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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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Preserving Our Oceans: A Collective Responsibility

As we mark World Oceans Day 2023, it is important to acknowledge the utmost importance of our oceans and the urgent need to protect them. Unsustainable activities on land and in the ocean have led to the deterioration of marine ecosystems, fueled by contaminants and pollutants. The recently accepted Kunming-Montreal worldwide Biodiversity Framework and ongoing discussions for an international convention on plastic pollution provide a global framework for addressing these pressing issues. However, the successful implementation of these initiatives relies on the invaluable advice and understanding offered by ocean science.

The Ocean Decade, spanning from 2021 to 2030, driven by the UN General Assembly and led by UNESCO's Intergovernmental Oceanographic Commission (IOC), serves as a vital platform to advance ocean science and generate the necessary knowledge to protect and sustainably develop our oceans. Collaboration and resource support are fundamental to the success of these endeavors. The establishment of Decade Collaborative Centers and Decade Coordination Offices, dedicated to marine pollution, ecosystem restoration and management, and sustainable seafood, is encouraged. By bringing together stakeholders from diverse sectors and mobilizing both in-kind and monetary resources, we can strengthen our collective efforts to safeguard our oceans.

The UN Decade of Ocean Science for Sustainable Development (2021-2030) plays a pivotal role in stimulating global action. This Decade focuses on transformative programs that prioritize ecosystem restoration and management, as well as maritime pollution. Efforts to combat plastic and nutrient pollution (Challenge 1) and address various ocean stressors while promoting area-based management (Challenge 2) are essential. The applicants for Decade Programs must demonstrate how their initiatives complement existing programs, influence international policy development, and contribute to thematic areas such as marine life, ocean observations, and capacity building.

Pakistan being an important coastal state is fully cognizant of its responsibilities with respect to preservation of oceans. In this regard Pakistan has taken a number of initiatives which includes establishment of Marine Protected Areas (MPAs), Strengthening anti-poaching and law enforcement measures, Conservation and restoration of mangrove ecosystems etc. NIMA being a primer think tank is continuously engaged with stakeholders to raise awareness for the reduction of marine pollution, including plastic waste, conducting research and monitoring programs for informed decision-making, Collaboration with international organizations for expertise and resources, initiatives to educate local populations about the value of ocean preservation and the necessity of ethical behavior. Holding of seminars, conducting of beach cleanups, mangroves plantation, and awareness walks, by NIMA on the occasion of World Oceans Day, and World Environment Day are the efforts for raising awareness for sustainable oceans

On this World Oceans Day, let us remember that the well-being of our oceans is intertwined with the well-being of our planet and its inhabitants. Preserving our oceans is not just a responsibility; it is an imperative shared by all. By leveraging the power of science, collaboration, and international cooperation, we can work towards a sustainable future for our oceans. Let us unite in our commitment to protect and restore these remarkable ecosystems, ensuring their resilience and abundance for generations to come.

Commander Muhammad Akhtar
Deputy Director NIMA-K



A Conversation with

Dr. Shahid Amjad

Professor and HOD Environment and Energy Management



By Miss Hajra

Question asked by NIMA researcher:

Please can you highlight the significance of this year's theme 'Planet Ocean: Tides are changing'?

All life forms need healthy oceans to survive on our planet Earth. The theme Planet Ocean: Tides are changing emphasizes the growing awareness of the critical role oceans play in sustaining life on Earth. Oceans regulate climate, produce oxygen, provide food and livelihoods for millions of people, and are home to a vast array of biodiversity. Recognizing the need to protect and restore our oceans is crucial for preserving the health of our planet.

What role National Institute of Maritime Affairs can play to promote ocean sustainability?

NIMA underscores the importance of achieving sustainable development in coastal and oceanic regions. NIMA through seminars and conferences has highlighted the need for responsible practices in sectors such as fishing, tourism, energy, and transportation to ensure the long-term viability of these ecosystems. Balancing economic growth with conservation efforts is essential to safeguard the well-being of both human communities and marine life for Sustainable Development.

How can we promote ocean literacy and education to ensure a more aware and empowered society?

