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WORLD
Tuna
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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 month of May on the maritime canvas is important with respect to World Tuna Day, which is observed on 2nd May every year. The day was established by the United Nations after the United Nations General Assembly officially voted to observe the Day in December 2016 in its resolution 71/124, and it was first time observed in following year: 2017. The purpose is to raise awareness about the importance of tuna, to bring attention to the challenges to the tuna species and to promote more sustainable fishing practices.

Tuna is one of the most popular seafood worldwide. In Pakistan people have very less knowledge about this important fish, its management, harvesting and conservation. Like various other species, tuna also needs sustainable practices and careful handling. Pacific Ocean is the main source of tuna fish however the Indian Ocean region is also quite rich in this specie. Tunas are relatively bigger size, strong, fast swimmers capable of traveling great distances. Even some juveniles migrate over a million km across oceans. Tuna are remarkable and impressive wild animals. The Atlantic bluefin can reach ten feet in length and weigh as much as 2000 pounds (more than a horse). Their specialized body shape, fins and scales enable some species of tuna to swim as fast as 43 miles per hour. Tuna swim incredible distances as they migrate. The term "tuna" comes from Spanish *atún* and Arabic *at-tūn*: 'tuna fish'. It is a saltwater fish related to mackerel. There are around eight different commercial varieties that range in size from the small skipjack tuna to the large Bluefin, and it is one of the most widely eaten fish in the world.

While we Pakistan remain generally ignorant about the importance and benefits of Tuna consumption, many people worldwide consume it as a healthy food source. For instance only Americans, on average, each eat over two pounds of canned tuna a year! Tuna is also a big commodity and supports many different jobs, hence tuna conservation helps maintain livelihoods. Tuna is a lean meat that is relatively high in protein but low in calories, which means that it keeps you full longer and stops you from eating more, which in turn helps in losing unwanted weight.

The management of fisheries has been challenging and quite problematic. To this end there is a need for countries to work together, to make these fisheries sustainable. Tuna face a multitude of threats, including climate change. But the biggest immediate threat to tuna, by far, is overfishing. It's a problem for two reasons. First, tuna is valuable, so people want to catch and sell them. Second, they migrate across international boundaries, for which reason the countries need to cooperate on how to manage these species across oceans. Because the challenge is that you can't just protect them on one side of the ocean and not the other. So the big challenge is how to coordinate global cooperation on big fish management for this vulnerable specie. To this end countries have to adopt suitable harvest strategies, also known as management procedures, in scientific way.

Tuna fisheries also involves lot of by catch. At times Seafood Watch rates many tuna fisheries as "Avoid" because of high by catch rates. We can support fisheries with low by-catch by only buying canned tuna with these terms on the label: pole-caught, pole-and-line-caught, troll-caught, FAD-free, free school, or school-caught.

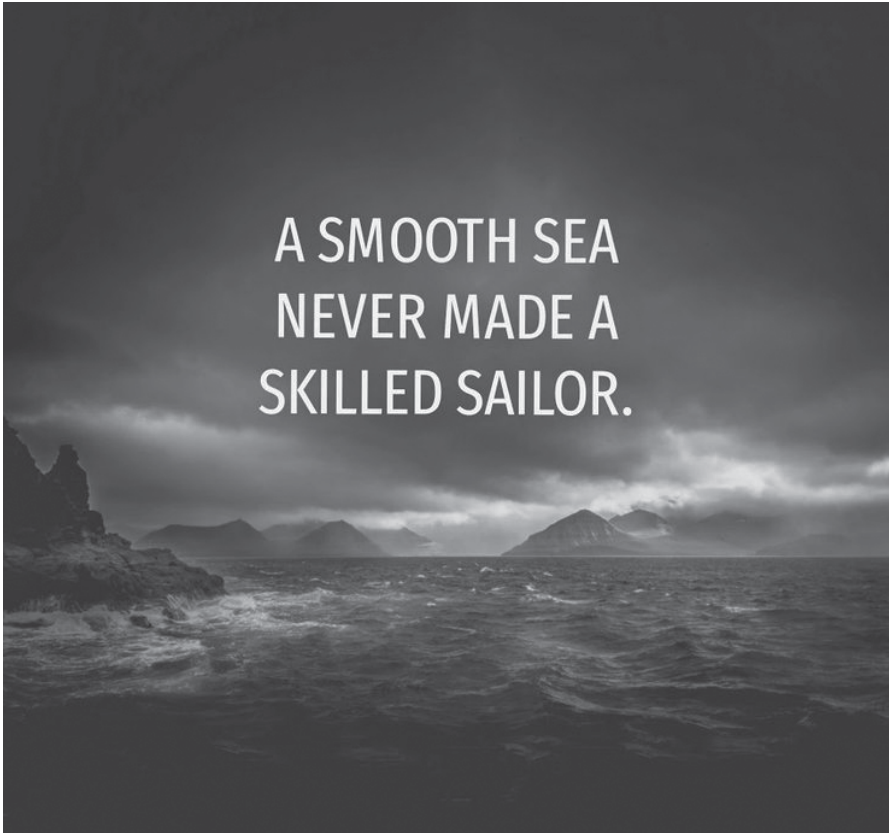
Tuna (Dawan) is a very popular sea fish around the world and is abundant in Pakistan. There are various types but most popular tuna in Pakistan is longtail, albacore, and skipjack. It is mostly used in boneless form. They are relatively easy to catch are used in making of delicious dishes like steaks, salads, burgers, sandwiches, and kebabs, etc. It is considered as a power house of essential nutrients. In terms of export value of seafood products, worldwide tuna is in 4th place, behind shrimp, salmon and white fish. Indonesia and Japan are currently top two tuna export countries. Hence Pakistan can also tap this millions of dollar export potential by tuna fishery management on scientific terms, while ensuring its sustainability. Globally, the industry of



fisheries has been beneficial for the overall economy of the states. But our human resource incapacity and lack of understanding on maritime issues has put us behind in the economic benefits of Ocean resources. Pakistan is a member of the Indian Ocean Tuna Commission IOTC regime for the preservation and management of Tuna Fish and tuna-like species and is committed to take measures for the sustainability of Tuna fish.

There is still lot to be done to get the fisheries sector as a beneficial economic and food security sector in order to boost the industry of Fisheries and preserve the species of tuna fish as well as tuna fish like species. It needs special attention of the Government to prioritise the development of Fisheries sector including a reduction in post-harvest losses, increase in the fish exports, combat with illegal fishing, ensure traceability factor for fish export products and capacity building in Private and public sector.

*Cdre (Retd) Ali Abbas
Chief Editor*



A SMOOTH SEA
NEVER MADE A
SKILLED SAILOR.



NIMA Delegation Visited Norwegian Ambassador



May 5, a four-member NIMA delegation led by Vice Admiral (Retd) Ahmed Saeed HI (M), DG NIMA, visited the Norwegian Ambassador's Residence in Islamabad. Ambassador H E Per Albert Ilsaas welcomed the NIMA team. During the meeting, issues of mutual interest related to maritime affairs and possible avenues of cooperation between NIMA and the Norwegian Embassy came under discussion. Pleasantries were exchanged as a follow-up to sumptuous lunch.

Secretary MoFA Lauds NIMA Vibrant Role for Maritime Sector Uplift



A four-member delegation of the National Institute of Maritime Affairs (NIMA) led by Director General NIMA Vice Admiral (Retd) Ahmed Saeed HI(M) visited the Ministry of Foreign Affairs (MoFA) on the other day. Secretary MoFA Dr. Asad Majeed welcomed NIMA team and appreciated the vibrant role of the institution on important maritime issues. A productive series of discussions on various maritime avenues took place with specific focus on geo-strategic imperatives in Indian Ocean Region (IOR) and integration of blue economy endeavours into the National Economy. DG NIMA emphasized on compliance of international governing instruments for maritime sectoral economy including ratification of Hong Kong Convention for Safe and Environmentally Sound Recycling of Ships and aspects of high seas treaty under UNCLOS regarding exploitation of marine genetic resources.

Aspects of greener shipping, sustainable marine fisheries, effects of maritime climate change, sea water intrusion and coastal erosion also came under discussion. A need for continued and sustained collaboration was felt to bring these maritime related issues in focus. At the end of the meeting, pleasantries were exchanged.



Second Pakistan Navy Relief Ship Reaches Syria

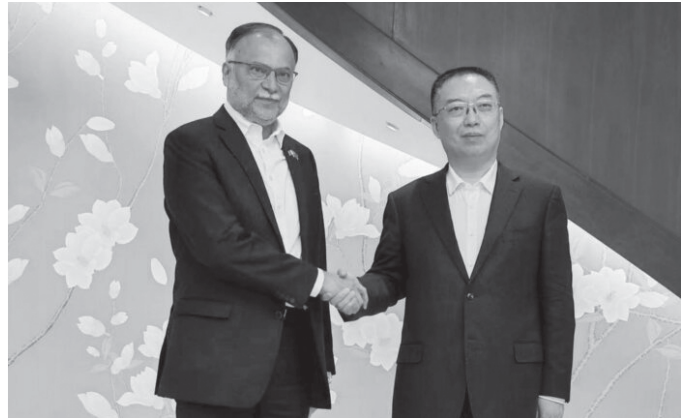


March 29, Second Pakistan Navy Ship MOAWIN, deployed on international Humanitarian Assistance and Disaster Relief (HADR) mission reached Lattakia, Syria. The ship brought second consignment of relief goods comprising warm clothing, blankets and ration for earthquake affectees of Syria.

Upon arrival at port Lattakia (Syria), the ship was received by Governor of Lattakia, Ambassador of Pakistan to Syria, Cdr of Syrian Naval Forces and other dignitaries. During interaction with mission commander onboard PNS MOAWIN, Governor of Lattakia expressed gratitude to Government of Pakistan and Pakistan Navy for providing exceptional support during the time of need. Earlier Pakistan Navy Ship NASR also visited Syria for HADR mission and handed over 700 tons relief goods to Syrian officials. The ongoing HADR mission by PN ships is manifestation of PN resolve of continuing all out efforts to support the people of brotherly countries of Syria and Turkiye in line with the policies of the Government of Pakistan. Pakistan Day marks the determination and special eminence of Muslims of the subcontinent and recollects their determination & prominence that fight all odds with unity in changing the course of history. Consistently, in accordance with the directions of Government of Pakistan, Pakistan Navy demonstrates its unwavering commitment in providing continuous support for the people of Syria and Turkey through strengthened, coordinated and unified national efforts.

Minister Lauds CPEC Contribution to Regional Connectivity and Development

April 6, Minister for Planning, Development and Special Initiative, Prof. Ahsan Iqbal Chaudhary held a meeting with Mr. Li Chunlin, Vice Chairman of China's National



Development and Reform Commission (NDRC) in Beijing. He was accompanied by SAPM on Finance Mr. Tariq Bajwa, Ambassador Moin ul Haque and senior Embassy officials.

During the meeting, the Minister paid rich tribute to the leadership of the two countries for providing strategic guidance to the development of CPEC, which is a flag-ship project of BRI. He highlighted that CPEC had not only been central to Pakistan's economic growth, it had also contributed to regional connectivity and development. He reaffirmed Pakistan's strong commitment to smooth and high-quality development of the next phase of CPEC with a greater focus on the development of industrial parks and Special Economic Zones.

Vice Chairman Li noted that during the recent visit of Prime Minister Shehbaz Sharif to China, leadership of the two countries reached important consensus to advance CPEC development and NDRC was working hard to implement the leadership's direction.

Minister said that 2023 marked the Decade of CPEC and the strong partnership between Planning Division and NDRC. Recalling the signing of CPEC Framework Agreement in Beijing on 5th July 2013 in the presence of leadership of the two countries, the Minister informed that the Government of Pakistan was planning to hold special events to mark this milestone and invited Chinese leadership to attend. In this respect, he also extended invitation to Chairman NDRC to visit Pakistan and as well as hold a special session of CPEC Joint Coordination Committee on this occasion.

