such as tissue culture and genetic engineering to yield new varieties of bananas and jujube plants. A systematic experimentation has been conducted on the arid non-wood forest.

The team of researchers visiting Gwadar in March will continue the momentum to discover new avenues of research on plants in Gwadar and nearby regions. The findings will be eventually shared with the local community to help them grow commercial crops and attain self-sufficiency.





Maersk and Mawani Break Ground for Saudi Arabia's Largest Integrated Logistics Park at Jeddah Islamic Port



16 February, Jeddah: A. P. Moller – Maersk, a global integrator of logistics, and Saudi Ports Authority ‘Mawani’ today broke ground for Saudi Arabia’s largest Integrated Logistics Park at Jeddah Islamic Port today. Present at the ground-breaking ceremony were His Excellency Mr Omar Bin Talal Hariri President, Saudi Ports Authority (Mawani), Her Excellency Ambassador Liselotte Plesner, Danish Ambassador to Saudi Arabia, Mr Abdullah Al Zamil, CEO of Zamil Construction, and Mr Mohammad Shihab, Managing Director, Maersk Saudi Arabia, along with Maersk’s valued customers, and partners.

The greenfield project spread over an area of 225,000 sq. m. will be the first of its kind at the Jeddah Islamic Port offering an array of solutions with an aim to connect and simplify the supply chains of Maersk’s customers in the Kingdom. The 346 Mn USD- (1.3 Bn Saudi Riyal) investment project will not only create bespoke logistics solutions but also focus heavily on decarbonising logistics with the use of renewable energy to power the entire facility. The project is expected to create more than 2,500 direct and indirect jobs in Saudi Arabia. Spread over 225,000 sq. m., this Integrated Logistics Park upon opening will provide Maersk’s customers extensive infrastructure for warehousing & distribution, cold storage, e-commerce and serve as a hub for transshipments, petrochemical consolidation, air freight and LCL (less than container load) cargo. (Credit: Maersk)

Saudi Port Authority Approves 5 New Shipping Services Linking 43 International Ports

26 February, RIYADH: The Saudi Port Authority, also



known as Mawani, has approved five new shipping services during January that will contribute to linking the Kingdom with as many as 43 international ports. The five new services are projected to support commercial traffic, strengthen the national imports and exports system, as well as provide alternatives for importers, exporters, and shipping agents, Al-Eqtisadiah reported. In addition, the new services will enable the authority to back the logistics system and upgrade the services of importers, exporters and shipping agents. This also aligns with the goals and objectives of the National Strategy for Transport and Logistics Services to consolidate the Kingdom’s position as a global logistics center and a connecting hub for the three continents.

The five new services are dispersed across three ports namely, Jeddah Islamic Port, King Abdulaziz Port in Dammam, and Jubail Commercial Port. At the Jeddah Islamic Port, the shipping service “India – Western Mediterranean of the Mediterranean Shipping Co.” was added, linking the Kingdom with 12 international ports.

At the same port another joint shipping line called “Indamex2” was added, linking the Kingdom with an additional six global ports. Moving on to the King Abdulaziz Port in Dammam, the “Pakistan, India and South Africa” of the Mediterranean Shipping Co. shipping service was added, linking the Gulf country with eight intercontinental ports. At the Jubail Commercial Port, the “India to East Med” of the Mediterranean Shipping Co. was added, connecting the Kingdom to 11 international ports. Lastly, the “India Gulf Service” was also added at the Jubail Commercial Port, linking Saudi Arabia to six global ports. According to the UNCTAD report issued by the United Nations Conference on Trade and Development, Mawani has achieved the highest regional progress in the maritime navigation network connectivity index. This



comes as the authority managed to secure 71.33 points during the final quarter of 2022, as a result of the addition of nine new shipping services throughout the year. Mawani's mission is to realize the Kingdom's economic and social ambitions by ensuring reliable and efficient logistics operations while creating a safe and sustainable maritime environment. (Credit: Arab News)

As Ocean Freight Market Slows, Intra-Asian Trade Shows Signs of Growth



February 26, With the dual pressures of the ongoing war in Ukraine and the lingering effects of the COVID-19 pandemic, inflation and slowing trade volumes have become pain points for most economies globally. On the shipping front, with the market normalizing from the pandemic year's boom, container freight rates are experiencing a momentous fall. In fact, last week saw another accelerated spot rates decline, according to Drewry World Container Index (WCI) data. The overall index declined by 3.8 percent, the largest week-on-week decline since early December.

Container shipping analysts are also observing rising numbers of empty containers piled-up in major ports in China and North America. In the first week of February, the container availability index (CAx), administered by the container-monitoring platform Container xChange, rose to 0.64 at ports in China, including Shanghai, Ningbo, Tianjin and Shenzhen. This was the 11th consecutive week that the CAx index was above 0.6, where values above 0.5 mean that more containers entered a port than left it. A CAx value of 0.5 shows that the same number of containers leave and enter a port in the same week.

"There is significant increase in empty containers along China's coastline over the past five months. The falling rates and increased availability of containers in some regions of the world are indicative of weak demand and slower economic growth," explained Christian Roeloffs, CEO of Container xChange.

But even as market conditions appear bleak, there is significant revision of forecasts in the Asia-Pacific region in the last couple of weeks, where a sudden re-opening of China is paving way for a faster-than-expected rebound in activity. The manufacturing and export hub of Shanghai is swiftly re-emerging from three years of Covid-19 restrictions, and market observers expect Shanghai's full global re-integration to begin in March. Nonetheless, will Shanghai find it easy to attract foreign businesses, especially after many overseas staff faced hardships during the lockdowns?

China's neighbors stand to benefit from its success, and many economists seem to agree that China's re-opening will have spillover effects to the rest of Asia. According to a market note by IMF last week, China's re-opening will help improve prospects in the Asia-Pacific, making it the most dynamic of the world's major regions and a bright spot in a slowing global economy.

"The region's growth is set to accelerate to 4.7 percent this year from 3.8 percent in 2022. Cambodia, Indonesia, Malaysia, the Philippines, Thailand and Vietnam are all back to their robust pre-pandemic growth. Our analysis shows that, for every percentage point of higher growth in China, output in the rest of Asia rises by around 0.3 percent," noted IMF. This is good news to shipping lines, specifically the regional carriers that compete for intra-Asian trade. Notably, over 25 percent of containerized cargo trades within Asia.

Interestingly, as the global ocean-freight market cools, some carriers are gearing up for the massive potential offered by intra-Asian trade. Last week, Israeli carrier ZIM Integrated Shipping Services Ltd and Vietnamese Hai An Transport and Stevedoring Company announced the launch of Lotus link, a joint venture to operate domestic shipping services in Vietnam. The joint venture will serve the major ports in Vietnam (Ho Chi Minh, Danang and Haiphong) as well as provinces and hinterlands where direct access to international shipping services is limited. (Credit: The Maritime Executive)

Suspected Sovcomflot Front Registered at DIFC in Dubai

February 27, A ship management company believed to be a front for Russian shipping concern Sovcomflot is registered at the Dubai International Financial Centre.

Sun Ship Management (D) Ltd. Is listed as an active entity with offices at an address in the DIFC. The website



lists SCF as its partners and technical team. The company has been targeted by EU sanctions, freezing its EU assets and banning financing the company from the bloc. Vladimir Oskirko, Alexey Khaidukov, Alexander Verbo and Andrey Kotsenebin are listed as Sun Ship directors. Star Choice (Hong Kong) Limited are said to be shareholders. Sun Ship's licence type is given as 'non-regulated,' while its legal structure is that of a 'private company.' The registry said that earlier iterations saw the company registered as SCF Overseas Management Company Limited until 29 October 2015, and SCF Management Services (Dubai) Ltd. until 5 July 2022. 'SCF' is understood to be a reference to Sovcomflot and is a common abbreviation for the Russian shipowner. Ever since the UAE abstained in a UN Security Council vote condemning the Russian invasion of Ukraine a year ago, concern has been mounting over the its lack of interest in participating in Western sanctions against Russia, with the suspicion that its oligarchs are fleeing to Dubai in droves. Other commentators note political reasons for the UAE's tacit support of Russian endeavour. Dubai, in particular, is keen to project its status as a growing business hub that it open to businesses from all points of the compass which seek to set up operations in the Middle East economic hub. (Credit: Seatrade Maritime)

Hapag-Lloyd and Shell Sign Multi-Year LNG Supply Agreement

February 28, Shell Western LNG B.V (Shell) and Hapag-Lloyd signed a multi-year agreement for the supply of LNG to Hapag-Lloyd's ultra large dual-fuel container vessels of 23,500+ teus.

Bunkering for these twelve new vessels is expected to commence during the second half of 2023 and LNG will be supplied in the Port of Rotterdam. The modern ships will be deployed on Europe-Asia routes and call at major ports including Rotterdam, Hamburg, Singapore, and



Shanghai. Hapag-Lloyd will immediately reduce the CO2 intensity of these vessels by up to 23% by using LNG, compared to conventional fuels. Additionally, the use of LNG supports the almost complete reduction of particle emissions. This is another important step for Hapag-Lloyd to reduce emissions and decarbonise its fleet in line with its goal of becoming net zero carbon by 2045. (Credit: Sea trade Maritime)

New Capacity Enters 'Thriving' Russian Container Sector

February 28, 2023, While much has been written about how oil, gas, coal and grain trades have changed in the year since Russia invaded Ukraine, there has been little spotlight on the container sector. Within weeks of the first shots being fired in eastern Europe most global liners announced they were pulling out of the Russian market, with a notable exception, Swiss-headquartered Mediterranean Shipping Co (MSC), the world's largest container-line, which has made a fortune from the elevated rates in and out of the world's largest country. Data from Linerlytica shows MSC's strong ongoing presence in Russia, as well as the emergence of plenty of new capacity from local players. "Freight rates to Russia remain highly elevated and new capacity continues to flow into the Russian trade with the latest newcomers Safetrans, Torgmoll/New New, Reel Shipping and OVP Shipping adding ships to the trade as congestion at the Russian Far East gateways of Vladivostok and Vostochny have generated demand for new services from Asia to the Black Sea and Baltic gateways of Novorossiysk and St Petersburg," analysts at Linerlytica noted in its most recent weekly report. Safetrans, a Transfar affiliate, is the latest to join the fray as capacity withdrawn from the transpacific route is diverted to the Russian trades. MSC retains a considerable presence in the Russian trades with feeder operations in all three Russian gateways with Linerlytica describing the Russian freight scene as "thriving". (Credit: Arab News)



Port of Brunswick Shipping Channel Expanding to Accommodate Larger Ships



February 16, The Georgia Ports Authority (GPA) and the Army Corps of Engineers have signed an agreement that will see the Army Corps begin work to widen and deepen parts of the shipping channel of the state-operated Port of Brunswick. The expansion will enable the port to accommodate larger cargo vessels. Construction is expected to begin in December 2024, after completion of project design and engineering work.