There is a need to foster and promote ocean literacy and education by tackling the challenges facing our oceans, this requires national, regional, and international global cooperation. No single country or organization can address these issues alone. Collaborative efforts are essential to share knowledge, resources, and expertise to develop and empower society for effective strategies to foster ocean conservation and sustainable management.

How can individuals, private organizations, and government work together to create a more sustainable and resilient future for our oceans?

Individuals can raise awareness about ocean conservation by sharing information, participating in educational



programs, and supporting initiatives that promote sustainable practices. Individuals can adopt sustainable practices in their daily lives, such as reducing single-use plastics, conserving water, and making informed choices about seafood consumption. Private organizations can implement sustainable practices within their operations, such as minimizing waste, adopting eco-friendly technologies, and supporting sustainable fisheries. Governments can establish regulations and incentives to promote sustainable practices, such as implementing fishing quotas, creating marine protected areas, and providing incentives for businesses to adopt environmentally friendly practices. NGOs, Private organizations, and governments can invest in public outreach campaigns and educational programs to foster greater understanding and encourage responsible behavior towards the oceans through Research and Innovation, Collaboration and Partnerships, and Financial Support.

By combining efforts and working together, individuals, private organizations, NGOs and governments can make significant progress toward creating a more sustainable and resilient future for our oceans.

Pakistan is ranked 196 among 220 countries/regions in the ocean health index, 2022. What hurdles is the country facing in improving its ranking?

Although Pakistan's contribution towards Global Green House Gases (GHS) is minuscule (<1%), however, Pakistan is facing issues related to Rising Sea temperatures, ocean acidification, sea-level rise, and extreme weather events. These factors are altering marine ecosystems and disrupting the delicate balance of ocean life. We need to implement and address the issues of Climate Change and its impact on Pakistan's Economics seriously taking action to mitigate climate change and protect vulnerable coastal and marine ecosystems.

What are some initiatives that can be given to individuals to protect our oceans?

Oceans are home to a vast array of species, many of which are facing threats such as overfishing, habitat destruction, and pollution. Individuals can play a vital role in creating awareness in educational institutions by teaching the youth about the importance of protecting and restoring marine ecosystems to ensure the survival of diverse species, maintaining the ecological balance, and protecting our ocean's resources from overexploitation.

We are always told about the negative effects of pollution and ocean acidification. If we see in reality is there any hope that we will be able to preserve it with the pace we are moving?

Marine pollution is an insidious process that may continue over a long period of time with no apparent side effects until the rate of discharge exceeds the capacity of the system to recover. The answer lies in the Prevention, Mitigation, and Discharge of industrial effluents in the environment, we must treat and neutralize the effluents before it leaves the industry by following the standard EPA guidance.

Any comments or suggestions you would like to add regarding the event or about the topic?

By highlighting the theme "Planet Ocean: Tides are changing," NIMA has highlighted the urgent need for action to protect our oceans and ensure their sustainable future. It encourages individuals, communities, governments, and organizations to work together toward a more sustainable and resilient ocean ecosystem.



NIMA Delegation Visits KNPGS (Karachi Nuclear Power Generation System)

May 17, a Delegation from the National Institute of Maritime Affairs visited KNPGS. The delegation comprised Vice Admiral (Retd) Ahmed Saeed HI (M) DG NIMA, Cdre (Retd) Ali Abbas SI (M), Director NIMA, Cdr (Retd) M Yaqoob Tahir, Lt Cdr (Retd) Tariq Mahmood and Ms. Komal Shabbir. The senior leadership of KNPGS graciously received and welcomed the NIMA delegation. The Director of power generation plants gave a brief on operational activities, security measures, regulatory processes of the facility, and the challenges being faced towards the smooth functioning of the plants to the NIMA team.

DG NIMA presented a brief overview of the upcoming initiatives planned by NIMA during the meeting. He also explained NIMA's expertise for the study of Bio-fouling Management Plan, and offered collaboration to the KNPGS team in this regard. Both parties showed their keen interest in having a formed MOU for future engagements in the best national interest.