Minister also sought strong support of NDRC and other relevant Chinese government institutions to advance implementation of the ML-1, KRC and key energy projects in line with the leadership consensus. The two



sides expressed satisfaction on the completion of some key projects at Gwadar Port and agreed to continue the momentum for making it a hub of international trade and regional connectivity.

The Minister remarked that Pakistan greatly valued contributions of the Chinese IPPs in helping Pakistan achieve energy security and informed the Vice Chairman about the steps taken by the Government of Pakistan to facilitate their projects.

Vice Chairman, Mr. Li Chunlin appreciated the contributions of Minister for the advancement of CPEC and his support to NDRC over the years and assured him of NDRC's long term commitment to the common objective of high quality CPEC development.

Noting that the 11th JCC meeting had paved the way for fast-track implementation of CPEC projects, the two sides agreed to start preparing for the 12th JCC and to hold technical Joint Working Group meetings on a regular basis every two months to ensure closer coordination.

On Minister's proposal, the two sides reached consensus to set up Expert Groups on enhancing Pakistan's export potential and development of Special Economic Zones and industrial parks on the basis of the Chinese experience. Minister also requested Vice Chairman's support and guidance in the development of high-tech industries based on his own experience of working in Shaanxi province.

Pak-China Marine Coop Must to Eradicate Bycatch and Raise Income



April 6, Pak-China marine coop is must to eradicate bycatch and raise income, said Muhammad Moazzam Khan, WWF-Pakistan's technical adviser for marine fisheries, according to a report published by Gwadar Pro

on Wednesday. Both China and Pakistan enjoy long coastlines and diverse marine life species. "Therefore, the long-term sustainable cooperation strategy under the CPEC framework is of great benefit." Shoaib Kiani, Assistant Professor at the University of Karachi's Institute of Marine Science believes the two countries should cooperate to train fishermen and related ecological protection personnel, and even establish work group to hold regular exchange meetings.

Shoaib Kiani stressed that the regulations need to be upheld. "At present, a number of excellent academic papers related to marine biology and ecological protection have emerged in Pakistani academic circles, reflecting our great potential in the field of scientific research and technology. The only problem is financial support and resource allocation. Sustained development goes hand in hand with improving fisher livelihoods, which are going to benefit generations to come."

"We had set up a fishing net and were anxiously waiting for the catch," said the fisher that lives in the coastal village of Ibrahim Hyderi, Karachi, "we suddenly felt something moving and pulling the net away from the boat. It was a huge green turtle struggling to escape. We safely released this gentle giant, witnessing it flip back into the waters." In 2018, Shakil became one of around 700 people who have received training from WWF-Pakistan under its Sustainable Fisheries Entrepreneurship Project, which has been operating in Ibrahim Hyderi and nearby village of Rehri Goth. The aims of the project, which is supported by the Engro Foundation, include reducing bycatch and creating additional livelihood opportunities to make fishing on Pakistan's coast more sustainable. Before 2012, about 28,000 turtles and 12,000 dolphins would be caught every year in fishing gears-gillnets, seine nets and trawling that trap marine animals indiscriminately-in Pakistan's waters, said Muhammad Moazzam Khan, WWF-Pakistan's technical adviser for marine fisheries. Nearly all entangled dolphins would die due to suffocation.

"UN regulations and agreements stipulate that drift gillnets should not be more than 2.5 kilometres long. Despite this, our fishers use nets that are 4 to 6 kilometres", noted "Fish populations in Pakistan's waters have fallen by 40-80 percent. Fishery reform is imperative, in which rescue and safe release programme is not enough." Prof Kiani describes longline fishing using a single



fishing line, along which are hung as many as 4,000 baited hooks, and sub-surface gillnets as “suitable fishing practices”, stating that entanglement of threatened and endangered species has been significantly reduced where the WWF-Pakistan measures have been adopted. “There is still a need to raise awareness among fishers, and for the government to regulate fishing practices. Other new equipment can reduce bycatch at the source. According to Prof Kiani, fishing gears equipped with LED lights has been distributed to fishermen in some pilot areas, which can reduce the impact on non-target species such as sea turtles under various light conditions. Regarding the marine ecological protection that all mankind must pay more attention to, Chinese experts have also put forward suggestions from different levels, “Pakistan has very rich marine and inland fishery resources, including nearly 250 species of bottom fish and 85 species of pelagic fish, as well as 15 species of commercial shrimp, 12 species of cephalopods and 5 species of lobsters. Precious fishery resources, as the fairest public goods, require systematic protection measures,” Dr. Zhou Jinfeng, Vice Chairman and Secretary-General of China Biodiversity Conservation and Green Development Foundation, told the reporter that in line with the standards issued by the Ministry of Agriculture of China, the minimum mesh size of fishing nets is 25mm.

In addition, the setting of closed fishing seasons and areas are of great importance, in which the sea is closed from May 1st to September 1st every year to fully protect marine life during the breeding period.

Nevertheless, at the public level, the instillation of awareness including marine ecology and resource protection is a top priority. In this connection, Prof Kiani and Dr. Zhou happened to coincide with each other. “Only by ensuring the income of fishermen can sustainable fishing methods be implemented more easily,” Prof Kiani mentioned, “Longline fishing allows fishermen to catch more big fish. However, it costs about Rs 900,000 (about USD 3,400) to equip a boat with its equipment, half of which is borne by WWF-Pakistan. So far, a total of 980 fishermen in Ibrahim Hyderi and Rehri Goth are using longlines, and their income has tripled compared to their peers who still use gillnets. It bodes well for both the ocean and the people. Whereas, only about 4 percent of Pakistan’s fishing fleet has converted to sustainable methods. “Many Pakistani fishermen have an annual income of only USD

2,300, and the cost of installing longline fishing is unaffordable to them. Fishermen will ignore potential future benefits because of the temporary high cost,” Dr. Zhou emphasized. “The reform of fishing gear requires a multi-pronged approach. Above all, government departments must further increase financial support to ease the economic pressure of fishermen; second, the assistance of relevant international maritime organizations or fishery organizations needs to be strengthened.

In addition, public education, including fishermen and children, can be done with the help of NGOs. All in all, the long-term benefits of reforming fishing gear are greater than the short-term benefits, which fishers must deeply understand, to reach the target of sustainable fishery in the long run.” **(Credits: Daily Times)**

Pasni Fish Jetty Awaits Restoration



April 17, Quetta, Despite a grant from Japan, the Pasni fish harbour, which has been filled with sand and mud, could not be restored even after 15 years, rendering thousands of fishermen jobless.

Officials said the fish harbour jetty, built in the 1980s with the support of the German government at a cost of Rs560 million, has been in a derelict state for more than a decade.

Pasni, a coastal area where fishing was an integral part of the local economy, has been grappling with the consequences of the harbour’s closure. Locals say that the area’s economy has been badly affected and was almost on the brink of a complete collapse.

During the PPP’s government from 2008 to 13, the Japanese government released a sum of Rs800m for the harbour’s restoration. But despite the lapse of 15 years, it still awaits restoration. **(Credits: Dawn)**



Bhulan Dost Programme All Set to Empower Local Communities for the Conservation of Indus Dolphins and Biodiversity of the Region

April 17, WWF-Pakistan organized two events in Sukkur, Sindh and Kot Addhu, Punjab on March 17 and 18, 2023 respectively to mark the official launch of the Bhulan Dost Programme; a citizen science initiative that aims to engage and empower fisher communities along the Indus River for the conservation of the Indus River Dolphin and its habitat. Through this programme, 200 local fishers from the priority Indus dolphin habitats in Sindh and Punjab will be engaged to support the efforts of raising awareness and voluntarily collect data on dolphin sightings and the threats it faces. This initiative will contribute towards protecting the Indus River dolphin and overall biodiversity of the region.

This initiative is part of the WWF-Pakistan's project funded by the Darwin Initiative, a UK government grants scheme. The primary focus of the programme is technological innovation as a potential solution to the critical threat of dolphin bycatch in fishing nets. The project also aims to engage local fishers in monitoring and experimenting with dolphin bycatch mitigation solutions.

Speaking on the occasion Dr. Masood Arshad, Senior Director, WWF-Pakistan said, "Our ongoing efforts on the conservation of Indus River offer a unique combination of policy advocacy, scientific research and enhanced community stewardship." He added that communities are at the heart of biodiversity conservation and many of this unique biodiversity is mostly found in the area where communities rely on natural resources for their livelihoods. These communities carry unique traditional knowledge and practices that play a vital role in protection and wise-use of biodiversity resources.

Mr. Adnan Hamid Khan, Deputy Conservator, Sindh Wildlife Department shared that the Indus River Dolphin is a flagship species, which is endangered. He highlighted the decades long efforts of Sindh Wildlife Department which led towards doubling the population of this species. He also shared that new wildlife protection law of the Sindh Wildlife Department now offers strong protection coverage of the Indus River Dolphin and other wildlife of Sindh including stringent penalties act as deterrent to control wildlife crime. He also added that degrading the dolphin habitat and threats such as illegal fishing is also a punishable act under the law. He acknowledged the

positive outcomes of the coordinated efforts of Sindh Wildlife Department and WWF-Pakistan that has been supporting the conservation of this endangered species. Speaking on the occasion Muhammad Shaheen Khan, Deputy Director DG Khan Region, Punjab Fisheries Department emphasized that fishers should join hands to support efforts of controlling illegal means of fishing such as use of poison and generators. These practices, he added, not only kill our unique dolphins but also destroy the entire ecosystem which is a source of livelihood to the fisher community and many more who rely on the Indus River.

WWF and Finance Earth Launch Blue Finance Innovation for Fisheries Improvement



April 26, World Wildlife Fund (WWF) and Finance Earth (FE), alongside leading industry partners, announced the launch of a new concept to finance the transition to more sustainable fisheries worldwide. This innovative financing model focuses on reversing the trend of fisheries decline and scaling global fisheries improvements toward nature-positive outcomes for healthier marine ecosystems, thriving fishing communities, and a sustainable blue economy. Finance Earth, a leading impact investment advisory and fund manager with a track record in break-through social and environmental financing models, will establish and manage this new mechanism – the Fisheries Improvement Fund (FIF). The ambition is to catalyze more than \$100 million in investment in fisheries improvement by 2030.

"Through this blue finance mechanism, sustainable financing will be ensured for projects that are critical to scaling fishery reform over the coming decade for people and nature, through an efficient, equitable, and cost-effective model. Our vision is that this Fund, under the man-



agement of Finance Earth, revolutionizes fisheries finance, driving game-changing environmental and social impact,” said Johan Bergenas, Senior Vice President of Oceans at WWF US.

WWF and FE worked with industry to conceptualize and design a model that is impactful, scalable across fisheries, and supported by companies working to transition fisheries in their supply chains to more sustainable resources.

Balochistan Fishermen Warned of Rough Weather



April 26, Fishermen in Balochistan have been asked to not go into the deep sea during the next two days in view of the forecast for rough weather conditions.

The Joint Maritime Information and Coordination Centre has issued a high alert about the possibility of high waves in Balochistan waters which could hit the coastline of Gwadar district. The alerts, based on open-source weather data, said the prevailing weather and sea conditions along the coastal areas of Khor Kalamat, Pasni, Gwadar and Jiwani from April 25 to 26 are not suitable for small boats. A wind speed of 25 knots with gusts of three to 40 knots was expected along the coastline of Gwadar and other towns. In view of the forecast, Balochistan’s fisheries department has issued an alert for fishermen in the Makran coastal area to not venture into the deep sea, Director General Fisheries Saifullah Khetran said.