GPA said in a press release on January 17 that the Port of Brunswick handled 651,101 units of autos and heavy machinery in calendar year 2022. That number is expected to increase substantially when Hyundai opens a new Savannah plant in 2025, with an annual capacity of 300,000 units.

The GPA notes on its website that it plans to shift break-bulk cargo carried by Wallenius Wilhelmsen Ocean to Colonel’s Island Terminal in Brunswick. Construction has started on 350,000 square feet of near-dock warehousing that will serve auto processing. Eighty-five acres of auto storage space are under construction on the south side of the island, which will increase Brunswick’s roll-on/roll-off capacity from 1.2m to 1.4m vehicles per year. The new pavement and buildings are slated to be completed in 2023. Additionally, GPA has received federal approval to add a fourth berth at Colonel’s Island. The project will more efficiently accommodate the larger 7,000-plus-unit vehicle carrier vessels that are becoming the industry standard at US ports. (Credit: Splash247)

Ports in China and America Point to Container Shipping’s Current Malaise

February 21, 2023, Air is becoming one of the largest products inside the world’s containers as rates slump and



consumer demand falters. In China, empty containers are stacking up at the nation’s largest ports, with management at many terminals now actively shifting surplus boxes to secondary ports to free up space. It comes at a time where the global number of metal boxes has hit record highs as lines rushed to order more containers during the supply chain pandemonium of the pandemic. The container availability index created by German box buying platform Container xChange measures the ratio of inbound to outbound containers port-wise. A reading above 0.5 suggests more inbound than outbound containers at ports in China including Shanghai, Ningbo, Tianjin and Shenzhen. As of February 5, the index read 0.64, an 11th straight week above 0.6. Describing the current market outlook as “bleak”, Christian Roeloffs, CEO of Container xChange, noted the significant increase in empty containers littering China’s coastline over the past five months. “The falling rates and increased availability of containers in certain regions of the world are indicative of weak demand and slower economic growth,” Roeloffs said in a market update yesterday. Maersk has warned this month that global box volumes could drop 2.5% this year, with Clarksons Research suggesting the figure could be even worse at -3.1%. Across the Pacific from China, part of the reason for the empty containers piling up in Shenzhen and other Asian ports is explained in the latest throughput numbers from the likes of Long Beach, a city gearing up to host the largest TPM in history, container shipping’s annual big get-together.

The latest report from John McCown-led Blue Alpha Capital shows the 10 largest American box ports experienced the largest monthly inbound drop in volumes since the global financial crisis of 2008, down by 17.9%. January marks the seventh straight month of expanding



year-over-year declines at American ports. West coast ports were even weaker with a decline of 23.5% in January. Year over year comparisons can be augmented by comparisons to the same month in 2019 before any pandemic impact. Inbound loads this January compared to January 2019 equated to a four-year CAGR of negative 1.4%, according to Blue Alpha Capital. Shippers and carriers are readying for next week's TPM with contract negotiations expected to be very tough with long-term and spot rates both massively down over the same period a year ago. Xeneta CEO Patrik Berglund commented earlier this month: "Global demand has fallen away, congestion has eased, equipment is available, and the macro-economic and geopolitical situations are, to say the least, complex." (Credit: Splash 247)

COSCO Shipping Ports Acquires Xiamen Terminal Asset

COSCO Shipping Ports purchased 30% equity of Xiamen Ocean Gate via its wholly-owned subsidiary COSCO Shipping Ports Xiamen (CSPX) to strengthen container related business.

Upon completion of the deal, Xiamen Ocean Gate will become a wholly-owned subsidiary of CSPX.

Xiamen Ocean Gate is principally engaged in the operation of the container terminal at the port of Haicang District, Xiamen, which is a major deep-water port along the south-eastern coastal region.

The proposed acquisition of the remaining 30% equity interest in Xiamen Ocean Gate will be a meaningful step in realising the company's strategy of creating greater value and is in line with the company's strategy of enhancing control over terminal assets, which is expected to result in an increase in the overall profitability of the terminal business. (Credit: Sea trade maritime)

Five MSC Ships Detained in Australia in First Two Months of 2023

February 28, The Australian Maritime Safety Authority (AMSA) has issued a refusal of access direction notice the Liberian-flagged 1,732 teu containership MSC Kymea II from Australian ports for 90 days. AMSA issued the notice following months of "sub-standard performance" from the ship's operator, MSC Shipmanagement (MSC), including critical maintenance issues. AMSA has detained nine MSC ships over the past two years, including five ships in 2023 alone. Many of these

detentions showed systemic sub-standard maintenance practices onboard. The AMSA Inspection of the 2006-built MSC Kymea II found 21 deficiencies in total, including a defective free fall lifeboat steering system, defective fire safety systems, dangerously-stored flammable materials, and multiple wasted or missing railing safety chains used to prevent stevedores from falling from heights when lashing cargo. Another MSC vessel inspected two weeks ago was found with a corroded fuel-oil tank air pipe, and the evidence suggests that the ship attempted to hide the seriousness of the defect from authorities by covering up the rusted pipe with canvas and painting over it.

"Ships should be on notice that this kind of repeated poor performance is not acceptable, and Australia will take action," said AMSA executive director of operations Michael Drake. (Credit: Splash247)

Privatisation of Port of Itajaí to be Reviewed



February 28, Brazil's Federal Government will review the privatisation of the Port of Itajaí, located on the Northern coast of Santa Catarina state, despite the TCU audit court's recent seal of approval to continue the process. Currently, the port authority for the Port of Itajaí is in the hands of the municipal administration, as it has been since 1997. The concession contract, due to expire in December 2022, was extended for up to two years due to delays in the port privatisation.

"Thus, the pace in which modernisation works will be implemented and investments enacted will be even greater thanks to the priority the new Federal Government gives to the ports," says the minister of ports and airports, Marcio Franca (Credit: Sea trade maritime)



Iskenderun Port Resumes Operations after Large Fire Extinguished



February 10, A fire at Turkey's Iskenderun port has been extinguished and maritime operations have resumed in the region, Turkey's maritime authority said on Friday, four days after the blaze broke out after following earthquakes that struck the country. More than a thousand containers which had caught on fire are being separated and the rehabilitation of the port will begin swiftly, it said. A source at the port said smoke was still rising from the scene as cooling operations continue. "The fire is completely extinguished but smoke is rising. Barring an extraordinary event, it looks like there is no chance for the fire to erupt again but cooling operations will last three more days," the person said. (Credit: Maritime logistics professionals)

OCIMF Updates Safety Guide for Tank Barges and Terminals



February 13, 2023, Oil Companies International Marine Forum (OCIMF) and the inland navigation sector with the

support of the Central Commission for the Navigation of the Rhine (CCNR) have collaborated with other European organizations to produce the second edition of the International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT). The purpose of ISGINTT is to improve the safe transport of dangerous goods at the interface between inland tank barges and other vessels or shore facilities (terminals). The safety guide is compatible with other international maritime guidance for seagoing vessels (e.g. International Safety Guide for Oil Tankers and Terminals (ISGOTT))—not intended to replace or to amend current legal requirements, but to provide additional recommendations.

Its implementation is recommended by OCIMF and the following participating industry organizations: European Barge Union (EBU), European Chemical Industry Council (CEFIC), European Federation of Inland Ports (EFIP), European Sea Ports Organization (ESPO), European Skippers Organization (ESO), Federation of European Tank Storage (FETSA), FuelsEurope, Inland Waterways Transport Platform (IWT Platform), International Chamber of Shipping (ICS), and Society of International Gas Tanker and Terminal Operators (SIGTTO), along with the necessary political support of CCNR. (Credit: Maritime logistics professionals)

Port of Gothenburg Inspection Vessel Set for All-electric



February 14, The Port of Gothenburg announced its inspection vessel Hamnen is set to be converted to run on electrical power as part of the port's wider plan to slash operational emissions. In service since 1979, the 20.3-meter-long Hamnen is owned and operated by the Gothenburg Port Authority, through the Harbor Master's Office and Harbor Master Åsa Kärnebro who is responsible for the vessel. Hamnen currently operates approxi-



mately 1,200 hours a year, consuming Around 25,000 liters of diesel, the Gothenburg Port Authority said, noting that this represents 67 tonnes of carbon dioxide emissions, which is 15% of its total emissions. For the conversion, Hamnen will be taken to the Ö-varvet shipyard on the island of Öckerö in the Gothenburg archipelago during the spring, and will return to service in the autumn.

The engine room will be undergoing a total transformation, as Hamnen's existing diesel engine will be replaced by a totally new electric engine with an output of 250 kW. A four to five tonne bank of batteries with 520 kWh will also be installed, and these can be supplemented by additional battery capacity in the future if required. "In exceptional cases, special call-outs, unforeseen events or extreme weather conditions may require additional range, so we're also installing an auxiliary diesel engine that runs on HVO. The vessel's task is to be available in all contexts 24/7, so we need that flexibility. But the goal is to run on battery power for 90% of the time," Falk said. Hamnen's regular berth position in the Port of Gothenburg will be fitted with a 63 amp charger, which is sufficient for charging between regular assignments. Following the electrical power conversion, the vessel will be able to run at least 4 hours at 6 knots.