NIMA, Pakistan House Sign MoU



May 26, A Memorandum of Understanding (MoU) was signed between the National Institute of Maritime Affairs (NIMA) and the Pakistan House, Islamabad on 26 May 23 at NIMA Head Office at Bahria University, Islamabad. The documents were duly endorsed with the signatures of Vice Admiral (Retd) Ahmed Saeed HI(M), DG NIMA, and Muhammad Athar Javed, DG Pakistan House, Islamabad.

By signing the MoU, the two parties agreed to establish a formal mechanism of collaboration and cooperation for new initiatives, i.e., establishing Green Ship Recycling Industry in Pakistan. The agreement aims to improve the research and academic activities between the two institutions and promote quality research. The agreement will not only foster bilateral collaboration but will also help in synergizing joint activities related to the maritime affairs of Pakistan.

NIMA Organizes Seminar to Mark World Environment Day

June 5, The National Institute of Maritime Affairs (NIMA) organized a seminar to mark World Environment Day, chaired by Climate Change Minister Sherry Rehman.

Speaking on the occasion, the minister highlighted the escalating issue of plastic pollution in the country. She shared relevant facts and figures on plastic pollution while also giving an insight into the initiatives on the government level. Source reduction, circular economy, and effective incorporation of the “7 Rs”— rethink, refuse, reduce, repurpose, reuse, repair, and recycle of plastic waste management were encouraged by the minister. She called for practical actions to beat plastic pollution. Rehman urged to move beyond slogans,



inculcate a culture of new habits, and reduce the gap between the saying and doing. Farzana Altaf Shah, Director General Pakistan Environmental Protection Agency, called for a systematic change in the behavior of production and consumption.

Vice Admiral Asif Khaliq (Retd), Rector Bahria University, called upon the governments and other stakeholders for effective implementation of policies and frameworks related to reducing and managing plastic pollution in Pakistan.

National Institute of Maritime Affairs, Karachi, Unveils Innovative Solutions to Combat Marine Plastic Pollution in Pakistan on World Environment Day 2023



June 5, In celebration of World Environment Day, the National Institute of Maritime Affairs (NIMA), in collaboration with Pakistan Navy, Bahria University, WWF Pakistan, Greenwich University, University of Karachi, and IUCN Pakistan, has launched a series of innovative initiatives to address the pressing issue of marine plastic pollution in Pakistan.

Commodore (Retd) Ali Abbas SI(M), Director NIMA-Karachi and his team conducted three significant activities during the day i.e. awareness walks, beach cleanup drive, and mangroves plantation.

The event begun with an awareness walk opposite Bahria university Karachi campus, as well as at Manora commercial area, to educate and engage general public. After that the participants enthusiastically took part in beach cleaning drive, and demonstrated exceptional dedication and team work. Through this activity, substantial amount of garbage especially plastic was removed from the highly polluted Manora beach.

Following the successful beach cleaning drive, the teams proceeded towards the designated mangroves plantation site where WWF-Pakistan provided with seedlings and technical support for the plantation. Under the guidance of expert environmentalists and scientists, participants worked diligently for the cause of protection of environment. This event not only brought the young students and community together but also



served as a reminder of the responsibility we all share in safeguarding the environment. By cleaning our beaches, and planting mangroves, National Institute of Maritime Affairs is taking small but significant steps towards preserving our coastal ecosystem for future generations.

The beach cleaning and mangroves plantation activity concluded with the sense of accomplishment, and renewed commitment of environmental conservation. NIMA expresses its gratitude to all the volunteers, sponsors and community members who has contributed to the success of the event. On this occasion Vice Admiral (Retd) Ahmed Saeed HI(M), DG NIMA, through a video message also highlighted the significance of World Environment Day and the efforts that NIMA is making towards environmental protection.

National Institute of Maritime Affairs in Collaboration with the Pakistan Navy Reflects on a Successful Celebration of World Ocean Day 2023: "Planet Ocean: Tides are Changing"



June 8, the National Institute of Maritime Affairs, an advocate for ocean health and environmental conservation, observed the resounding success of the celebration of World Ocean Day 2023 in Pakistan. This momentous event, held on June 8, 2023, at Bahria Auditorium, embraced the theme "Planet Ocean: Tides are Changing", highlighting the critical need for collective action to address the challenges facing our marine ecosystems and ocean resources.