The Met Office has also issued a forecast of partly cloudy weather in most parts of the province with chances of light rain and gusty winds in Kech, Washuk, Awaran, Sohrab, Gwadar and adjoining areas. On Tuesday, the Met Office recorded temperatures between 38 and 22 degrees Celsius in Balochistan, predicting a rise in the coming

days. A spokesperson said the weather was likely to remain hot and dry during the next four to five days in most parts of the province, including Quetta. There is also a chance of rainfall over the weekend which would drop the temperature. **(Credits:Dawn)**

CPEC Projects Progress Review Meeting



May 3, Minister for Planning, Development and Special Initiatives Ahsan Iqbal directs Ministries to finalize the proposals of the development projects for the upcoming 12th Joint Cooperation Committee (JCC) meeting.

In a meeting chaired by the Federal Minister, progress on China-Pakistan Economic Corridor (CPEC) Projects was reviewed. Chief Economist Dr. Nadeem Javed and Adviser on Maritime Affairs Jawad Akhtar, along with representatives of relevant ministries, attended the meeting.

The meeting discussed progress made on ML1 and KCR, as well as the upgradation of Yarik-Zhob, Mirpur-Muzaffarabad Mansehra, BabuSer Tunnel, DI Khan, and Alternative Alignment Motorway connecting Karachi to Hyderabad projects. Minister Iqbal directed ministries to prepare a report on projects that will bring economic and social benefits to Pakistan on the completion of one decade of CPEC, and instructed them to ensure the provision of facilities for investors under CPEC.

To mark the completion of one decade of CPEC in 2023, nationwide celebrations will be held. The government is taking proactive steps to protect investment, and the Planning Ministry is working diligently to ensure the provision of facilities for investment under CPEC.



CSSC and CMA CGM Ink Record \$3bn Containership Order



April 10, French container shipping line CMA CGM has ordered 16 containerships from China State Shipbuilding Corporation (CSSC) in a record-setting deal worth upward of \$3 billion.

The 21 billion Yuan (\$3.06 billion) shipbuilding order, said to be the largest ever placed for containerships in China, is for 12 methanol dual-fuel 15,000 TEU vessels and four liquefied natural gas (LNG) dual-fuel 23,000 TEU vessels.

The 15,000 TEU ships will be constructed at Jiangnan Shipyard and Dalian Shipbuilding Industry (DSIC), and the 23,000 TEU ships will be built at Hudong-Zhonghua.

The order was signed April 6 as part of a series of agreements concluded by French companies during a state visit by French President Emmanuel Macron and European Commission President Ursula von der Leyen, Chinese state media reported. CMA CGM's Rodolphe Saadé was among several French CEOs present for the trip.

For CSSC, the record booking continues a string of newbuild orders from CMA CGM, with the Chinese shipbuilding conglomerate reporting that the French carrier has ordered more than 70 containerships to be built in China over the past 10 years, including more than 30 that have already been delivered.

The deal also adds to a surge of containership newbuild activity as carriers reinvest recent years' profits into modern, more fuel-efficient tonnage. However, many analysts see the swelling orderbook as a cause for concern amid falling container shipping demand. **(Credits:Marine link)**

Suez Canal Authority Sees 35% Jump in Revenues in Q1

April 14, Cairo – Egypt's Suez Canal posted a 35%



year-on-year (YoY) hike in revenue to \$2.30 billion during the first quarter (Q1) of 2023, according to the navigation traffic report reviewed by Abdel Fattah El-Sisi, President of Egypt.

The number of vessels passing through the canal increased by nearly 20% YoY during the first three months (3M) of 2023.

Meanwhile, the Suez Canal witnessed the highest daily crossing rate in its history on 13 March 2023, with 107 ships and a tonnage of 6.30 million tonnes.

The announcement came during a meeting held by El-Sisi, Mustafa Madbouly, Egypt's Prime Minister, and Osama Rabie, Chairman of the Suez Canal Authority (SCA).

Last January, Rabie expected that the revenues of the Suez Canal will hit \$8.70 billion in 2023. **(Credits:Zawya)**

Gulftainer Promotes Pakistan Imports through Khorfakkan Container Terminal



April 17, Imports from Pakistan through Khorfakkan Container Terminal arrive a day earlier than other ports, resulting in significant cost savings, claims Sharjah-based Gulftainer. As a result, it is a more cost-effective and



efficient shipment process for exports coming from Pakistan to route via KCT, as shipping companies can save 10-12% of their network expenses by sailing to Khorfakkan due to lower vessel fuel costs, the terminal operator states.

Andrew Hoad, Chief Commercial Officer at Gulftainer, says, "Pakistan and the UAE have historically always had great trade relations, a trend that continues strongly till today. We have determined that the KCT is a highly efficient port to transport valuable exports from Pakistan, resulting in future growth and enhanced business relations between the two countries."

He continued, "Through KCT, shipments reach the UAE a day earlier as compared to transit through other ports. Additionally, transit time between KCT and consignee warehouses is reduced by four to five days on average, compared to imports through other terminals in the UAE." Volumes at KCT have traditionally been dependent on transshipment activities. However, these have fallen in recent times and Gulftainer is positioning the terminal more as a gateway port into local markets. A statement describes it as a "convenient land bridge to local container imports further into the UAE" with "more direct access compared to terminals situated in neighbouring areas, resulting in significantly reduced shipment processing and transit times."

Recently Gulftainer has won an International Safety Award from the British Safety Council in recognition of its commitment to keeping its workers and workplaces healthy and safe during 2022. Dan Wright, Chief Operating Officer, of Gulftainer, accepted the award, commenting: "The health and safety of our employees will always remain our priority. This award underscores our success and commitment to ensuring that Gulftainer terminals remain one of the world's safest workplaces."

Gulftainer UAE terminals achieved some significant safety milestones during the last 12 months, including attaining more than 1 million man hours with no Lost Time Injury incidents. During the last year, the Gulftainer QHSE management team has conducted over 14,000 hours of training, including inductions, equipment refresher training, HSE updates, and first aid and fire-fighting training. In addition, management teams have carried out more than 175 safety walks and daily inspections, to ensure the safety and wellbeing of all employees and visitors. **(Credits: The Maritime Standard)**

Saudi Arabia Jumps in Global Logistics Ranking

April 24, RIYADH: Saudi Arabia has jumped 17 places to claim 38th rank in the World Bank's Logistics Performance Index 2023, as the Kingdom consolidates its national logistics strategy to become a regional hub.

This quick elevation comes within a very short span of time as Saudi Arabia ranked 55th in 2018 and barely edged up from its 52nd rank in 2014 listings in the index that has 139 countries.

According to the report, Saudi Arabia made great strides in performance efficiency through several sub-indicators, such as trade and transport infrastructure, shipment frequency tracking and tracing facilities, customs clearance and quality of maritime freight.

He added that the strategy contains broad structural reforms and qualitative strategic initiatives, bringing about a significant shift in operational efficiency in performance and strengthening the Kingdom's position as a global logistics center.

The minister further noted that this achievement results from the efforts of all parties involved in the National Strategy for Transport and Logistics Services.

Recently, the Ministry of Transport and Logistics launched a package of initiatives in the logistics sector to raise performance efficiency, re-engineer procedures, and apply international best practices in this vital sector.

It also included the launch of the integrated logistics area at King Khalid International Airport in Riyadh, the announcement of Apple as its first international investor, and the launch of 19 logistics zones across regions in the Kingdom.

The accomplishment comes after the World Bank recently announced Saudi Arabia's global leadership in the ports sector. The Kingdom ranked first and eighth internationally for the most efficient ports in the world in terms of operational performance, enhancing its position on the global maritime map.

The World Bank LPI 2023 report also revealed that Singapore secured first place, followed by Finland in second.

Among neighboring Gulf countries, the UAE advanced four ranks to reach seventh in 2023 when compared to 11th back in 2018.

Qatar, however, went down four ranks to reach 34th in 2023 compared to 30th in 2018. **(Credits: Seatrade-Maritime)**



Bangladesh Shipping Corp to Buy 6 Vessels for Int'l Container Transport



April 19, After securing Chinese financing for buying four ships for transporting oil, Bangladesh Shipping Corporation (BSC) has taken an initiative to buy six more cellular vessels.

The cellular vessels – ships specially designed for efficient storage of freight containers – will initially transport cargo from Chattogram to Singapore, and later to various ports, including in Malaysia, Sri Lanka, and Thailand, said sources at the Shipping Corporation.

People involved in the sector said Bangladesh loses a huge amount of foreign currency as freight cost as it is heavily dependent on foreign vessels for carrying cargo. In order to reduce dependence on foreign ships and to save foreign exchange, development of this sector by acquiring more ships is essential, said the Shipping Corporation officials.

A preliminary project proposal for buying the six vessels was sent to the Planning Commission on 6 April. After securing the Planning Commission's in-principle approval, the proposal will be sent to development partners for foreign loans through the Economic Relations Division (ERD), said a Planning Commission official. Meanwhile, the proposal to buy four ships for carrying oil – two crude-oil mother tankers and two bulk carriers – was approved at a meeting of the Executive Committee of the National Economic Council (Ecne) Tuesday.

The project will be implemented with Chinese funding on a government-to-government basis, Mohammad Emdad Ullah Mian, member (secretary) of the Physical Infrastructure Division of Planning Commission, told TBS.

Currently, the Shipping Corporation has a mixed fleet of eight vessels with a capacity of 0.30 million tonnes. The fleet comprises three bulk carriers, three old chemical tankers and two lighter vessels. Over 90% of the national

export and import of Bangladesh are being carried by ocean borne vessels.

In international shipping trade, movement of containerised cargo has been increasing for the last three decades, a trend which may continue in the coming years. To keep up with the rapid growth of containerised cargo transportation in Bangladesh, the Shipping Corporation started operating a container feeder service on the Chattogram-Singapore route in 1993. Officials said, at that time three vessels – Banglar Robi, Banglar Moni and Banglar Shikha – were involved in the service. Among them, Banglar Shikha was the only container vessel and Banglar Robi and Banglar Moni were multipurpose vessels, which are generally used for carrying miscellaneous cargo, such as general cargo, containerised cargo, break-bulk. 6 vessels to generate Tk2,261cr annual income **(Credits: Maritime Gateway)**

India-middle East Trade Gets Msc Service Boost



April 27, Geneva-based Mediterranean Shipping Co. (MSC) has enhanced connections between India and the Middle East with a regular weekly service out of Cochin port. The rotation of the new Malabar service also includes Mundra, Karachi, Jebel Ali, Abu Dhabi, Shuwaikh, Hamad and Colombo ports and will be maintained by a fleet of four 2400 TEU vessels.

DP World welcomed the first call of the Malabar service at its International Container Transshipment Terminal (ICTT) facility in Cochin when MSC Krittika was handled on April 6th this year.

According to DP World India, "This service will strengthen bilateral trade between India and Middle East. It will create a faster, more stable, and reliable service across the India-Middle East corridor and leverage the strong partnerships between the two regions for boosting economic growth."



The Malabar Service is the third weekly service sailing for the Middle East region from DP World Cochin, the company noted. The terminal operator also added that ICTT is capable of handling post-Panamax vessels and that in February this year it passed 6 million TEU since it began operations in early 2011. **(Credits: The Maritime Standard)**

Fugro to Operate First Uae-flagged Uncrewed Surface Vessel



April 27, Fugro, one of the world's leading geo-data providers, has announced that the 12m Blue Essence-type uncrewed surface vessel (USV), Fugro Pegasus, has received full navigation licensing from the UAE Ministry of Energy & Infrastructure. This is the first registration of a USV in the country's history.