As part of the SEK 17.3 million refit, in addition to conversion to electrical power, a new, purpose-built wheelhouse will be installed, and a number of measures will be taken to enhance the work environment and extend the useful life

While the vessel is laid up, Falk and the rest of the crew will be using a smaller replacement boat to perform their inspection assignment.

For the Gothenburg Port Authority, Hamnen's electrification is more than another step in the quest to achieve the port's climate goal of a 70% reduction in port-related emissions from Vinga and over the whole Gothenburg area on the land side by 2030, said Viktor Allgurén, Head of Innovation at the Gothenburg Port Authority. "As far as the Gothenburg Port Authority is concerned, we have high expectations of our partners both in and around the port and the decision-makers we collaborate with when it comes to climate change, and we need to have everyone on board if we're going to meet our goals. If we're going to be able to demand that others contribute to the transition, we must show in all ways that we're setting an

example in the transition. It's a question of credibility," Allgurén said. (Credit: Maritime logistics professionals)

Sif to Build World's Largest Monopile Foundation Manufacturing Plant in Rotterdam



February 17, 2023, Dutch offshore wind foundation maker Sif this week said it would build the world's largest monopile foundation manufacturing plant in Rotterdam, the Netherlands, with an estimated investment of around €328 million. The plant will be built at the 62 hectare Maasvlakte 2 site in Rotterdam, the Netherlands, as an extension of the existing facilities

Sif said that the plant would significantly increase the total combined capacity of Sif to 500 kilotons a year and upgrade its capabilities to manufacture the equivalent of 200 XXXL, 11-meter-diameter, 2,500-ton reference monopile foundations a year.

The construction of the facility is set to start in April 2023, with the first manufacturing operations scheduled to start in the second half of 2024.

"Once the expanded manufacturing plant is fully ramped-up, which is expected in the first half of 2025, the company projects EBITDA of €135 million in 2025 and of at least €160 million per annum from 2026 onwards. This results in a payback period of 3-4 years," Sif said. (Credit: Maritime logistics professionals)

Konecranes to Deliver Mobile Harbor Crane to Guyana

February 22, 2023, Finland's Konecranes reports it has received an order to deliver two mobile harbor cranes to Guyana's Port of Georgetown. In Q3 2022, two port operating companies in Guyana – Muneshwers Ltd. and John Fernandes Ltd. – made a joint order for two Generation 6 Konecranes Gottwald Mobile Harbor Cranes to build up cargo handling terminals in Georgetown. When the



cranes arrive in Q2 2023 they will be the very first mobile harbor cranes in Guyana, and Konecranes Gottwald Mobile Harbor Cranes will be present in all the coastal states of South America. The family-owned John Fernandes Ltd. and Muneshwers Ltd. are working together to build a regional cargo hub for the common good of Guyana. They have purchased two Generation 6 Konecranes Gottwald Mobile Harbor Cranes that will be able to handle “gearless” ships, that is, ships that do not have their own onboard loading/unloading equipment. This will be a first for Guyana, making the Port of Georgetown able to receive a much wider variety of cargo ships that can also be much larger. Their new cranes will have the latest technology to maximize productivity, with the flexibility to handle both containers and general cargo on the quay while minimizing fuel consumption and carbon emissions.

Robin Muneshwer, CEO of Muneshwers Ltd., said, “As we planned our hub, it soon became clear that the right equipment for us was mobile harbor cranes, and we made site visits to Jamaica and Florida where we could see cranes of different brands in action at customer sites,”

Philip Fernandes, CEO of John Fernandes Ltd., said, “Konecranes Gottwald Mobile Harbor Cranes impressed us with their performance, reliability, and robustness as well as their outstanding eco-efficiency. Their special hybrid drive offers us both performance peaks in fast and heavy cargo handling and fuel saving options.”

The two cranes are Generation 6 Konecranes Gottwald ESP.6 Mobile Harbor Cranes, with a working radius of 49 m and a capacity of 125 t to serve container ships up to Panamax class. They will be used for container handling mainly, but their flexibility allows them to handle general cargo when needed. Strong lifting capacity curves,

improved handling rates and a high classification ensures a long service life. The cranes use the innovative Konecranes hybrid drive, which consists of a modern diesel engine paired with an ultracapacitor that can be recharged by energy recovered from lowering and braking motions. This gives the power needed for peak performance, while saving fuel when moving lighter loads. (Credit: Maritime logistics professionals)

Port of Rotterdam to Implement Emissions-Tracking Tool



February 22, 2023, PortXchange Products B.V., the Netherlands-based digital solutions provider for predictable and sustainable shipping, announced the launch of PortXchange EmissionInsider, with the Port of Rotterdam acting as the launching customer. PortXchange EmissionInsider is a digital solution to support ports in achieving their decarbonization targets from all transport-related emissions and was created in collaboration with BigMile, a Netherlands-based calculation and analysis company offering solutions to optimize and report on multimodal transport-related carbon emissions.

With the launch of PortXchange EmissionInsider, the aim is to provide a digital platform that supports the Port of Rotterdam in its ambition to improve its emissions-tracking practices and use reliable real-time data to analyze its carbon footprint. Consequently, the port can make better decisions on emissions reduction strategies, standardize reporting and support the port community and its customers to achieve their decarbonization goals.

Douwe van der Stroom, Business Manager, Energy Transition & Digitalisation at Port of Rotterdam, said, “The PortXchange EmissionInsider helps us to visualize emissions from all transport modalities - sea-going vessels, barges, trucks and rail. Equipped with this data, we can pinpoint the emission sources and develop a targeted



approach to lower them.”

Sjoerd de Jager, Managing Director at PortXchange, said, “With the launch of PortXchange EmissionInsider with the Port of Rotterdam, we achieved an important milestone in enabling ports to accelerate the reduction of greenhouse gas emissions. Based on the Rotterdam experience, we now are able to offer the functionality to other ports as well and keep supporting the industry in its effort to decarbonize. (Credit: Maritime logistics professionals)

Seafair Helps Meadway Shipping & Trading Inc. Innovate in Crewing

February 24, Mead way Shipping & Trading Inc has engaged Seafair to build customized software to improve seafarer management. The engagement aims at helping the company’s crew, accounting & training departments make more informed decisions on seafarer selection and monitoring. The outcomes are in line with the company’s long term commitment to retain, enable and develop its seafarers. Seafair’s engagement with Meadway Shipping enables the organization to consolidate all workflows that involve seafarers in one platform. This makes the collaboration among internal & external stakeholders involved in crewing matters much easier, and helps the company build a foundation of data that helps users run smoother everyday operations & build better crewing intelligence. “Meadway Shipping is a role model for innovation and disruption in the maritime world. Everyone in the company, from the owner and CFO, to people in the company’s crew management and HSQE are open to innovation. We love playing a vital role in modernizing organizations that inspire us and move the industry forward.”Agapitos Diakogiannis, Seafair CEO(Credit: Hellenic shipping news)

Methanol is Gaining Ground among Newbuildings

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Marlink Provides Hybrid Solutions for Quark Expeditions



February 28, Provision of high throughput bandwidth services in harsh environment has provided high quality connectivity for operations, crew, and guests, with plans to trial new LEO services in 2023 Oslo and Paris, 28 February 2023. Marlink, the smart digital solutions company, has successfully provided high throughput hybrid network solutions for Quark Expeditions’ MV Ultramarine since the start of the 2021 Arctic season. After the first full year of successful operations Quark Expeditions found that guests and staff on Ultramarine have enjoyed



continuous high-quality connectivity despite the high latitudes and harsh operational environment.

Quark Expeditions has operated a fleet of chartered vessels and icebreakers taking guests on unforgettable experiences for more than thirty years. Ultramarine is Quark’s first fully owned newbuild and is the newest ship in their fleet, designed to go beyond the familiar in polar exploration and answer passenger requests to discover new places. Ultramarine began its first full season of operations in October 2021. The 199-guest vessel is equipped with two twin-engine helicopters, 20 quick-launching Zodiacs, spacious suites, wellness amenities and numerous outdoor wildlife viewing spaces. Marlink has provided a seamless hybrid bespoke solution, including dual C-/Ku- Band and Ka-band VSAT with dual L-band back-up over LEO and GEO constellations and 4G/LTE connectivity with global roaming, to maximize passengers experience onboard. Marlink will further extend connectivity options on Ultramarine in spring 2023 when the vessel will trial the new Starlink LEO service, bringing faster throughput, lower latency services in a combination with guaranteed VSAT bandwidth to meet crew and passenger needs and extend access to more cloud-based applications.

Traffic is managed using software-defined routing (SD-WAN) which automatically selects the most efficient connection channel for data transmission, streamlining and securing the process for passengers, crew and business communications alike. To enable passengers and crew to share their experiences with friends and family, Marlink has provided an Internet Café solution from a third party to manage Internet access, billing and security. (Credit: Maritime Executive)

ABS Issues World’s First Main Engine Certification to Nabtesco

February 28, After prototype testing in January 2023, ABS issued the world’s first ABS CyberSafety Product Design Assessment (PDA) certification for the main engine and propulsion remote control systems (M-800 series) from Nabtesco Corporation.

“In vessel operations today, more and more components are connected and reliant on digitally enabled systems that introduce new risks and vulnerabilities into the maritime supply chain. By addressing the risks early at the individual component and equipment levels, equipment manufacturers can help mitigate potential negative



impacts. This PDA for Nabtesco provides a comprehensive certification solution demonstrating their commitment to cybersecurity,” said Patrick Ryan, ABS Senior Vice President and Chief Technology Officer. ABS provided review and approval for the various components of the M-800 series, including the micro-computer unit, a control system for diesel and turbine engines, and the relevant components in the remote-control system. (Credit: Maritime Executive)

Expected ships in Port Qasim

<i>ETA by AIS</i>	<i>Type</i>	<i>Vessel</i>
Mar 10, 05:00	Chemical/Oil Products Tanker	PVT NEPTUNE
Mar 10, 13:00	Container Ship	MAERSK PHUKET
Mar 12, 15:00	Chemical/Oil Products Tanker	YM SATURN
Mar 12, 15:00	Bulk Carrier	WOORYANG DANDY
Mar 13, 14:00	Container Ship	APL OREGON
Mar 13, 19:01	LNG Tanker	LNG KANO
Mar 14, 00:01	Tug	M.T-KORANGI



Climate Outlook in 2100 Forbidding without Stronger Emissions Legislation



February 15, A global bunker trader has set out a bleak picture of the long-term implications of the worldwide decarbonisation effort to date.