The celebration in the forum of seminar served as a platform to reflect on the accomplishments of World Ocean Day and to galvanize continued efforts toward ocean conservation. The seminar was opened with a welcome address by Commodore (Retd) Ali Abbas SI(M) Director NIMA Karachi, who briefed about the key concept of World Ocean Day. The seminar was made successful with the participation of renowned international and national speakers. Dr. Jian Lin, Chair Professor Southern University of Science and Technology from China, Dr. Shahid Amjad, Professor and HoD Environment and Energy Management IoBM, Dr. M Moazzam Khan, Technical Advisor WWF-Pakistan, and Dr. Maria Juan Jorda, Spanish Institute of Oceanography – CSIC from Spain presented their specific research papers. The seminar brought together renowned experts, scientists, and policy makers who shared valuable insights, research findings, and innovative solutions. The discussions revolved around the impact of climate change, plastic pollution, and overfishing on our oceans, emphasizing the urgent need for collaborative action to protect and restore marine ecosystems.

The seminar was closed with an enlightening speech by the chief guest Mr. Abdul Bari Pitafi, Minister for Livestock and Fisheries Sindh, who elaborated at length about the challenges faced by our oceans and the maritime sector, what needs to be done, and the associated constraints. The speeches were followed by an enthusiastic and intellectually rewording Question and Answer Session. Various stakeholder, researchers,



professionals and students put forth pertinent questions and suggestions. In his note of thanks, Director NIMA extended gratitude reflect on the accomplishments of this event, let us remember that our actions today will shape the future of our oceans. We must continue to work together, embracing sustainable practices and advocating for policies that prioritize the protection and conservation of our precious marine ecosystems.

NIMA-K Research Team Visited Marine Pollution Control Department (MPCD) at Karachi Port Trust (KPT)



June 15, The NIMA-K Research team visited Marine Pollution Control Department (MPCD) at Karachi Port Trust (KPT) on 15 June 2023. The objective of this visit was to get familiarize with the functioning of MPCD. During the visit, the team was briefed about the MPCD operational activities, precautionary measures, training of the staff and regulatory protocols. Furthermore, the team eagerly sought information on the proactive steps undertaken by the MPCD to combat and eliminate persistent pollution threats.

Representatives of the MPCD also took the NIMA-K team to their equipment facility to brief about working of some of their equipment, including booms and skimmers, which are used to collect the floating debris and pollutants. Later NIMA-K team proceeded to Oil Pier 2, where they were provided a comprehensive briefing by the in charge of Oil Pier 2 regarding the safety protocols and emergency response procedures in the event of an oil leakage at the berth.

Potential Collaboration to Enhance the Local Seafood Products



June 20, The NIMA-Karachi team had the privilege of attending the Food Asia Expo held at the Expo Center in Karachi. The visit was made possible through a special invitation extended by the Native Island Fishermen Association.









The NIMA-Karachi team, eagerly explored the expo, gaining insights into the latest trends and innovations in the food industry. They engaged with exhibitors and participants, fostering meaningful connections and discussing potential collaborations to enhance the local seafood products. With a focused approach, the NIMA-Karachi team meticulously also assessed the packaging materials presented by each stall, paying special attention to their recyclability, biodegradability, and overall environmental impact.

DG NIMA Discussed Submersible (Titan) Sinking on Live Television Show



June 22, Vice Admiral (Retd) Ahmed Saeed HI (M) the esteemed Director General of NIMA, has been invited as a guest on a special Dunya News television program Dunya News with Kamran Kay Sath to provide insights and expert commentary on the tragic sinking of the Submersible Titan. The show on aired the Dunya News channel on June 22nd, and the Submersible Titan, went missing on June 18, leaving the world in shock and anguish. During the segment, DG NIMA addressed the broader significance of the Submersible Titan incident, including potential implications on submarine safety protocols, rescue operations, and the impact on families and communities affected by the tragedy.