The vessel, which can be controlled from anywhere in the world, is designed for inspecting subsea assets and incorporates the Blue Volta e-ROV, that extends the inspection portfolio up to 400 m water depth. Blue Essence technology allows experts to deliver projects from Fugro's onshore remote operations centres (ROCs) safely out of harm's way while experiencing a better work-life balance. Its advanced systems, and an array of geophysical sensors, allow subsea inspection asset and site characterisation surveys, enabling the vessel to conduct operations safely and efficiently, reducing emissions by 95% compared to conventional vessel operations, states Fugro. "There were no existing regulations for uncrewed vessels, so we formed a working group with UAE authorities and local partners to facilitate the process," said Hannes Swiegers, Director of Remote Operations, Middle East and India, at Fugro. "We are proud to have achieved the first-ever registration of an over-the-horizon USV in the country and are confident that the vessel will support the

UAE's efforts to maintain their subsea infrastructure, whilst contributing to environmental protection and maritime safety. **(Credits: The Maritime)**

Bangladesh Expands Access to Chattogram Port



April 28, This is a rare project when the land acquisition cost is higher than civil (construction) costs. The government is going to expand the Chattogram Port Access Road up to six lanes to improve connectivity between the country's largest seaport, the Dhaka-Chattogram Highway and the yet-to-open Bangabandhu Tunnel.

Roads and Highways Department (RHD) has already submitted a project proposal to turn the 11.5km two-lane road into a four-to-six-lane highway. The amount needed for the project is Tk 3,300 crore. There will be service lanes on both sides, according to the plan. This implies that the authorities have to spend Tk 286.95 crore for expanding per km of the road, which is more than the per km cost of the Dhaka-Mawa-Bhanga Expressway. This is mainly due to the high land prices in the area, said officials concerned. The 55km road, the first expressway in the country, was built at a cost of Tk 11,003 crore (around 200 crore per km), making it the most expensive road in terms of length.

Asian Development Bank is expected to provide a loan for the project — formally known as SASEC Chattogram Port Access Road Improvement Project. The project proposal is now pending with the Planning Commission for the pre-approval process.

"We expect to start physical works on the road in the last quarter of next year. The deadline for the project is June 2028," Mohammad Sabbir Hasan Khan, the focal point of the project, told The Daily Star yesterday.

More than 90 percent of Bangladesh's \$130 billion foreign trade goes through the Chattogram Port. The



Dhaka-Chattogram Highway is considered the economic lifeline of the country. However, the two-lane port access road is failing to handle the huge onrush of vehicles, said Sabbir Hasan. “So we decided to expand the highway,” he added.

Moreover, the vehicles to and from the Bangabandhu Tunnel will also use the 7.5km portion of the road. The underwater tunnel in Karnaphuli River is expected to open in September this year.

The project will contribute to strengthening domestic and international trade, enhance transport facilities and provide easier access in and out of the Chattogram Port, reads an ADB document on the project. They plan to expand the 7.5km road from the city end to six lanes, with a 7.3-metre service land on one side. Meanwhile, the expansion of the 5km road from the port end to four lanes will see another 7.3-metre service lanes on both sides, he said.

No highway in the country has a service lane with a width of more than 5.5m. “The width is a reason for the hefty cost. But the main reason is the land acquisition cost. This is a rare project when the land acquisition cost is higher than civil (construction) costs,” said Sabbir. According to RHD sources, around Tk 1,504 crore has to be spent for acquiring 52 acres of land there.

“We expect the project to be approved by September this year and a loan contract will be signed with ADB afterwards. We hope to start civil works in the last quarter of the next year after completing the tendering process,” said Sabbir.

Out of the total project cost of Tk 3,300.87cr, ADB is supposed to provide Tk 1,268.96cr. The government will bear the rest of the cost. **(credits: Maritime Gateway)**

Major Ports Handled Highest Ever Cargo of 795 Mt in Fy23

April 29, India’s major ports handled the highest ever cargo at 795 million tonne in 2022-23, registering an increase of 10.4 per cent over the previous year, Union Minister Sarbananda Sonowal said.

Addressing an event organised by industry body FICCI, the Ports, Shipping and Waterways minister further said major ports recorded the highest ever output per day of 17,239 tonne in last fiscal year, a growth of 6 per cent as compared to 2021-22.

The minister also said 21,846 vessels were handled last financial year by major ports.



Under National Hydrogen Mission, green hydrogen / ammonia bunkers and refuelling facilities are to be established in all major ports by 2035, he added.

Deendayal, Paradip & V.O. Chidambaranar ports are developing infrastructure for establishment of hydrogen bunkering.

India has set an ambitious target of 500 GW non-fossil fuel capacity by 2030, including a target of 30 GW offshore wind installation by that year.

Sonowal said India aims to become a global hub for green ship building by 2030 with the launch of ‘Green Tug Transition Programme (GTTP)’.

At least 50 per cent of all tugs are proposed to be converted to green tugs by 2030, he added.

Highlighting achievements of India’s shipping sector, Sonowal said the number of Indian seafarers employed in 2014 was 1,17,090, which increased to 2,50,071 in 2022.

Noting that the development of smart ports is crucial for the growth of India’s economy, Sonowal said, “by investing in technology, safety, and sustainability, we can create a brighter future for our ports, and in turn, our country.”

About 95 per cent of India’s trading by volume and 70 per cent by value is done through maritime transportation. **(Credits: Maritime Gateway)**

India Funded Sittwe Port in Myanmar Set to Open on 9 May

April 29, The port is funded by India as part of the \$500 million Kaladan Multimodal Transit Transport Project, a collaboration between India and Myanmar, aimed at developing transport infrastructure in Southwestern Myanmar and north-eastern India to provide an alternative route to India’s landlocked north-eastern states.

The Sittwe Port in Myanmar funded by India under the \$500 million Kaladan Multimodal Transit Transport Project will start operations in May with the inaugural run



of a ship from Netaji Subhas Dock in Syama Prasad Mookerjee Port, Kolkata on 4 May.

The ship is scheduled to arrive in Sittwe Port on 9 May where a contingent from the Indian side led by Sarbananda Sonowal, Union Minister of Ports, Shipping and Waterways, will grace a reception ceremony for the vessel, government sources said.

The opening of the Sittwe port will boost trade and commerce between the two neighbouring countries, a government official said.

Sittwe is a deepwater port constructed by India at the capital of Rakhine State in Myanmar, on the Bay of Bengal.

Situated at the mouth of the Kaladan River, the \$120 million port is funded by India as a part of the Kaladan Multimodal Transit Transport Project, a collaboration between India and Myanmar, aimed at developing transport infrastructure in Southwestern Myanmar and north-eastern India.

The Kaladan Multimodal Transit Transport Project was conceived by India to provide an alternative route to India's landlocked north-eastern states. The only access to these seven states is through the Siliguri Corridor, a narrow strip of Indian territory wedged between Nepal and Bangladesh, referred to as the 'Chicken's Neck'.

Routing all cargo destined for the northeast through this corridor causes significant transportation delays and cost. The Kaladan project also seeks to accelerate infrastructure and economic development in India and Myanmar.

The project includes the construction of a deepwater port at the mouth of the Kaladan River in Sittwe, the dredging of the river to enable cargo vessels to navigate the river from Sittwe to Mizoram in India, the construction of a river port at Paletwa in Myanmar's Chin State and the upgrade of highways from Paletwa to Myeikwa on the Indo-Myanmar border.

With the opening of the port, cargo ships can ply between the eastern Indian seaport of Kolkata and Sittwe seaport in Myanmar via the Bay of Bengal.

In Myanmar, it will then link Sittwe seaport to Paletwa jetty in Chin State via the Kaladan river boat route, and then from Paletwa by road to Mizoram in Northeast India. **(Credits: Maritime Gateway)**

Expected ships in Karachi Port

| <i>ETA by AIS</i> | <i>Type</i> | <i>Vessel</i> |
|---------------------|-------------------------------------|-----------------------|
| Jun 1, 00:00 | Oil Products Tanker | DEMETER |
| Jun 1, 15:30 | Container Ship | WAN HAI 627 |
| Jun 2, 11:00 | Bulk Carrier | KELLETT ISLAND |
| Jun 3, 03:00 | Bulk Carrier | ORIOLE |
| Jun 3, 13:00 | Chemical/Oil Products Tanker | MED TUNCER |
| Jun 5, 19:01 | Bulk Carrier | SKY GLOBE |
| Jun 6, 07:30 | Container Ship | YM EXPRESS |
| Jun 6, 13:00 | Bulk Carrier | KSL HUAYANG |
| Jun 6, 23:00 | Chemical/Oil Products Tanker | LOYAL |



SWS Delivers Eco-Friendly Aframax Oil Tanker to Greece's Enesel



April 13, Chinese shipbuilder Shanghai Waigaoqiao Shipbuilding, part of China State Shipbuilding Corporation (CSSC), has delivered a 114,000-ton Aframax product oil tanker to Greek operator Enesel. As informed, the delivery ceremony took place in Shanghai on 12 April. The vessel was delivered 50 days in advance, the company noted. The tanker Kavafis is the latest generation of Aframax oil tanker independently developed and designed by Waigaoqiao Shipbuilding. It can load more than 800,000 barrels of refined oil or crude oil products. The ship integrates environmental protection and energy-saving technology. Waigaoqiao Shipbuilding has adopted multiple measures such as comprehensive hydrodynamic performance optimization, hydrodynamic energy-saving duct and vortex elimination fin configuration, and main engine type selection optimization. The energy efficiency level of the ship has been significantly improved. The ship's Energy Efficiency Design Index (EEDI) verified by actual ships has reached the requirements of the third phase of the International Maritime Organization (IMO) ahead of schedule, the shipbuilder noted. The emission of nitrogen oxides meets the requirements of IMO Tier III, and the emission of sulfur oxides meets the requirements of 0.1% required.

Waigaoqiao Shipbuilding has received a total of 64 orders, of which 11 new orders will be accepted in 2023, accounting for about 50% of the global market share. A total of 50 ships have been delivered, accounting for about 5% of the global operating fleet of Aframax tankers, according to SWS. To remind, the firm recently also signed a contract with Greek shipowner Performance Shipping for the construction of a 114,000 dwt LNG-ready LR2 Aframax product/crude oil tanker worth \$62.6 million. **(Credits: Offshore Energy)**

Singapore Moves towards Ship-to-Ship Ammonia Bunkering



April 27, Singapore-based The Global Centre for Maritime Decarbonisation (GCMD) announced today the results of an ammonia bunkering safety study, which paves the way for a pilot project for ship-to-ship ammonia bunkering operations in the city-state by the end of this year.

The study was commissioned in January 2022 by the GCMD and its appointed consultant, DNV Maritime Advisory, supported by Surbana Jurong and the Singapore Maritime Academy at the Singapore Polytechnic.

The study shows that while green ammonia is toxic, the associated risks for carrying out bunkering pilots in the port are low or able to be offset.

Because ammonia-fuelled vessels are not yet available, the pilot will be done with suitable alternatives, which can then lead to an actual bunkering exercise when ammonia-fuelled vessels come on line. The cost of the additional infrastructure needed for ammonia bunkering at two land-based sites is still being considered.

Because of Singapore's proximity to dense residential areas and operations that see more than 1,000 daily ship movements, the guidelines to pilot ammonia bunkering developed in this GCMD study will likely be applicable to ports elsewhere.

The GCMD said during the current Singapore Maritime Week that Singapore's ammonia bunker demand is expected to take off in the mid-2030s and is projected to reach 2mn t/yr by 2035, supported by a 1,500m³ bunker vessel.

Ammonia, like methanol and hydrogen, is an alternative marine fuel that can help the shipping industry reach the International Maritime Organisation's decarbonisation goals. **(Credits: Argus Media)**



UN, Dutch Salvage Firm Reach Agreement to Pump Oil from Safer Tanker off Yemen



April 20, A salvage company from the Netherlands announced on Thursday it had reached an agreement with the UN to pump oil from the rusting Safer oil tanker off the coast of war-ravaged Yemen.