Achieving 2015 Paris climate targets may be out of reach despite policy and technology advances, Cem Saral, CEO of Cockett Marine Oil, told the Middle East Bunkering Convention 2023, in Dubai.

“Increased intensity on global emissions legislation is the key to driving infrastructure and innovation,” he told the event last week.

He cited data from the Sixth Assessment Report by the Intergovernmental Panel on Climate Change (IPCC) to show that even in optimistic scenarios, achieving the target of limiting global warming to only 1.5°C above pre-industrial levels was unlikely to be achieved, although a target of under 2.0°C could be.

More worryingly, by 2100, moderate to high-risk scenarios portended a rise to between over 2.3°C to almost 5.0°C, which would have disastrous consequences for the planet, triggering cataclysmic events such as the disintegration of the Greenland and Antarctic ice sheets.

Related: Greek owners adopt wait and see approach on alternative fuels

Despite a drop in 2020 due to the pandemic, global CO₂ emissions are expected to hit their highest-ever level this year, at 37.5bn metric tonnes (mt), after peaking in 2019 at 36.7bn mt.

To take the shipping industry in isolation, demonstrable progress in reducing CO₂ emissions has been made since 2009, when the level peaked at around 3.2%, as a percentage of the world total. The industry’s current share, at only 2.3%, has encouragingly not significantly risen since 2014.

However, Saral was keen to stress the fact that although progress has been made with retrofitting the existing fleet with scrubbers and ensuring newbuilds are dual-fuel-ready, the proportion of the fleet allocated to new fuel types was still too small.

Combining the current fleet with the existing orderbook, alternative fuels-capable vessels add up to only 2,008 ships, out of a total of 61,749, when analysing vessels of a size greater than 2,000 gross tonnes. On a gross tonnage basis, this means that although 47.3% of the orderbook is new-fuel compliant, when combined with the existing fleet, only 9.6% of the total when delivered will be fit for purpose.

Excluding LNG-fueled vessels, a paltry 1.09% of the future total fleet plus pending deliveries will be powered using fuels such as methanol, ethanol or hydrogen, as measured by gross tonnage.

Citing a 2022 report on the role of the global ship finance portfolio in meeting IMO targets on reducing greenhouse gas emissions by at least 50% by 2050, he said only seven out of 28 financial institutions were aligned with the global watchdog’s targets.

“On every aspect of decarbonisation, it’s clear that what has been achieved so far falls short of our ambitions, not just related to shipping, but to every aspect of industry. With regards to policy, the Net- Zero 2050 goals set out in adherence to the Paris Climate Agreement are visibly behind our ambitions,” said Saral, speaking to Seatrade Maritime News on the sidelines of the event.

“Achieving a situation where we limit temperature increases to 1.5°C by the end of the century seems extremely unlikely.”

With regard to the shipping and marine fuels industry, existing legislation, whether the EU Emissions Trading Scheme (ETS), as set within geographic bounds, the Energy Efficiency Existing Ship Index (EEXI), and the Carbon Intensity Indicator (CII), were steps in the right direction, but on their own were “not sufficiently intense to drive a far more effective and strong level of innovation for setting up new supply chains or creating novel fuel solutions to drive decarbonisation into higher gear,” he said.

Cockett Marine Oil is a Dubai-based unit of the Cockett Group, which is owned by Vitol and Grindrod, each with 50% stakes. It has offices in 11 countries around the world. (Credits: Seatrade Maritime News)



Covid restrictions still frustrating many at sea



February 27, The world is by and large living in a post-covid environment with life back to normal. Not at sea, however, where some restrictions remain in place. There are still a few seafarers working beyond their contracts, and the odd covid flare-up, such as in China at the start of the year, has some port states instituting quick crew change restrictions.

Likewise, the partner and child procedure onboard has not fully reverted to pre-pandemic times. Before 2020, many shipping companies allowed certain ranks to be accompanied by their partners, while a master and chief engineer could also be a child with them. This policy came to a halt with covid.

A survey among members of Intermanager, the association for third party shipmanagers, shows 37% of the membership have yet to allow partners and children back onboard. Seafarers endured incredible strains during the pandemic, working far longer than stipulated, and often in very strict conditions.

A joint action group created by four United Nations agencies including the International Maritime Organization (IMO) together with employer and worker bodies issued a series of recommendations last month to better protect transport workers from the impact of future health crises. The recommendations set out steps to protect transport workers, including improving how UN bodies and agencies and sectoral organisations can quickly and efficiently share information and coordinate actions during public health emergencies. They also call on governments to take concrete actions to protect the rights of transport workers during future public health emergencies of international concern, as well as with the continued impact of the covid pandemic.

“The covid-19 pandemic has presented the transport sector with considerable and, at times, unbearable challenges, threatening the sectors’ sustainability, as well as the lives and livelihoods of its workers. We need to make sure that we are better prepared for future emergencies,” commented Gilbert Hougbo, director-general of the International Labour Organization. (Credits: Splash247)

Seatrade Maritime Signs Vital MOUs with Emirates Shipping Association and Youngship UAE during a Night of Networking and Collaboration



Seatrade Maritime held a networking reception at Sofitel Jumeirah Beach, ahead of the 2023 Seatrade Maritime Logistics Middle East, the flagship event of the UAE Maritime Week. Attended by over 150 industry players, the networking reception brought together some of the leading maritime and logistics professionals, thought leaders, and decision-makers, on a common platform to foster connections, spark insightful discussions, share knowledge, and collaborate on new initiatives to drive the progress of the industry.

In addition to networking, the reception provided attendees with an ideal opportunity to interact and share vital information on how the maritime and logistics sectors have grown over the years to play a pivotal role in driving regional and global economic growth.

Flagbearer of regional maritime development

During the reception, Informa Markets signed two MoUs. The first agreement was signed between Informa Markets and Emirates Shipping Association, which will see the former provide the latter with the status of “Strategic Supporting Organisation” for Seatrade Maritime Logistics Middle East. The partnership between the two parties demonstrates their commitment to promoting the growth



and development of the maritime industry in the region, and provide a platform for its stakeholders to network, exchange ideas, and engage with industry leaders.

Representing Emirates Shipping Association, Huma Qureshi, General Manager of the organisation said: "We are thrilled to enter this partnership with Informa Markets. As a Strategic Supporter of Seatrade Maritime Logistics Middle East, the MoU will provide access to exclusive benefits, including top-notch marketing, exposure, and unparalleled networking opportunities, enabling us to educate and create awareness on issues relevant to the maritime cluster. As the world continues to recover from back-to-back crises, industries are returning to normalcy and increasing their reliance on seaborne trade, leading to exciting times for the region's maritime sector. We look forward to capitalising on the opportunities this will bring, and working together to drive the growth of the industry, while also catering to the interests of our members, since the association leads to being the unified maritime voice across the different stakeholders in the UAE."

Empowering the next generation of maritime professionals

The second MoU was signed between Informa Markets and YoungShip UAE to promote the 20 Under 40 initiative, and highlight the opportunities provided by YoungShip UAE to aspiring maritime professionals in the region. As a result of the partnership, YoungShip UAE will be recognised as the "Supporting Organisation" for Seatrade Maritime Logistics Middle East, in addition to both parties combining their forces to encourage the next generation of maritime leaders to take part in the industry, contribute to its security, sustainability, and growth.

On behalf of YoungShip UAE, Capt. Rami Al Breiki, Chairman of the entity said: "We are looking forward to the support of Informa Markets to enhance the progress of the industry by recognising skilled and qualified maritime professionals. The 20 Under 40 initiative is a significant step towards achieving this goal, and we find it very important for us to support such efforts. By highlighting the achievements and experiences of young industry professionals, we will be able to educate the youth about the lucrative and fulfilling opportunities that lie in the sector for successful careers, and attract a higher volume of applicants willing to contribute to the industry's growth."

Gearing up for a successful event

Speaking on the significance of the reception and the two signings, Chris Morley, Group Director, Seatrade Maritime said: "The networking reception was a step forward in our aim to organise an impactful event, favourable to industry growth and expansion. Through this reception, we were able to provide industry stakeholders with a valuable opportunity to come together and strengthen their relationships with one another. Therefore, we can say with conviction that we were able to achieve what we aimed for through this reception, and are looking forward to a successful event with an ocean of attendees."

"We are also proud to announce our partnerships with Emirates Shipping Association and YoungShip UAE. Both these organisations have spent several years in the UAE, consistently contributing to the sustenance and progress of the regional maritime sector. We believe that it is the right step forward to build on the individual capabilities of the two entities, and collectively catalyse the growth of the regional maritime sector," Morley added.

Emma Howell, Middle East Development Director, Informa Markets Maritime & Cruise portfolio said: "The networking event was helpful in bringing together stalwarts from across the industry to share insights, and have a better understanding of the challenges and opportunities in the coming decades. The reception was also a great way to get the ball rolling about our upcoming event in May 2023, increasing its awareness, the topics that will be covered, and the new initiatives that will be launched. The signing of the two MoUs was the highlight of the reception, establishing our commitment to the industry's growth and expansion for the years to come." (Credits: Marasi News)



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MAKING SURE THE BLUE ECONOMY IS GREEN

By Dulika Rathnayake



Oceans cover three-quarters of the globe, and a staggering 80% of all life on Earth is found hidden beneath their waves. They also represent an enormous economic opportunity, which is why the “Ocean Economy” is driven by a combination of growing ocean-based industries, jobs and rising incomes as well as concerns about growing pressures on dwindling marine resources and response to climate change. It also holds considerable potential for pioneering technological innovations that could provide solutions for balancing the benefits of marine-based activities with a complex variety of risks that need to be carefully managed. The ocean economy is fast-growing and calculations on the basis of the OECD’s Ocean Economy Database estimate its output in base year 2010 is approximately 2.5% of the world gross value (GVA) and that its growth will outpace that of the global economy in the next 15 years. Today the ocean economy already provides livelihoods of more than 10% of the world’s population and it is worth over USD 1.5 trillion, and it is estimated to double by 2030.

While traditional maritime industries such shipping, ports, offshore oil and gas, capture fisheries, maritime and coastal tourism etc. continue to innovate, the emerging ocean industries are attracting most of the attention these days. These industries include offshore wind, tidal and wave energy, seabed mining, marine aquaculture and biotechnology. However, the predicted growth of the ocean economy must not come at the expense of marine ecosystems and biodiversity for the next generation. As such, a dramatic shift is necessary in how we develop the ocean’s potentials so as not to compromise the marine resource base on which they rely. A healthy ocean will have more than just economic benefits. It will improve our health and wellbeing, and enhance the resilience of our planet to support our long-term future.

An industrial transition is reshaping and diversifying maritime sectors. The long-term potential for innovation, employment creation, and economic growth offered by new and expansion of existing sectors are impressive. For example, offshore wind operations is projected to produce 175 gigawatts of power by 2035 and the extraordinary growth in aquaculture means that no other agri-food sector has grown as fast in the past two decades. Today, aquaculture makes a major contribution to human nutrition by providing animal protein consumed in countries like China and Indonesia.



Growing attention to the need to protect the world's oceans and seas in the recent years has prompted discussions in numerous multi-stakeholder coalitions that address sustainability of the ocean economy. Such was the recent UN Ocean Conference addressing the Sustainable Development Goal 14, directly targeting the need to conserve and sustainably use the oceans, seas and marine resources. With this in mind, the OECD's 2017 Green Growth and Sustainable Development (GGSD) Forum on 21–22 November in Paris and will focus on Greening the Ocean Economy. Over the years, the Forum has proven to be a unique space for collaboration, discussion and identification of knowledge gaps on interconnected policy areas that matter to people, our planet and our economies. This year's discussions will focus on how we can nationally and internationally examine the possible ways to improve ocean governance and solutions to counter the many intended and unintended pressures our oceans and seas face today.

The OECD GGSD Forum is also an opportunity to bring challenges to the table and push the knowledge frontier. Experts from leading research institutions, government officials and business representatives will exchange experience and information on the latest state of play and identify knowledge gaps. This is expected to lead to recommendations for future work on how to maximise the promise of the ocean economy while ensuring sustainability. Bringing together experts from different disciplines, sectors and policy areas can help governments, businesses and citizens determine the best way to implement the green growth agenda, while simultaneously addressing the various economic, social and environmental implications of the ocean economy.

Most importantly, this year's GGSD Forum is about exploring opportunities for actions that can make a significant contribution to greening the ocean economy. Maritime activities are unlikely to develop to their full potential without effective management of the risks and opportunities associated with them. Hence, multi-disciplinary dialogues and collaborations are needed to manage the ocean economy, addressing issues such as marine spatial planning, management of marine litter, employment, trade and investment implications, and innovations in science and technology. The GGSD Forum will aim to show that actions and solutions in these areas are not only desirable but feasible from economic and technological perspectives. It needs to start now, as it will build on other international and national efforts to conserve our oceans and seas.

***About the Author:** She is a Sri Lankan national, and has recently joined the OECD Green Growth Coordination team, where she provides support to the planning and organization of the annual flagship event, the 2017 Green Growth and Sustainable Development Forum on “Greening the Ocean Eco”*

(Source: OECD)



AMAN SERIES OF EXERCISES: PAKISTAN'S NAVAL DIPLOMACY TOOL

By Ambreen Liaquat

Pakistan, as opposed to its neighboring rival's yearning and evil schemes, has been successful to showcase its preparedness, interoperability, and connectedness with the international community through a series of multinational military exercises. AMAN exercise, which is conducted biennially, is one such example. The initiative was taken by Pakistan Navy in 2007 and is considered an inherent component of signaling Pakistan's Naval Diplomacy Strategy. It not only enhances Pakistan's soft image in terms of being a proponent of peace and mutual cooperation but also provides conventional equilibrium against enemy activities such as Milan and Malabar Exercises. Pakistan has a coastal line of around 1000 km and has a crucial role as a main stakeholder in Indian Ocean Region. Being a nuclear power and having an important strategic location has given the opportunity to Pakistan Navy to pursue the diplo-economic goals in terms of peace, stability, and security of the Indian Ocean Region.

Every penny spent to enhance connectivity and cooperation through naval exercises like AMAN; Expos, and International conferences like PIMEC (2023); articulation, and configuration is worth it. It is not just a question of national security but national prestige also revolves around it. Pakistan's objective is to make the adversary consider the status quo in peacetime to be a reasonably acceptable choice, while any potential inclination towards an adventurous alternative is a bad choice. Recently, Pakistan has been successful in establishing a strategic environment that goes in favor of AMAN exercises. For example, by providing a common platform for (otherwise) traditional rival states for engagement under a neutral banner, Pakistan's importance has been highlighted in the international community for playing its part in bringing those rivals to the table. Such an apolitical environment not only gives the opportunity to staunch competitors (like Russia and NATO; China and USA etc.) to share a friendly platform but also portrays Pakistan's resolve to bring peace and faith in multinational mutual cooperation. This flagship multilateral maritime maneuver exercise includes the cultural taste, food gala, and sports fixture, consequently uplifting Pakistan's soft image. In the previous exercise, AMAN 21, more than 40 countries participated. This year, the number of participating countries is expected to surpass the 50 mark. This provides at least strategic equilibrium or strategic null, if not a definite upper hand in the Naval Diplomacy Strategy of Pakistan against India. The importance of the Indian Ocean Region is also strengthened by the fact that almost 70% of hydrocarbon trade is done using this route. Hence, the dynamic initiative for peace also shows Pakistan's resolve to fight against terrorism and maritime crimes like drug smuggling, human trafficking, piracy, etc. by enhancing its maritime potential.

Naval Diplomacy, sometimes called Blue Diplomacy plays a significant role in deterrence strategy as diplomatic signaling is used to indicate the risk of retaliation to the adversary. It means that Pakistan is using this available option effectively by portraying that almost all big power centers participate in its invitation. Hence, India should wake up from the dream of overconfidence and a state of denial because Pakistan is capable enough not only to defend itself but to formulate, implement, and demonstrate an effective strategy to bring sustainable peace to Indian Ocean Region.

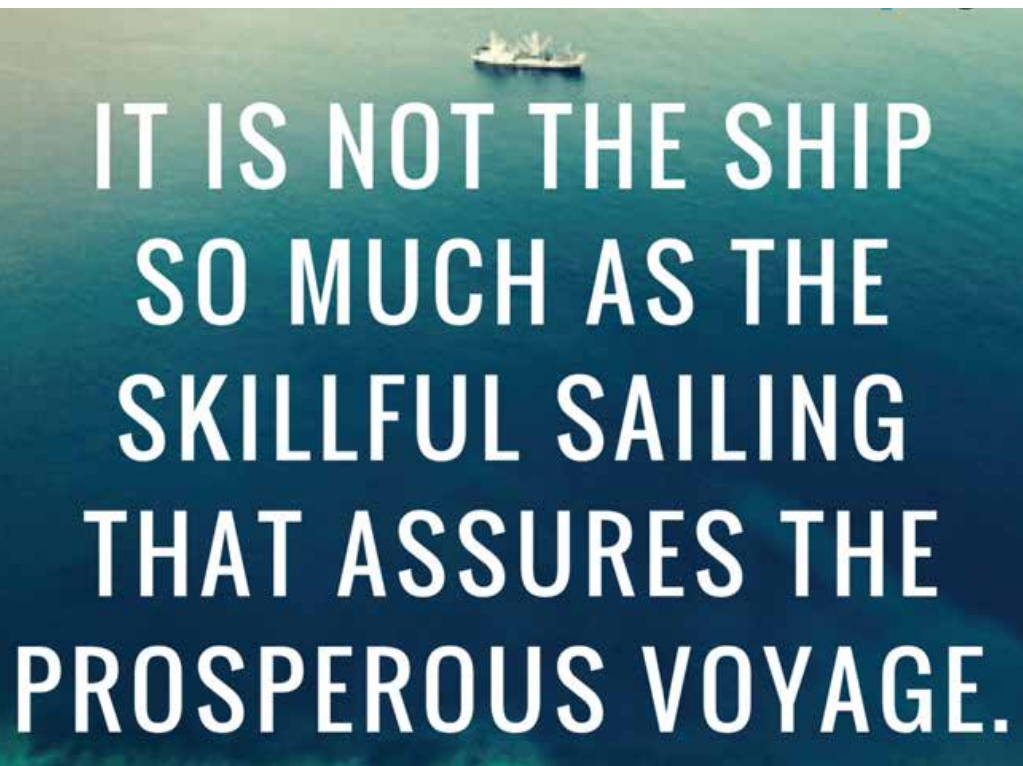
Naval diplomacy is working as an effective international cooperation tool for Pakistan. Credibility is being enhanced, capability is being effectively demonstrated and communication is clear. Yet, there is always room to do better. For example, Pakistan has engaged a couple of members of the South Asian Association for Regional Cooperation (SAARC) and Indonesia from Association for Southeast Asian Nations (ASEAN) in AMAN Exercises. A small number of participants from two crucial Asian organizations does not give much-needed regional influence in deterring the enemy from taking unilateral and unfavorable decisions in



the region. Pakistan's membership of the Indian Ocean Rim Association (IORA) is also being hindered because of India's Veto, limiting Pakistan's role in policy-making of the crucial Indian Ocean Region (IOR) which is pivotal to the country's economic and strategic future. For this reason, Indian Ocean Rim Association (IORA), South Asian Association for Regional Cooperation (SAARC), and Association for Southeast Asian Nations (ASEAN) member countries should also be engaged as much as possible to enhance the weightage of Pakistan's opinion in these regional organizations and increase the moral burden on India. So, Pakistan needs to develop a greater understanding of the complexity of the stability-instability paradox being faced, and more effective forms or tools of connectivity, cooperation, partnership, and collaboration need to be employed in Indian Ocean Region.