The move was hailed as a “critical milestone” in moves to avert a possible environmental disaster, its parent company announced Thursday. The United Nations Development Programme (UNDP) finalized the contract for the Boskalis subsidiary SMIT Salvage on Wednesday to transfer the million barrels of oil aboard the FSO Safer to a safe replacement vessel and prepare the Safer for towing to a green scrapping yard. The work is expected to begin in May, it was announced.

“The agreement today between UNDP and Boskalis subsidiary SMIT Salvage, to deploy a team of leading experts aboard the Ndeavour marks another critical milestone of the ‘Stop Red Sea Spill’ operation to transfer oil from the decaying FSO Safer to a safe temporary vessel,” said Achim Steiner, UNDP Administrator.

“We look forward to be working with Boskalis and other leading experts to prevent a humanitarian, environmental and economic disaster. We also appeal to leaders from governments and corporations to step forward and help us raise the remaining \$29 million required to complete this complex rescue operation.”

David Gressly, UN Resident and Humanitarian Coordinator for Yemen, said the project showed the unique role the UN can play in addressing such issues.

Gressly, who has led UN system-wide efforts on the Safer since 2021, added: “However, we urgently need to close the \$29 million funding gap for the emergency operation and raise the additional funds needed to ensure safe

long-term storage of the oil.” The multipurpose support vessel Ndeavor, which will sail with its crew and experts, is loaded with generators, hydraulic pumps and other specialized equipment to carry out the operation on the Safer, which no longer has functioning systems.

“Following a long planning period, our salvage experts are keen to get to work and remove the oil from the Safer,” said Peter Berdowski, CEO Boskalis, who has signed the contract through its subsidiary SMIT Salvage with the UN Development Programme. “I would like to express my gratitude to the many UN member nations in their support for this operation including the Netherlands. The Boskalis vessel Ndeavor is ready for departure, and I wish the crew all the success in this important mission.”

On Monday, the UK and the Netherlands announced they will co-host a pledging event on May 4 with the aim of fully funding both phases of the Safer project. “An enormous oil disaster is looming, which could have serious humanitarian, environmental and economic implications. But we now have a chance to prevent that disaster,” said Dutch Minister for Foreign Trade and Development Cooperation Liesje Schreinemacher.

“The Netherlands has worked hard to mobilise funds for the operation and now a major new step has been taken. It’s good that Dutch firm Boskalis is taking on a key role in the response. The Netherlands will continue helping the UN to bring this to a good end.”

The United Nations has received firm funding commitments of \$99.6 million. The total budget for this first phase is \$129 million, leaving a gap of \$29.4 million. An estimated \$19 million is required for the second phase of the operation.

To fill the budget gap, the UN is appealing to Member States and private entities, as well as the global public through a crowdfunding appeal to which thousands of individuals have already contributed. **(Credit: Arab News)**

Report Identifies Decarbonisation Gaps in Major Maritime Regulations

April 21, Safe operation of alternative fuels such as methanol and ammonia requires sound safety management procedures and trained personnel onboard ships. The review identifies the gaps to achieve safe maritime decarbonisation within three existing Conventions / Codes: The International Safety Management (ISM) Code, International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and The



Maritime Labour Convention (MLC), and makes suitable recommendations to close these gaps for future safe use of alternative fuels.

The report also highlights the perceived urgency to close these gaps so that the maritime industry can prioritise where they need to channel their limited resources. Finally, the report also identifies barriers that prevent closing and actors that help closing these gaps for use of alternative fuels towards a safer decarbonisation.

MTF's review demonstrates that the maritime industry is not ready for the safe adoption at scale of alternative fuels yet. To be able to meet the required decarbonisation targets, all industry stakeholders should collaborate towards safe adoption of alternative fuels including issues detailed in this report. **(Credit:Safety4sea)**

European Council Strengthens RoPax Stability Regs to Align with SOLAS



April 26, The European Council adopted today, April 26, a new law that it says will improve stability requirements for the Ro-Ro passenger ships operating as ferries aligning with the previously adopted SOLAS regulations by

the International Maritime Organization. According to council members, the new directive will play an important role in ensuring the safety of vessels and their passengers in the EU, in accordance with the new international standards in the field.

In considering the new standards, the EU recognizes that RoPax ships provide numerous maritime links within member states, between member states, and with countries outside the EU. The vessels were recognized for their importance to passenger and freight transport in Europe. The proposal to revise the existing stability and safety directive originated from maritime accidents, such as the sinking of the Estonia in 1994 and subsequent efforts by the maritime community to improve vessel safety.

The revised EU directive is designed to ensure, as far as possible, consistency with the applicable international standards for the stability of damaged passenger ships recently updated under SOLAS. They sought to ensure that the EU incorporates the IMO's recently introduced model for assessing the survivability of damaged RoRo passenger ships, as well as new related requirements.

The EC has concluded that the application of the SOLAS 2020 stability requirements would result in a significant reduction in risk for ro-ro passenger ships certified to carry more than 1,350 persons, as compared with the safety level resulting from the EU's last directive issued 20 years ago in 2003. As such the new directive incorporates the SOLAS 2020 requirements.

However, the European Council also noted that the IMO's new international standards are not completely in line with the requirements already in force in the EU for smaller new vessels. Therefore, the new law maintains a level of safety requirements equivalent to existing EU law for those ships. The demarcation between small and large vessels is set at 1,350 passengers.

The rule aims to improve survivability in the event of a collision or other incident while providing manageable options for those vessels certified to carry less than 1,350 passengers. Those smaller RoPax ferries can elect to continue to follow the existing regulations or move for adoption of the new requirements. However, the EC is directed to reconsider the viability of this option in 2033. In addition to moving to incorporate the SOLAS 2020 requirements, the new EC directive also aims to strengthen fleet entry requirements within the EU for existing



large vessels that have not yet been certified in the EU. The directive provides an 18-month deadline for vessels to certify and also provides new rules for vessels either being chartered to operate by EU carriers or seasonally employed ferries. They will also have to certify at least one month in advance of commencing service, with the only exception being in emergency situations where the vessel is required to maintain existing service.

The new directive will be published in the EU's Official Journal shortly and will then enter into force. Member states will have 18 months to transpose the directive into their national legislation. **(Credit:Ocean Crew)**

China and Russia Sign Memorandum of Understanding and Cooperation in Maritime Law Enforcement



April 26, The Chinese Coast Guard and the Russian Federal Security Service signed a memorandum of understanding to strengthen maritime law enforcement cooperation.

The document provides for increased cooperation between the parties in combating terrorism, arms and drug smuggling, countering illegal migration, preventing illegal fishing of marine bioresources, as well as carrying out rescue operations at sea.

As part of the Russian FSB's Border Guard Service chairmanship of the Arctic Coast Guard Forum (ACGF), exercises on countering threats to maritime security were held: Arctic Patrol 2023. Representatives of the Chinese Coast Guard attended as observers.

"The Russian Federation has demonstrated a commitment to fulfilling the obligations it assumed in the framework of its ACGF chairmanship and its readiness to inde-

pendently counter the range of risks and threats in maritime activity in the Arctic zone," the Border Guard press service said.

Law enforcement and federal agencies in the exercise, practiced joint actions to search for and locate a vessel that had issued a distress alert, to stop a terrorist act and rescue the ship and the crew. They also practiced joint actions to clean up an emergency oil spill. **(Credit:The Arctic)**

Expected ships in Port Qasim

| <i>ETA by AIS</i> | <i>Type</i> | <i>Vessel</i> |
|-------------------|------------------------------|-----------------|
| May 31, 08:30 | Bulk Carrier | YASA URANUS |
| May 31, 12:00 | Container Ship | EM ASTORIA |
| Jun 1, 00:00 | Chemical/Oil Products Tanker | RHINE |
| Jun 1, 01:00 | LNG Tanker | AL THAKHIRA |
| Jun 2, 09:00 | Container Ship | RDO CONCORD |
| Jun 2, 12:00 | Chemical/Oil Products Tanker | CHEMROAD ZENITH |
| Jun 2, 13:00 | Oil Products Tanker | KARIMATA |
| Jun 3, 05:30 | Bulk Carrier | BBG HEZHOU |



A FOSSIL FUEL FUTURE

By Michael Grey



Perhaps, among all the rhetoric about “net zero” and carbon neutral industry, the magnitude of the task and the timescales have started to sink in.

It was not many years ago that a major tanker owner suggested, with a degree of certainty, that the ships he was then bringing into service would be part of the last generation of their type, as oil usage declined in favour of all the greener alternatives.

You could probably see where he was coming from, with the modellers all offering confident projections for the phasing out of fossil fuels. With succeeding COP conferences all emphasising that the survival of the world depended upon rapid action to mitigate the “carbon calamity” we were all facing, while all the NGOs and increasingly agitated activists were demanding the most drastic policies, options appeared limited.

It didn't seem prudent to cast any doubts about the prevailing certainties, lest your head office be covered in red paint by climate protesters, who would label your organisation one of “deniers”, for your support of oil, something which even attracts the opprobrium of religious leaders in some parts of the world. It is not a climate that encourages rational debate and for a shipping industry that faces the technical realities of carbon reduction and its ultimate neutrality, it is understandable that its negotiations with its regulators have been far from easy.

It may be one thing to publicly subscribe to the worthy aims of carbon neutrality within some distant timescale, another matter entirely to devise the technical infrastructure that will make such aspirations practical. It is a little like a 17th century regulator trying to frame policies around the operation of steam engines, such technology then only found in the imagination of inventors.

And out in the real world, where ships carry around humanity's necessities every day of the year, the approach to the phasing out of fossil fuels has had to be more nuanced. Indeed, the world might be thought of as already divided between those nations where their governments have taken what they regard as principled attitudes to the phasing out of fossil fuels and the more pragmatic, which acknowledge that they must remain a significant part of their economies for the foreseeable future. They maybe do not shout about what they consider to these realities, but just get on with capitalising on their oil and gas reserves, regardless



of the attitudes of others.

Thus, on the one hand, we have states that have taken “courageous” decisions to achieve net zero (there is some debate about its exact definition) by a certain date, even writing this into their laws, and prohibiting the further exploitation of offshore oil and gas fields within their waters. Probe a little deeper into even their policies and much of the emissions which they so deplore will be “exported” to other countries, just to keep their lights on and industries ticking over. Their virtue, it might be thought, is only skin deep.

But even as these decisions are taken, there remains an actual increase in global drilling activity around the world throughout the waters of countries which take a less equivocal attitude to the climate emergency. And included here are offshore fields which have been identified with the potential to become some of the world’s largest, with many decades of use in them. Guinea, Angola, Namibia, Mozambique, India, Indonesia, Brazil, China, are just a selection of states that are seeing increased offshore activity, demonstrating that the “phaseout” of fossil fuels is an aspiration that will remain illusory for many years.

Like it or not, the Russian invasion of Ukraine has forced many of the outwardly most zealous states into rethinking the practicalities of phasing out hydrocarbons. Russia also has clearly no plan to run down such a vital element in its economy, and while the current main oil producers might be capable of developing post fossil fuel alternative industries, those states which have yet to enjoy their own oil boom will be more than capable of taking up the slack of world demand. So, maybe, among all the rhetoric about “net zero” and carbon neutral industry, the magnitude of the task and the timescales have started to sink in.