About the Author:

Ambreen Liaquat is Defense and Strategic Studies Scholar with an International Relations background. She is an Electrical Engineer by profession and pursuing her research in Blue Economy and Maritime Affairs.





UNVEILING THE POTENTIAL OF GLOBAL BLUE ECONOMY

By Samad Raza Jaffry

Historically, the importance of sea & oceans has been at the core of geopolitics, but the health of oceans are in the worst condition they've ever been. Plastic pollution is coated on the ocean floor. Maritime industries are draining marine resources while creating tremendous waste in the process. More than 99% of the inhabitable space on earth is in the open ocean. Our planet's atmosphere and climate heavily rely on it. The blue economy provides a roadmap to synchronize economic growth with sustainable ecosystems while conserving the environment.

We don't nearly think enough about oceans, but our well-being is intrinsically tied to seas. Three-quarters of the world's megacities are located by the sea. Oceans provide coastal communities with food and minerals while generating oxygen and absorbing greenhouse emissions. Oceans also mitigate the impact of climate change. They determine weather patterns, and temperatures and serve as highways for seaborne trade. Roughly, 91% of the world's trade and 100% of oil imports are transported via sea routes. Around 80% of the world's sea borne oil trade passes through the choke points of the Indian Ocean. On average 100,000 ships pass the Indian Ocean annually. International supply chains that link ports and communities are essential for those who seek to gain access to global markets.

Our relationship with oceans and exploitation of its resources is evolving in significant ways. As human population continues to increase, terrestrial reserves will come under stress and world will increasingly turn to oceans as a source of protein energy as well as non-market goods and services.

It is expected that due to technological improvements in advanced materials like subsea engineering, robotics, autonomous systems, Artificial Intelligence and nanotechnology, earth will be able to extract more resources from oceans. Harnessing this maritime potential will create jobs in tourism, energy production, aquaculture, bioprospecting, biotechnology and so on.

While in 2010, the global ocean economy was valued at \$1.5 trillion, by 2030 it is predicted to surpass \$3 trillion. Yet as much as oceans are vital for life on earth, they are not limitless. Increased human activity in oceans will inevitably affect environments and thus, oceans that are not healthy will not be able to support economic growth. So, if transition towards an ocean economy is not regulated correctly, we risk running out of marine resources in future.

The world could also see increasing challenges to sustainable use of marine resources because of hazards such as climate change, rising sea levels, increased frequency of extreme weather patterns and rising temperatures. Ocean related sectors are going to be affected either directly or indirectly and these include fisheries, aquaculture, tourism, and marine infrastructure.

The fishing industry employs over 350 million jobs worldwide while 1/3 of crude oil production comes from offshore fields. Fishing sector of Pakistan contributes in earning foreign exchange of \$450 million (potential of up to \$1 billion). However, this sector is threatened because of illegal fishing by foreign vessels especially Indians. Rough estimates suggest that Pakistan loses \$5 million worth of precious fish products on monthly basis due to this illegal fishing. Further, 80% of fishing stock along Pakistan coastline had already been depleted due to overfishing.

Blue economy holds the same principles and goals as green economy that aims to reduce environmental risk. It's a commendable plan but practically green economy remains wildly wasteful because many of the industries are well entrenched in their way of doing business. It's difficult to implement and enforce



revolutionary change across nations and across public & private sectors.

The World Bank identifies three challenges that restrict the development of a blue economy. First is economic trend that rapidly degrades ocean resources such as overfishing pollution, unfair trade, physical destruction, etc. Second is the lack of investment in human capital. This requires funding for employment and development in innovative sectors. The final risk is inadequate care for marine resources and ecosystem services of oceans. This is the result of poorly regulated activities that stem from ineffective institutions and insufficient economic incentives. Only by addressing these risks, can nations around the world truly tap into the economic wealth offered by the oceans.

Currently, the ocean economy employs about 1% of the global workforce and contributes about 2.5% percent of gross value added to the global economy. These figures will increase over the subsequent decades, indicating that the ocean economy is still in its developing phase. So, while introducing sustainability in existing industries is difficult, it's much easier to introduce such policies in an economy that is just in its beginning.

Further, sustainable management of ocean resources will mandate collaboration across nations as well as public and private sectors. Since about 3 billion people around the world depend on marine biodiversity for their livelihood, the only way to ensure a sustainable ocean economy is by reaching an international consensus. Therefore, the blue economy seeks to establish an international platform with cooperative regimes to protect the environment so that oceans remain a source of food, jobs, and stability for future generations.



“Blue economy focuses on sustenance of ocean health, and we must endeavor to pass healthy oceans to our next generation.”

Fostering sustainability in addition to economic growth is the only way to guarantee a thriving maritime economy. For this, international platforms must be set up and mechanisms must be developed to conserve and protect ocean resources and marine ecosystems. Moreover, each country needs to draft its vision for a sustainable ocean economy but in each case the policy has to be low-carbon efficient and clean. This is not easy but having international frameworks and guidelines that allow for sharing of best practices and expertise across nations, certainly makes reforms more accessible for smaller and developing nations. Sustainable Development Goals (SDGs) have been developed with the same spirit.

The major purpose of blue economy is to bring sustainability without compromising marine life and environment. However, the ports developed on Clifton beach in Karachi have compromised the cleanliness and beautification of beaches. Further, chemical pollutants are being poured into the sea as a result of urbanization along the coastline. Oceans are also the main source of monsoon rains and Pakistan's agriculture economy is based on the monsoon cycle. Therefore, Pakistan needs to understand the importance of protecting oceans' health. Furthermore, Pakistan needs to make every effort in speeding up the process of rectification of HKC in order to facilitate the early into force of convention for the benefits of the environment and the safety of ship breaking & recycling industry.

About the Author:

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BLUE GROWTH INITIATIVES BY PAKISTAN: MOVING TOWARDS A SUSTAINABLE FUTURE



I am writing to express my admiration for the blue growth initiative taken by Pakistan in recent years, which are making remarkable strides toward building a sustainable future for the country. The Blue Growth plan highlights the importance of protecting the marine ecosystem and promoting sustainable economic growth, which is a significant step towards achieving the United Nations Sustainable Development Goals (SDGs).

Interestingly, the maritime sector repeatedly gained prompt importance in the economic reforms proposed over time. After the establishment of the National Shipping Corporation in 1963, Pakistan experienced a ‘golden era’ of merchant shipping while owning 71 national and private vessels. Eventually, Port Qasim was made operational in 1980 to open up the global sea trade for raw materials to expand Pakistan Steel Mills. It has transformed into the country’s largest industrial zone stretching over 15474 acres and contributes to 51% of sea trade with a tremendous growth rate of 5%.

One of the most notable initiatives is the establishment of Marine Protected Areas (MPAs) in different parts of the country to promote the sustainable use of marine resources and conserve marine biodiversity. Pakistan has also implemented measures to promote sustainable fishing practices, such as the use of selective fishing gear and closed seasons to allow fish stocks to recover, And also help to conserve threatened species such as sea turtles and dolphins. Additionally, the country is exploring the potential of ocean energy to meet its growing energy needs, and a pilot project has been set up to test the feasibility of ocean energy in Pakistan. Furthermore, Pakistan has launched a mangrove reforestation project to restore its degraded mangrove forests and has identified several tourism projects along the coast to promote sustainable tourism practices. These initiatives show Pakistan’s commitment to sustainable development and the protection of its marine resources. By implementing these measures, Pakistan can promote economic growth while ensuring the health of its marine ecosystems.

Yours sincerely
Zoha Ali
BS(Maritime Sciences)



MARINE POLLUTION IN KARACHI



Our Ocean is nearly 4 billion years old; self-regulating, self-healing, the source of all life on earth. Yet, it's in danger. Threatened by a truly global problem. Marine pollution from the remotest Pacific Islands, to the bottom of Mariana trench, to right on the beaches of Malta; oil spills, ship emissions, industrial waste and pesticides. All poisonous waste threatening water. 10 million tonnes of litter are dumped in the sea every year. 400 kilos per second. By 2050 our ocean could contain more plastic than fish. Pollution is destroying marine life badly. Plastics alone are killing one million seabirds and 100,000 marine mammals each year. Microplastics threaten to unhinge whole ecosystems. These problems don't stop at sea. Contaminants, such as Mercury accumulate in the food chain. Affecting the health of millions of people. In recent report, scientists has discovered the Microplastics in human blood.

Karachi is the largest city of Pakistan, which has population of about 22 million people, it is largest industrial setup and industrial hub of Pakistan. There are 6 industrial sites, that accommodates more than 10,000 industrial units. Karachi generates about five hundred billion gallons per day of wastewater, there are two sources, the one is municipal sewage which is about 80 to 90 % of the total water generated and may be 70 to 80 million gallon per day is the industrial waste which is being generated from different industrial areas that industrial wastewater and untreated sewage water goes into the sea and dumped into the sea; and the second one is disposal of untreated industrial wastewater and sewage wastewater keep dumping until the destruction or we can say disaster to the marine ecology, and marine life has been destroyed and aesthetic values such as economy as well as fish we catch which have found contaminated. Apart from wastewater, plastic has also been found biggest problem; with 80% of marine litter coming from land sources, everyone is responsible. But the solution is in hands. And it offers a great opportunity, marine pollution costs billions.

A UN report found that the Indus river has second highest amount of plastic waste dumped into it at 164,332 tonnes. And that 580 million gallons of untreated waste is dumped into the Arabian sea from Karachi each day. Most of the untreated waste is industrial waste from Lahore, Faisalabad and Sialkot which ends up in the river, lakes and seas, WWF (World Wildlife Fund) found that plastic contributes to 50% of beach pollution, while marine life was previously under threat by overfishing. But now the biggest current threat is plastic waste.