***About the Author:** Michael Grey is a columnist and correspondent and has been associated with the maritime industry for the whole of his working life. Currently he is the London Correspondent of BIMCO and is the author of a number of maritime books. He lectures at the World Maritime University and Greenwich Maritime Institute.*

(Source: Seatrade Maritime News)

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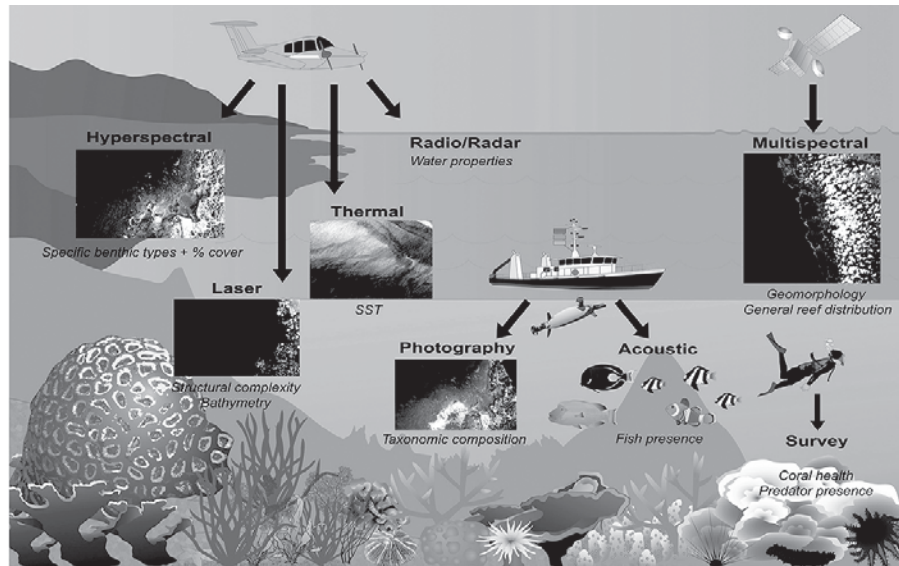
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REMOTE SENSING HELP TO PROTECT MARINE ECOSYSTEMS

By Dr. Ambreen Afzal



Remote sensing technology has revolutionized the way we understand and manage our world's oceans, and fishing is no exception. By using satellites, aircraft, and other remote sensing tools, we can gather data on ocean conditions, fish populations, and fishing activities that were once difficult or impossible to obtain. This information can then be used to improve fishing practices, monitor compliance with regulations, and protect marine ecosystems.

One of the primary applications of remote sensing in fishing is to monitor the distribution and abundance of fish populations. This can be done by using satellite imagery to detect changes in water color, temperature, and other indicators of fish habitat. For example, some species of fish are known to aggregate around oceanic fronts, where warm and cold water masses meet. By using remote sensing to identify these fronts, fishermen can target areas where fish are more likely to be present.

Another important use of remote sensing in fishing is to monitor fishing activities and enforce regulations. For example, some countries use satellite imagery to detect and identify fishing vessels in their exclusive economic zones (EEZs). This can help to deter illegal fishing, which is a major contributor to overfishing and the depletion of fish stocks. In addition, remote sensing can be used to monitor fishing gear, such as nets and traps, to ensure that they are being used in compliance with regulations.

Remote sensing can also help to protect marine ecosystems and reduce the impact of fishing on non-target species. For example, some fisheries use acoustic sensors to detect the presence of marine mammals, such as dolphins and whales, and adjust their fishing practices accordingly. This can help to reduce accidental entanglements and other interactions between fishing gear and marine mammals, which can be harmful or even deadly.

In addition to these applications, remote sensing technology can also help to improve the efficiency and profitability of fishing operations. For example, some commercial fishermen use satellite imagery to identify areas where fish are likely to be present and adjust their fishing routes accordingly. This can help to reduce fuel consumption and increase the catch per unit of effort (CPUE), which can improve the profitability of fishing operations.



Despite the many benefits of remote sensing in fishing, there are also some challenges and limitations to this technology. For example, some fish populations and fishing activities may be difficult to detect using remote sensing tools, particularly in areas with high levels of cloud cover or other atmospheric disturbances. In addition, remote sensing data must be interpreted and analyzed by trained experts, which can be time-consuming and expensive.

Despite these challenges, remote sensing technology has the potential to revolutionize the way we manage our world's fisheries. By providing us with real-time data on ocean conditions, fish populations, and fishing activities, remote sensing can help us to make more informed decisions about how to sustainably manage our fisheries and protect our marine ecosystems.

About the Author:

The author is associated with the National Institute of Maritime Affairs.

Cover Story

World Tuna Day is celebrated on 2nd May every year. It was established by the United Nations General Assembly in 2016, with the aim of raising awareness about the importance of tuna and promoting sustainable fishing practices.

Tuna fish are highly migratory and can be found in a variety of habitats in oceans around the world. They are known to inhabit both tropical and temperate waters and can be found at depths ranging from the surface to over 1,000 meters. Tuna is one of the most important fish species in the world, both economically and ecologically. It supports the livelihoods of millions of people, provides essential protein and nutrients to billions of people, and plays a critical role in maintaining the health of the ocean ecosystem.

Tuna are typically found in open ocean environments, such as the Atlantic, Indian, and Pacific Oceans, where they form large schools and swim long distances in search of food. However, overfishing and unsustainable fishing practices have put many tuna species at risk of depletion. World Tuna Day aims to highlight the need for sustainable management of tuna stocks and to encourage international cooperation to achieve this goal.



THE POLITICAL ECONOMY OF THALASSIC OPPORTUNITY

By Adeel Anjum

Political economy refers to a branch of social sciences that focuses on relationships between individuals, governments, and public policy. In common parlance, it is also used to describe the policies set by governments that affect their nations' economies. It is time that Pakistan looks to coastal and marine resources to diversify its economy beyond traditional land-based investment avenues.

Pakistan is blessed with a warm seawater body (Arabian Sea) that is a good site for fish production, energy production, trade, commerce, etc. The total area of this jurisdiction is about 290,000 Km² extended from the territorial zone to the continental shelf. Pakistan's maritime border lies between the border of Iran to India i.e., about 1046 Kilometers. It is reckoned as the midpoint between the busiest water trade routes from the Strait of Hormuz to the Strait of Malacca. Pakistan has the opportunity to earn more revenue than it is getting from the resources of the ocean, especially in the fisheries sector hardly which is contributing 0.32 % of GDP as per Pakistan Economic Survey 2021-2022. It is a dire need to pay heed to ocean opportunities for the sake of economic hoist.

The exclusive geostrategic position of Pakistan lends its ports a unique significance concerning maritime trade. Furthermore, the construction of Gwadar as a transit and transshipment port under CPEC has further augmented Pakistan's maritime potential as a key player in Indian Ocean Region.

Pakistan offers a wide range of maritime sectors peculiar to the geostrategic and economic realities of the country. It includes conventional maritime industries, namely fisheries, coastal tourism, maritime transport, etc., and newly emerging areas of aquaculture and marine biotechnology, deep sea-bed mining, resource extraction, oceanic renewable energy, and maritime tourism.

Pakistan is a lower-middle-income country with an economy growing at less than a 3 percent growth rate, whereas, the Pakistan Institute of Development Economics suggests for Pakistan a potential of sustainable 8 percent growth annually. Being the 5th most populous economy globally with a population growth rate of nearly 2 percent, Pakistan might face precarious food security challenges in the future. The inadequacy of tax revenues and the balance of payment situation add to the economic woes of Pakistan. The extreme vulnerability to climate change needs new forms of decision-making, such as investing more into thalassic opportunities because Pakistan might face food security problems related to the limited land and water resources.

Pakistan has huge potential in terms of maritime fisheries but due to growing coastal and marine pollution, inefficient mechanisms to supply quality fish to the market, and climate change, Pakistan's Economy remains largely underdeveloped at best.

The government may revisit its approach to the improvement of the marine sector of Pakistan. Primarily, the lives of people working in the marine sector need improvement and special support from the government. Studies have shown that the majority of problems faced by fishermen can be solved through minor interventions. Lack of education among these communities has kept them from modern technologies and systems.

About the Author:

Mr. Adeel Anjum associated with the Central Directorate of National Saving (CDNS), Islamabad



CONSERVATION OF FISHERIES RESOURCES IN PAKISTAN



I am writing to highlight the pressing need for the conservation of fishing resources in Pakistan. With a vast coastline and an abundance of marine life, Pakistan has the potential to become a major player in the global fishing industry. However, the unchecked exploitation of these resources is taking a heavy toll on the environment and the livelihoods of millions of people.

Overfishing, destructive fishing practices, and pollution are some of the major threats to the sustainability of Pakistan's fishing industry. If these issues are not addressed urgently, the consequences could be disastrous. Already, many fish species have become endangered or have declined significantly in numbers. This has led to a decline in the catch and has put the livelihoods of many fishermen and their families at risk.

To ensure the long-term sustainability of Pakistan's fishing industry, urgent steps need to be taken to conserve its resources. This includes: Implementing and enforcing regulations to limit fishing quotas and protect endangered species, Promote sustainable fishing practices such as selective fishing and using gear that minimizes damage to marine habitats, encouraging the adoption of eco-friendly fishing techniques such as aquaculture and fish farming, raising awareness among fishermen and the public about the importance of conserving fish resources and the consequences of overfishing and pollution, Investing in research and development to improve the efficiency of the fishing industry and explore alternative sources of protein.

Achieving these goals will require the cooperation of all stakeholders, including the government, fishing industry, and the public. It is essential that we act now to conserve our fish resources for future generations and to ensure the sustainability of our fishing industry.

*Yours Sincerely
Rana M Ahmed
Student, BS Maritime
Business Management*



ENHANCING EFFICIENCY IN SMART PORTS



I am writing to shed light on the remarkable potential of smart ports in revolutionizing the efficiency of maritime operations. With advancements in technology and the advent of the Fourth Industrial Revolution, smart ports have emerged as key drivers of economic growth, environmental sustainability, and enhanced logistical operations. Smart ports integrate cutting-edge technologies such as the Internet of Things (IoT), artificial intelligence (AI), and data analytics to optimize port activities and streamline processes. These technological innovations enable real-time monitoring, predictive analysis, and automation, resulting in improved operational efficiency and reduced costs.

One of the most significant advantages of smart ports is their ability to enhance container handling and tracking. With IoT sensors embedded in containers, port authorities can accurately track the location, temperature, and security status of cargo in real-time. This information enables efficient planning, reduces waiting times, minimizes human errors, and ultimately expedites the entire supply chain.

Furthermore, AI algorithms and data analytics play a vital role in optimizing port operations. By processing vast amounts of data from multiple sources, including weather conditions, vessel schedules, and historical records, AI systems can predict congestion, optimize berth allocations, and schedule resources efficiently. This predictive capability allows for proactive decision-making, reducing delays and increasing overall productivity.

Smart ports also foster collaboration and information sharing among various stakeholders, such as port authorities, shipping companies, and logistics providers. Through digital platforms and data sharing protocols, stakeholders can exchange real-time information, streamline communication, and synchronize their activities. This seamless coordination leads to faster turnaround times, reduced paperwork, and increased transparency in the entire supply chain.

However, to fully realize the potential of smart ports, there are challenges that need to be addressed. These include ensuring cybersecurity to protect sensitive data, addressing the digital divide to promote inclusivity, and investing in workforce training to adapt to technological advancements. Governments, port authorities, and industry stakeholders should collaborate to overcome these hurdles and foster an environment conducive to smart port development.

*Yours sincerely,
Future Logistics Specialist*



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Fax: 35611081-82
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Bulk Shipping & Trading (Pvt) Ltd.

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Email: bulkshipping@bulkshipping.com.pk
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Crystal Sea Services (Pvt) Ltd.

Suite No.1010, 10th Floor ,Business Centre, Mumtaz Hassan Road, Karachi-74000
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Fax: 32426369
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Website: cssgroup-pk.com

Dynamic Shipping Agencies (Pvt) Ltd.