We contribute to destroying it in so many ways, it is no debate that water is one of the world's most vital natural resources but the question is how do we prevent it from getting polluted? Marine pollution arises when we introduce harmful and toxic substances and chemicals into water bodies, it has a several effects on aquatic life apart from the fact that it effects aquatic life. It has been linked with increasing water scarcity, this means billions of people do not have access to water due to the harmful chemicals we release into water bodies. There are various ways to prevent marine pollution; one of the way is disposal of toxic chemicals properly, as we know every home uses different house solvents, paints and oils etc although they may not



seem bad, when we combine these millions of products flush down into toilets and drain, they found in the water bodies that are harmful for aquatic ecosystem and for environment at large, therefore instead disposing these chemicals in drain, it is more ideal to take these products to your local community recycling collection centre. One of the best way to reduce pollution is to eat more organic products, it helps to reduce the number of pollutants released into water bodies every year unlike synthetic food which have great effect on the environment. Organic food requires little chemicals for production, less fossil burning for transportation, the use of plastic containers from plastic shopping bags to disposable coffee cups, plastic rings from beverages and many other, our environment has been continuously getting polluted by plastic. Plastics are non biodegradable, a single plastic could thousands of years to degenerate, this makes it one of the major pollutants in the environment today hence we as environmental scientist we strongly recommend people opt for reusable products, or recycle plastics properly. We should encourage afforestation oftentimes pollutants are washed into water bodies as a result of erosion to prevent erosion we need to plant more trees, these trees can help us trap plastic and prevent them from moving into water bodies. If we practice water conservation, we can control marine pollution, when water is polluted we cause harm to water bodies and put lots of resources to waste polluted, water often goes through rigorous treatment procedure before they get to our homes, to help prevent the waste of these resources and protect water try as much as possible to conserve water. Flushing items like diapers, tampon applicators, wipes etc. can cause problems in our sewer system because they don't break down easily, since they don't, they often end up in streams, lakes and rivers where they cause harm to aquatic life, instead of flushing them down the drain you should consider disposing them properly, we can also save water bodies by using reusable diapers, wipers and also by recycling. Oceans are getting sicker, we need to do something quicker.

Yours sincerely
Ayesha Liaquat
BS (Environmental science, SMIU)

Expected ships in Karachi Port

<i>ETA by AIS</i>	<i>Type</i>	<i>Vessel</i>
Mar 10, 09:00	Bulk Carrier	NEWSEAS CRYSTAL
Mar 12, 11:00	Oil Products Tanker	VS REMLIN
Mar 13, 08:30	General Cargo Ship	BREADBOX HARRIER
Mar 14, 01:00	Container Ship	YM EXPRESS
Mar 16, 23:00	Bulk Carrier	MACKENZIE



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



MARITIME SALVAGE OPERATIONS AND ENVIRONMENTAL PROTECTION BY DURAND CUPIDO

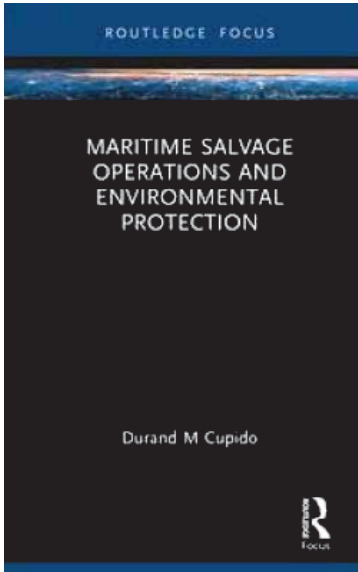
ISBN-13: 9781032325347

Book Description

This book questions the use of salvage law as legal regulatory framework for the remuneration of environmental services in salvage operations, proposing that such services should be based on direct contracting between commercial salvors and coastal States. Adopting an environment-first approach, it argues that direct contracting better serves and promotes environmental protection outcomes. It also takes a functional view of the law as a tool to promote values and sought outcomes. Salvage operations are recognized as the first line of defence against pollution following shipping incidents. Although regulated under the law of salvage, these operations form an integral component of a framework of environmental protection measures regulated under different legal instruments or laws.

The law of salvage fails to effectively integrate salvage operations into broader pollution response mechanisms because it does not align comfortably with this framework of laws. Despite the emphasis on environmental protection in the 1989 London Salvage Convention, the Convention maintains the traditional notion of salvage operations as a service to property, while environmental outcomes and the remuneration of environmental services are positioned as a secondary outcome of the law of salvage.

This book argues that directly contracting for environmental services bolsters the primacy of environmental protection and the functional use of law to further environmental protection and policy formulation. Direct contracting between coastal States and salvors for environmental services complements existing practices and pollution response mechanisms and provides a sound legal basis for the effective realization of salvage operations as the first line of defence against pollution following shipping incidents without fundamentally altering the established commercial identity of the traditional law of salvage. This book will be key reading for students, academics, and practitioners working at the intersection of shipping and environmental law.

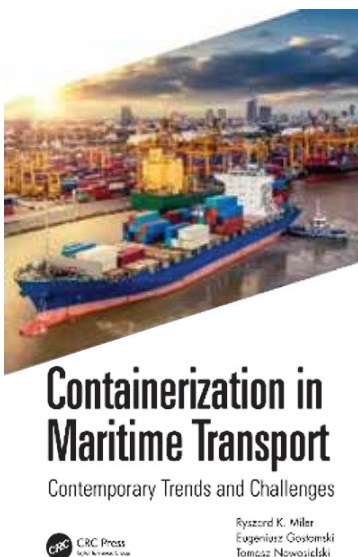


CONTAINERIZATION IN MARITIME TRANSPORT, CONTEMPORARY TRENDS AND CHALLENGES 1ST EDITION

ISBN-13: 9781032360713

Book Description

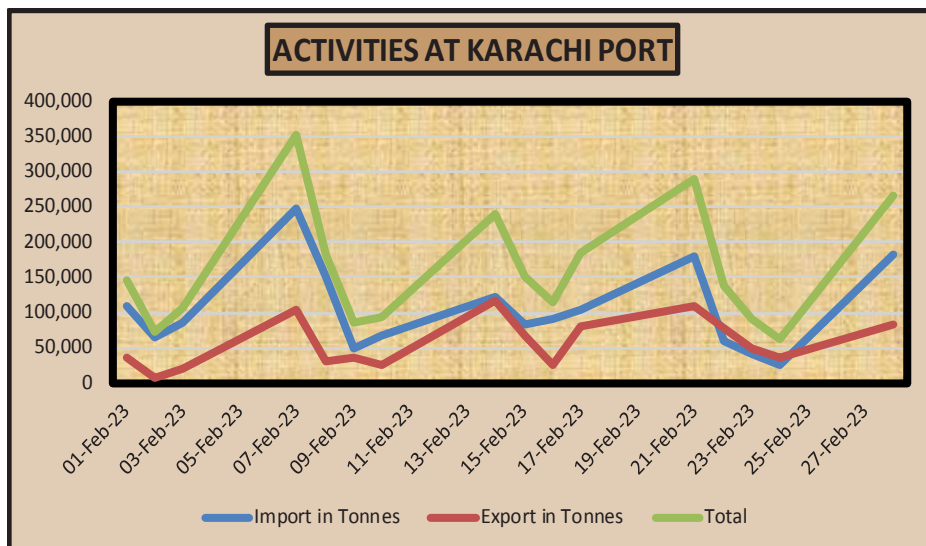
Containerization provides optimization of handling processes in terms of intermodality and efficient cargo handling, and maritime transport, in particular, it provides further optimization of shipping processes in terms of volume and distance. Containerization has become the most significant factor stimulating the development of modern global trade. With the progress of globalization taken into account (longer distances and increasing cargo volumes), it can be seen that cargo becomes predestined to be transported by sea, which encourages ship owners to enlarge their fleets of container ships. Containerization in Maritime Transport: Contemporary Trends and Challenges addresses the key challenges to maritime transport and containerization, beginning with economic and managerial factors, through organizational, technical, operational, information and IT challenges, and ending with ecological challenges—ideally to lessen the environmental impacts of maritime transport.





ACTIVITIES AT KARACHI PORT (FEBRUARY 2023)

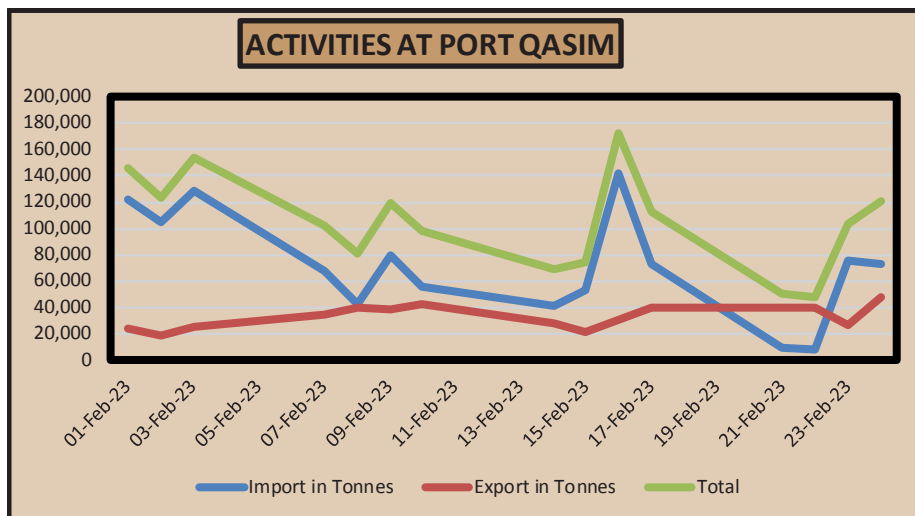
Date	Import in Tonnes	Export in Tonnes	Total
01-Feb-23	108,530	36,593	145,123
02-Feb-23	64,931	7,593	72,524
03-Feb-23	85,543	19,969	105,512
07-Feb-23	248,837	103,430	352,267
08-Feb-23	150,651	30,610	181,261
09-Feb-23	49,417	36,781	86,198
10-Feb-23	68,217	25,768	93,985
14-Feb-23	123,488	116,685	240,173
15-Feb-23	83,792	68,233	152,025
16-Feb-23	90,119	25,203	115,322
17-Feb-23	104,255	81,280	185,535
21-Feb-23	179,599	109,324	288,923
22-Feb-23	60,482	77,607	138,089
23-Feb-23	41,694	50,273	91,967
24-Feb-23	26,233	37,009	63,242
28-Feb-23	181,485	83,810	265,295
Total	1,667,273	910,168	2,577,441





ACTIVITIES AT PORT QASIM (FEBRUARY 2023)

Date	Import in Tonnes	Export in Tonnes	Total
01-Feb-23	121,464	24,650	146,114
02-Feb-23	104,396	18,437	122,833
03-Feb-23	129,114	24,918	154,032
07-Feb-23	67,463	34,763	102,226
08-Feb-23	41,994	39,365	81,359
09-Feb-23	79,960	38,760	118,720
10-Feb-23	56,410	42,143	98,553
14-Feb-23	40,648	28,043	68,691
15-Feb-23	53,051	21,914	74,965
16-Feb-23	142,183	30,705	172,888
17-Feb-23	73,508	39,831	113,339
21-Feb-23	9,445	40,492	49,937
22-Feb-23	7,888	40,536	48,424
23-Feb-23	76,274	26,775	103,049
24-Feb-23	72,733	47,838	120,571
Total	1,076,531	499,170	1,575,701



Tide Times for Port



Tide Times for Port Karachi			
Lat: 24°48' N Long: 66°58' E			
Date	Tide	Time (PKT)	Height (m)
15 March 2023	High Tide	02:26	2.53
	Low Tide	09:43	0.48
	High Tide	17:10	2.29
	Low Tide	22:36	1.83
16 March 2023	High tide	00:23	2.35
	Low Tide	11:09	0.51
	High Tide	18:53	2.40
17 March 2023	Low Tide	00:30	1.76
	High Tide	05:03	2.22
	Low Tide	12:30	0.44
	High Tide	20:05	2.60
18 March 2023	Low Tide	01:49	1.51
	High Tide	06:58	2.26
	Low Tide	13:38	0.33
	High Tide	20:54	2.82
19 March 2023	Low Tide	02:48	1.18
	High Tide	08:26	2.45
	Low Tide	14:37	0.24
	High Tide	21:34	3.01
20 March 2023	Low Tide	03:35	0.83
	High Tide	09:28	2.67
	Low Tide	15:29	0.22
	High Tide	22:10	3.15
21 March 2023	Low Tide	01:48	0.51
	High Tide	10:19	2.84
	Low Tide	16:16	0.28
	High Tide	22:45	3.23
22 March 2023	Low Tide	04:58	0.26
	High Tide	11:05	2.93
	Low Tide	17:00	0.42
	High Tide	23:18	3.24
23 March 2023	Low Tide	05:36	0.10
	High Tide	11:48	2.94
	Low Tide	17:43	0.63
	High Tide	23:51	3.16
24 March 2023	Low Tide	06:13	0.04
	High Tide	12:32	2.86
	Low Tide	18:24	0.87
25 March 2023	High Tide	00:21	3.02
	Low Tide	06:49	0.09
	High Tide	13:15	2.73
	Low Tide	19:04	1.13
26 March 2023	High Tide	00:51	2.84
	Low Tide	07:24	0.23
	High Tide	14:03	2.57
	Low Tide	19:45	1.37
27 March 2023	High Tide	01:18	2.63
	Low Tide	07:59	0.42
	High Tide	14:59	2.40
	Low Tide	20:33	1.58
28 March 2023	High Tide	01:46	2.42
	Low Tide	08:39	0.64
	High Tide	16:16	2.28
	Low Tide	21:47	1.73
29 March 2023	High Tide	02:20	2.21
	Low Tide	09:39	0.84
	High Tide	17:43	2.24
	Low Tide	23:30	1.77
30 March 2023	High Tide	03:13	2.21
	Low Tide	11:12	0.96
	High Tide	19:04	2.29
31 March 2023	Low Tide	00:57	1.67
	High Tide	05:30	1.91
	Low Tide	12:30	0.96
	High Tide	20:09	2.40

Tide Times for Port Gwadar			
Lat: 25.07° N Long: 62.20° E			
Date	Tide	Time (PKT)	Height (m)
15 March 2023	High Tide	02:14	1.94
	Low Tide	09:39	0.24
	High Tide	17:12	1.68
	Low Tide	22:09	1.42
16 March 2023	High Tide	03:09	1.80
	Low Tide	11:03	0.28
	High Tide	19:09	1.80
17 March 2023	Low Tide	00:18	1.42
	High Tide	04:44	1.69
	Low Tide	12:32	0.25
	High Tide	20:09	1.98
18 March 2023	Low Tide	01:48	1.26
	High Tide	06:45	1.73
	Low Tide	13:44	0.16
	High Tide	20:51	2.16
19 March 2023	Low Tide	02:46	1.03
	High Tide	08:09	1.91
	Low Tide	14:41	0.09
	High Tide	21:25	2.32
20 March 2023	Low Tide	03:33	0.77
	High Tide	09:12	2.12
	Low Tide	15:30	0.08
	High Tide	21:58	2.45
21 March 2023	Low Tide	04:15	0.50
	High Tide	10:03	2.29
	Low Tide	16:14	0.14
	High Tide	22:30	2.53
22 March 2023	Low Tide	04:55	0.27
	High Tide	10:51	2.39
	Low Tide	16:56	0.28
	High Tide	23:01	2.56
23 March 2023	Low Tide	05:34	0.10
	High Tide	11:38	2.40
	Low Tide	17:36	0.48
	High Tide	23:32	2.52
24 March 2023	Low Tide	06:12	0.01
	High Tide	12:24	2.33
	Low Tide	18:15	0.70
25 March 2023	High Tide	00:01	2.42
	Low Tide	06:49	0.01
	High Tide	13:10	2.20
	Low Tide	18:52	0.93
26 March 2023	High Tide	00:30	2.27
	Low Tide	07:26	0.11
	High Tide	14:01	2.03
	Low Tide	19:31	1.14
27 March 2023	High Tide	00:58	2.09
	Low Tide	08:04	0.27
	High Tide	15:04	1.86
	Low Tide	20:14	1.31
28 March 2023	High Tide	01:26	1.91
	Low Tide	08:48	0.45
	High Tide	16:30	1.76
	Low Tide	21:17	1.44
29 March 2023	High Tide	01:56	1.74
	Low Tide	09:49	0.62
	High Tide	18:01	1.75
	Low Tide	23:12	1.48
30 March 2023	High Tide	02:39	1.59
	Low Tide	11:20	0.72
	High Tide	19:12	1.82
31 March 2023	Low Tide	01:00	1.40
	High Tide	04:58	1.48
	Low Tide	12:40	0.72
	High Tide	20:00	1.93

Tide Times for Port



Tide Times for Port Qasim			
Lat: 24°48' N Long: 66°58' E			
Date	Tide	Time (PKT)	Height (m)
15 - Mar -23	High Tide	3:07	2.92 m
	Low Tide	10:11	0.74 m
	High tide	13:02	2.78 m
	Low Tide	22:47	2.02 m
16 - Mar -23	High tide	4:05	2.71 m
	Low Tide	11:29	0.84 m
	High Tide	19:06	2.82 m
	Low Tide	00:50	2.07 m
17 - Mar -23	High Tide	5:44	2.56 m
	Low Tide	13:02	0.83 m
	High Tide	20:30	3.01 m
	Low Tide	2:31	1.86 m
18 - Mar -23	High Tide	7:38	2.62 m
	Low Tide	14:23	0.7 m
	High Tide	21:26	3.25 m
	Low Tide	3:31	1.52 m
19 - Mar -23	High Tide	9:00	2.85 m
	Low Tide	15:26	0.55 m
	High Tide	22:09	3.46 m
	Low Tide	4:16	1.15 m
20 - Mar -23	High Tide	10:02	3.13 m
	Low Tide	16:17	0.45 m
	High Tide	22:46	3.62 m
	Low Tide	4:56	0.8 m
21 - Mar -23	High Tide	10:53	3.37 m
	Low Tide	17:03	0.44 m
	High Tide	23:21	3.7 m
	Low Tide	5:33	0.52 m
22 - Mar -23	High Tide	11:39	3.54 m
	Low Tide	17:44	0.51 m
	High Tide	23:54	3.72 m
	Low Tide	6:10	0.31 m
23 - Mar -23	High Tide	00:23	3.61 m
	Low Tide	18:23	0.67 m
24 - Mar -23	High Tide	00:25	3.66 m
	Low Tide	6:45	0.22 m
	High Tide	13:05	3.57 m
	Low Tide	19:01	0.89 m
25 - Mar -23	High Tide	00:56	3.53 m
	Low Tide	7:20	0.23 m
	High Tide	13:46	3.45 m
	Low Tide	19:37	1.15 m
26 - Mar -23	High Tide	1:26	3.35 m
	Low Tide	7:56	0.35 m
	High Tide	14 :29	3.25 m
	Low Tide	20:13	1.42 m
27 - Mar -23	High Tide	1:55	3.15 m
	Low Tide	8:33	0.53 m
	High Tide	15:15	3.02 m
	Low Tide	20:52	1.69 m
28 - Mar -23	High Tide	2:25	2.92 m
	Low Tide	9:15	0.76 m
	High Tide	16:11	2.79 m
	Low Tide	21:39	1.93 m
29 - Mar -23	High Tide	2:59	2.69 m
	Low Tide	10:06	1.0 m
	High Tide	17 :31	2.63 m
	Low Tide	22:57	2.11 m
30 - Mar -23	High Tide	3:48	2.46 m
	Low Tide	11:21	1.2 m
	High Tide	19:16	2.62 m
	Low Tide	1:20	2.1 m
31 - Mar -23	High Tide	5:38	2.3 m
	Low Tide	00:58	1.27 m
	High Tide	20:32	2.74 m



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