Suite No.1201-1202, 12th Floor, Emerald Tower, Plot No.G-19 Block-5, Main Clifron Road, Opposite 2 Talwar, Karachi-74000 **Tel:** 111-372-111
Fax: 35157913
Email: info@dynamicshipping.com
Website: cssgroup-pk.com

Modern Container Terminal

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

Eastern Sea Transport (Pvt) Ltd.

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International Ports & Ships Services

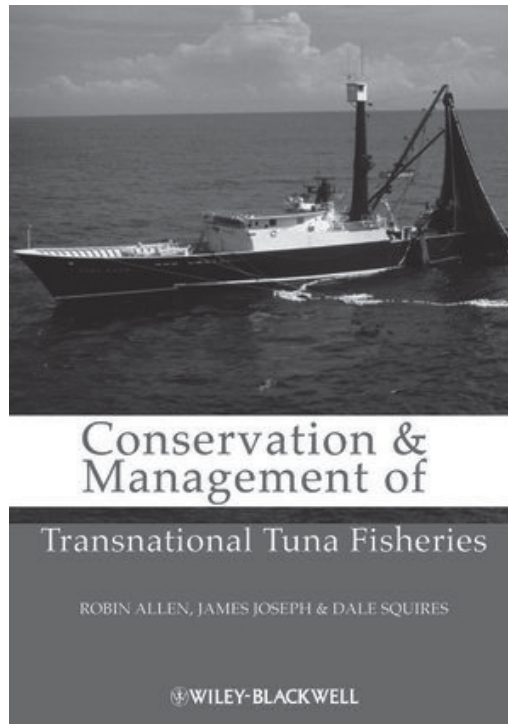
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Book Review: "Conservation and Management of Transnational Tuna Fisheries" by Robin Allen, James Joseph, and Dale Squires



ISBN: 978-0-813-80567-2

The book focuses on the challenges faced by transnational tuna fisheries, which span multiple countries and regions, and the need for collaborative efforts to ensure their sustainability. The authors provide a detailed overview of the economic, social, and environmental factors that influence the management of these fisheries, as well as the legal and institutional frameworks that govern them.

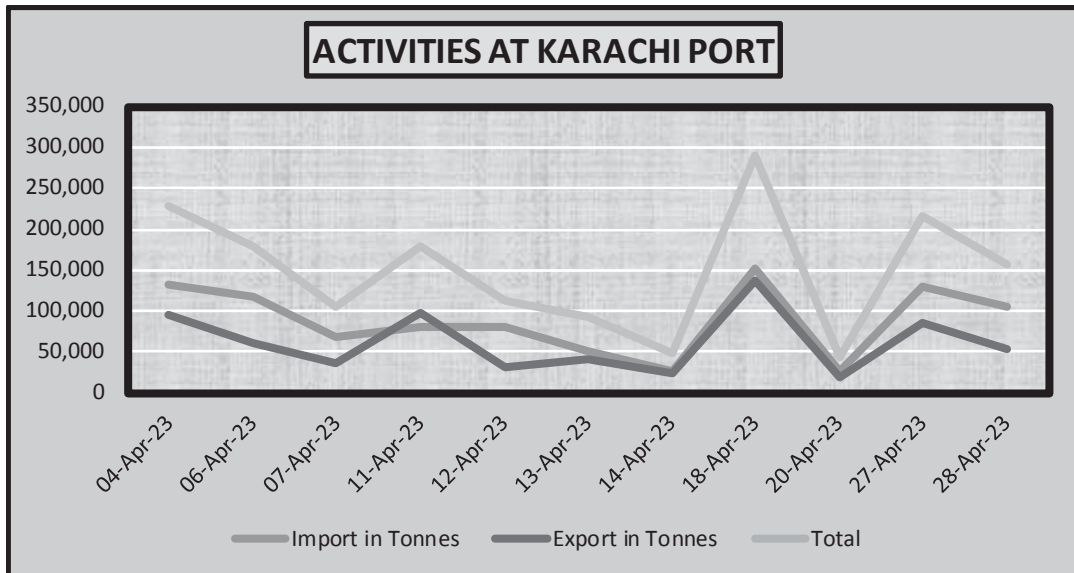
One of the strengths of the book is the breadth and depth of the information it provides. The authors draw on a wide range of sources, including scientific studies, policy documents, and industry reports, to paint a detailed picture of the complex issues at play. They also offer a nuanced analysis of the trade-offs and tensions between the competing interests of various stakeholders, including fishermen, conservationists, and policymakers.

The book also provides a number of recommendations for improving the management of transnational tuna fisheries. These include the need for greater collaboration between countries, the development of innovative management strategies, and the adoption of more sustainable fishing practices.

"Conservation and Management of Transnational Tuna Fisheries" is a highly informative and insightful book that provides a comprehensive overview of the complex issues surrounding tuna fishing and conservation. The authors' expertise and deep knowledge of the subject matter make this book an essential resource for anyone interested in the future of our oceans and the sustainable management of their resources.

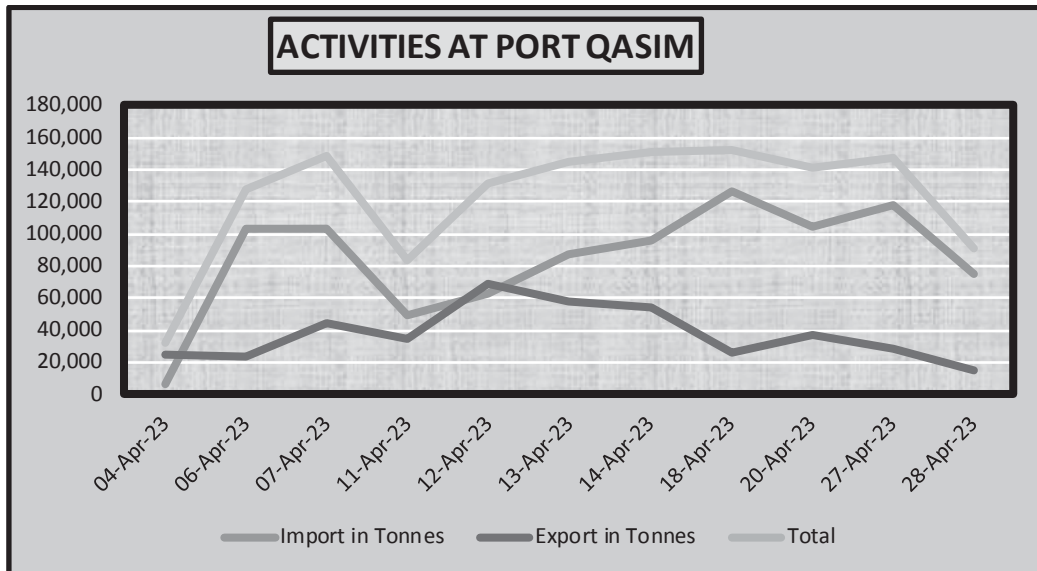


| ACTIVITIES AT KARACHI PORT (APRIL 2023) | | | |
|--|-------------------------|-------------------------|------------------|
| Date | Import in Tonnes | Export in Tonnes | Total |
| 04-Apr-23 | 132,704 | 95,415 | 228,119 |
| 06-Apr-23 | 118,036 | 60,574 | 178,610 |
| 07-Apr-23 | 68,830 | 35,603 | 104,433 |
| 11-Apr-23 | 81,111 | 98,850 | 179,961 |
| 12-Apr-23 | 80,934 | 30,584 | 111,518 |
| 13-Apr-23 | 52,409 | 40,826 | 93,235 |
| 14-Apr-23 | 26,650 | 23,132 | 49,782 |
| 18-Apr-23 | 151,117 | 137,447 | 288,564 |
| 20-Apr-23 | 26,461 | 18,552 | 45,013 |
| 27-Apr-23 | 129,824 | 85,483 | 215,307 |
| 28-Apr-23 | 104,245 | 52,942 | 157,187 |
| Total | 972,321 | 679,408 | 1,651,729 |





| ACTIVITIES AT PORT QASIM (APRIL 2023) | | | |
|--|-------------------------|-------------------------|------------------|
| Date | Import in Tonnes | Export in Tonnes | Total |
| 04-Apr-23 | 7,063 | 25,205 | 32,268 |
| 06-Apr-23 | 103,561 | 24,089 | 127,650 |
| 07-Apr-23 | 103,550 | 44,472 | 148,022 |
| 11-Apr-23 | 49,195 | 34,401 | 83,596 |
| 12-Apr-23 | 62,585 | 69,460 | 132,045 |
| 13-Apr-23 | 86,974 | 57,436 | 144,410 |
| 14-Apr-23 | 96,355 | 54,261 | 150,616 |
| 18-Apr-23 | 126,370 | 26,384 | 152,754 |
| 20-Apr-23 | 104,835 | 36,801 | 141,636 |
| 27-Apr-23 | 118,323 | 28,609 | 146,932 |
| 28-Apr-23 | 75,030 | 15,623 | 90,653 |
| Total | 933,841 | 416,741 | 1,350,582 |



Tide Times for Port



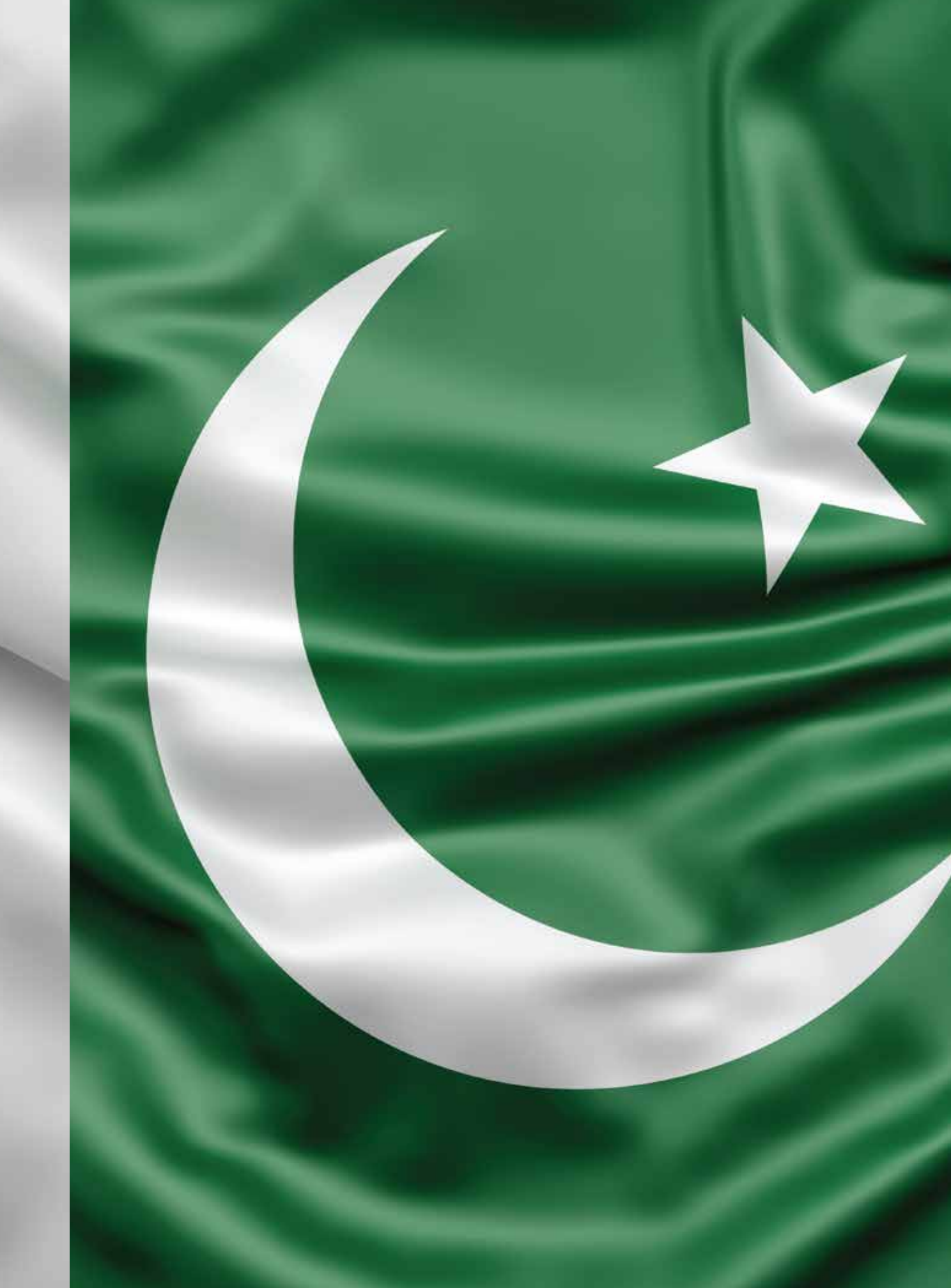
| Tide Times for Port Karachi | | | |
|------------------------------|-----------|------------|------------|
| Lat: 24°48' N Long: 66°58' E | | | |
| Date | Tide | Time (PKT) | Height (m) |
| 15 May 2023 | Low tide | 0117 | 0.92 |
| | High tide | 0726 | 2.32 |
| | Low tide | 1301 | 0.99 |
| | High tide | 1925 | 2.86 |
| 16 May 2023 | Low tide | 0209 | 1.20 |
| | High tide | 0802 | 2.12 |
| | Low tide | 1336 | 1.09 |
| | High tide | 2023 | 2.61 |
| 17 May 2023 | Low tide | 0251 | 0.30 |
| | High tide | 0925 | 2.73 |
| | Low tide | 1452 | 1.17 |
| | High tide | 2051 | 2.88 |
| 18 May 2023 | Low tide | 0331 | 0.10 |
| | High tide | 1012 | 2.87 |
| | Low tide | 1542 | 1.26 |
| | High tide | 2129 | 2.83 |
| 19 May 2023 | Low tide | 0409 | -0.00 |
| | High tide | 1054 | 2.94 |
| | Low tide | 1631 | 1.33 |
| | High tide | 2206 | 2.75 |
| 20 May 2023 | Low tide | 0444 | -0.02 |
| | High tide | 1135 | 2.96 |
| | Low tide | 1718 | 1.38 |
| | High tide | 2241 | 2.65 |
| 21 May 2023 | Low tide | 0518 | 0.04 |
| | High tide | 1214 | 2.93 |
| | Low tide | 1802 | 1.42 |
| | High tide | 2315 | 2.55 |
| 22 May 2023 | Low tide | 0552 | 0.15 |
| | High tide | 1253 | 2.87 |
| | Low tide | 1845 | 1.45 |
| | High tide | 2351 | 2.55 |
| 23 May 2023 | Low tide | 0627 | 0.29 |
| | High tide | 1333 | 2.79 |
| | Low tide | 1928 | 1.48 |
| | High tide | 0027 | 2.36 |
| 24 May 2023 | Low tide | 0742 | 0.65 |
| | High tide | 1500 | 2.62 |
| | Low tide | 2108 | 1.54 |
| | High tide | 0105 | 2.25 |
| 25 May 2023 | Low tide | 0742 | 0.65 |
| | High tide | 1500 | 2.62 |
| | Low tide | 2108 | 1.54 |
| | High tide | 0148 | 2.13 |
| 26 May 2023 | Low tide | 0829 | 0.84 |
| | High tide | 1552 | 2.56 |
| | Low tide | 2215 | 1.53 |
| | High tide | 0244 | 2.00 |
| 27 May 2023 | Low tide | 0928 | 1.02 |
| | High tide | 1646 | 2.52 |
| | Low tide | 2326 | 1.45 |
| | High tide | 0428 | 1.90 |
| 28 May 2023 | Low tide | 1041 | 1.17 |
| | High tide | 1738 | 2.52 |
| | Low tide | 0026 | 1.30 |
| | High tide | 0618 | 1.95 |
| 29 May 2023 | Low tide | 1148 | 1.27 |
| | High tide | 1824 | 2.54 |
| | Low tide | 0114 | 1.08 |
| | High tide | 0733 | 2.10 |
| 30 May 2023 | Low tide | 1245 | 1.35 |
| | High tide | 1906 | 2.58 |
| | Low tide | 0154 | 0.83 |
| | High tide | 0830 | 2.30 |
| 31 May 2023 | Low tide | 1338 | 1.40 |
| | High tide | 1944 | 2.62 |


| Tide Times for Port Qasim | | | |
|------------------------------|-----------|------------|------------|
| Lat: 24.46° N Long: 67.21° E | | | |
| Date | Tide | Time (PKT) | Height (m) |
| 15 May 2023 | Low tide | 0118 | 0.93 |
| | High tide | 0812 | 2.85 |
| | Low tide | 1325 | 0.98 |
| | High tide | 2016 | 3.12 |
| 16 May 2023 | Low tide | 0215 | 0.55 |
| | High tide | 0916 | 3.17 |
| | Low tide | 1422 | 1.01 |
| | High tide | 2059 | 3.43 |
| 17 May 2023 | Low tide | 0301 | 0.22 |
| | High tide | 1014 | 3.42 |
| | Low tide | 1514 | 1.06 |
| | High tide | 2137 | 3.41 |
| 18 May 2023 | Low tide | 0342 | 0.01 |
| | High tide | 1107 | 3.59 |
| | Low tide | 1601 | 1.13 |
| | High tide | 2210 | 3.35 |
| 19 May 2023 | Low tide | 0419 | -0.07 |
| | High tide | 1155 | 3.69 |
| | Low tide | 1646 | 1.22 |
| | High tide | 2237 | 3.27 |
| 20 May 2023 | Low tide | 0453 | -0.03 |
| | High tide | 1237 | 3.69 |
| | Low tide | 1730 | 1.31 |
| | High tide | 2300 | 3.16 |
| 21 May 2023 | Low tide | 0524 | 0.09 |
| | High tide | 1313 | 3.62 |
| | Low tide | 1814 | 1.39 |
| | High tide | 2325 | 3.16 |
| 22 May 2023 | Low tide | 0551 | 0.26 |
| | High tide | 1345 | 3.49 |
| | Low tide | 1857 | 1.46 |
| | High tide | 2354 | 3.10 |
| 23 May 2023 | Low tide | 0616 | 0.45 |
| | High tide | 1417 | 3.34 |
| | Low tide | 1942 | 1.52 |
| | High tide | 0026 | 3.01 |
| 24 May 2023 | Low tide | 0641 | 0.66 |
| | High tide | 1451 | 3.18 |
| | Low tide | 2029 | 1.59 |
| | High tide | 0100 | 2.86 |
| 25 May 2023 | Low tide | 0713 | 0.89 |
| | High tide | 1530 | 3.04 |
| | Low tide | 2118 | 1.64 |
| | High tide | 0138 | 2.66 |
| 26 May 2023 | Low tide | 0810 | 1.12 |
| | High tide | 1618 | 2.94 |
| | Low tide | 2212 | 1.65 |
| | High tide | 0224 | 2.43 |
| 27 May 2023 | Low tide | 0948 | 1.31 |
| | High tide | 1714 | 2.91 |
| | Low tide | 2309 | 1.58 |
| | High tide | 0345 | 2.23 |
| 28 May 2023 | Low tide | 1104 | 1.40 |
| | High tide | 1806 | 2.94 |
| | Low tide | 0009 | 1.42 |
| | High tide | 0638 | 2.29 |
| 29 May 2023 | Low tide | 1208 | 1.43 |
| | High tide | 1851 | 3.00 |
| | Low tide | 0100 | 1.16 |
| | High tide | 0757 | 2.55 |
| 30 May 2023 | Low tide | 1303 | 1.43 |
| | High tide | 1929 | 3.06 |
| | Low tide | 0141 | 0.83 |
| | High tide | 0853 | 2.83 |
| 31 May 2023 | Low tide | 1354 | 1.40 |
| | High tide | 2006 | 3.12 |

Tide Times for Port



| Tide Times for Port Gwadar | | | |
|------------------------------|-----------|------------|------------|
| Lat: 25.07° N Long: 62.20° E | | | |
| Date | Tide | Time (PKT) | Height (m) |
| 15 May 2023 | Low tide | 0121 | 0.79 |
| | High tide | 0716 | 1.81 |
| | Low tide | 1300 | 0.84 |
| | High tide | 1912 | 2.26 |
| 16 May 2023 | Low tide | 0209 | 0.56 |
| | High tide | 0825 | 2.01 |
| | Low tide | 1357 | 0.92 |
| | High tide | 1952 | 2.29 |
| 17 May 2023 | Low tide | 0251 | 0.35 |
| | High tide | 0917 | 2.20 |
| | Low tide | 1451 | 1.01 |
| | High tide | 2030 | 2.30 |
| 18 May 2023 | Low tide | 0330 | 0.19 |
| | High tide | 1001 | 2.34 |
| | Low tide | 1540 | 1.10 |
| | High tide | 2105 | 2.29 |
| 19 May 2023 | Low tide | 0409 | 0.07 |
| | High tide | 1044 | 2.42 |
| | Low tide | 1627 | 1.18 |
| | High tide | 2139 | 2.25 |
| 20 May 2023 | Low tide | 0446 | 0.02 |
| | High tide | 1126 | 2.43 |
| | Low tide | 1711 | 1.25 |
| | High tide | 2210 | 2.19 |
| 21 May 2023 | Low tide | 0521 | 0.02 |
| | High tide | 1208 | 2.39 |
| | Low tide | 1751 | 1.31 |
| | High tide | 2241 | 2.12 |
| 22 May 2023 | Low tide | 0554 | 0.08 |
| | High tide | 1251 | 2.31 |
| | Low tide | 1829 | 1.34 |
| | High tide | 2311 | 2.03 |
| 23 May 2023 | Low tide | 0626 | 0.19 |
| | High tide | 1336 | 2.22 |
| | Low tide | 1906 | 1.36 |
| | High tide | 2342 | 1.94 |
| 24 May 2023 | Low tide | 0656 | 0.32 |
| | High tide | 1421 | 2.14 |
| | Low tide | 1947 | 1.36 |
| | High tide | 0016 | 1.83 |
| 25 May 2023 | Low tide | 0727 | 0.48 |
| | High tide | 1507 | 2.08 |
| | Low tide | 2039 | 1.35 |
| | High tide | 0058 | 1.69 |
| 26 May 2023 | High tide | 0806 | 10.65 |
| | High tide | 1554 | 2.05 |
| | Low tide | 2148 | 1.31 |
| | High tide | 0208 | 1.55 |
| 27 May 2023 | Low tide | 0900 | 0.82 |
| | High tide | 1640 | 2.04 |
| | Low tide | 2306 | 1.22 |
| | High tide | 0403 | 1.45 |
| 28 May 2023 | Low tide | 1018 | 0.96 |
| | High tide | 1727 | 2.05 |
| 29 May 2023 | Low tide | 0021 | 1.09 |
| | High tide | 0550 | 1.45 |
| | Low tide | 1133 | 1.06 |
| | High tide | 1812 | 2.06 |
| 30 May 2023 | Low tide | 0119 | 0.91 |
| | High tide | 0739 | 1.57 |
| | Low tide | 1236 | 1.13 |
| | Low tide | 0159 | 0.72 |
| 31 May 2023 | High tide | 0837 | 1.75 |
| | Low tide | 1333 | 1.19 |
| | High tide | 1927 | 2.11 |





*"We ourselves feel like
what we are doing is just
a drop in the ocean.
But the ocean would be
less because of that
missing drop."*

Mother Teresa –