Types of Fish found in Pakistan

 BASS LAGE MOUTH	 CATFISH BLUE
 CRAPPIE BLACK	 PIKE NORTHERN
 	
TROUT RAINBOW SALMON CHINOOK	

Source : Forestrypedia



NIMA Delegation Visit to Oslo, Norway (5th-10th June 23)

National Institute of Maritime Affairs (NIMA) delegation head by Director General of NIMA Vice Admiral (Retd) Ahmed Saeed HI (M), visited Oslo, Norway to attend Nor Shipping Conference and interact with various research Institutes. The visit provided opportunity to attend international conference organized by by Nor Shipping and interaction with maritime experts to discuss maritime developments with reference to Pakistan in the following areas:

- Promoting Pakistan's ship recycling Industry
- Developing a strategy for Pakistan to ratify the Hong Kong Convention (HKC)
- Providing measures for the sustainable fishing practices in Indian Ocean Tuna Commission (IOTC) enhancing the resilience of fisheries ecosystems, and combating illegal and unreported fishing.
- Establishment of International Maritime Organization Office (IMO) in Karachi, Pakistan which involved understanding Pakistan's maritime governance framework and its efforts to ensure compliance with international maritime standards for the safety and sustainability of its shipping industry.

The other member of NIMA's delegation are Syed Kamran Hashmi (Research Fellow) and Dr. Nazia Sher (Research Associate). The delegation undertook following activities during the visit.

Attended Opening Ceremony of Nor- Shipping at 5th June 2023



NIMA delegation held meeting with Director, NUPI to discuss Ship recycling practices in Pakistan for safe environment and execution plans for ratification of HKC. DG NIMA also brief about NIMA's role in bringing various stakeholders at one platform to facilitate ratification of HKC by Pakistan. Director NUPI was of the view that Norway despite having a security threat from Russia and a business partner of China, it sees the Indo-Pacific area as a free zone for commerce but is concerned about its geopolitics. He said that, The

Meeting with Director of Norwegian Institute of International Institute (NUPI)

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Indo-Pacific region will be impacted by China's ascent and US policies that seek to limit China through alliances.

Attended Ocean Leadership Conference at 6th June 2023



During the Ocean Leadership conference, Secretary General IMO, Kitack Lim talked about the IMO's role in maritime ecology, global regulator of shipping, climate change, De carbonization strategy and uptake of new technologies trial and fuel availability. He also emphasize on IMO'S capacity building initiatives fostering, partnerships and projects for just and equitable transition. Remi Erikson (Group president and CEO, DNV Group) briefed about Electrification, Sustainable biofuels, and Hydrogen- based fuels Kjerstin Breathen (CEO, DNB) concisely pronounce ocean solutions Award. Andrew- Forrest (Chairman and founder, Fortescue Metals Group) briefed about the Zero-Pollution shipping. Harald Solberg- CEO, Norwegian Shipowner 'Association paid attention on enabling the maritime turning point. Finally, John Kery, Special presidential Envoy for climate, USA, and Krut Arild Hareide- Director General of Shipping and Navigation Norwegian Maritime Directorate addressed business leaders from around the world on the need to work together today to enable a sustainable tomorrow; balancing commercial opportunity with environmental ambition and talked about the adoption of zero emission target for 2050.



Meeting with Ship Owner Associations on Wednesday 7th June



A meeting with the Norwegian Ship-owners Association (NAS) with NIMA delegation was held in the afternoon on 7th June 2023. CEO of NAS brief about their ambitious goals that will cut greenhouse gas emissions by 50% with zero-emission technology by 2050 and climate neutral goals. She outlined that Norway is the world fourth- largest Shipping nation and the country impact of the geopolitical situation. She claimed that the 66% offshore wind and energy transition is key for a green shift in shipping. She also commended 2023, a key year for climate regulations/ ship recycling and the Hong Kong Conventions.

Delegation of NIMA called on the Ambassador of Pakistan at Oslo, Norway on 7th June 2023



NIMA delegation met with HE Ms. Saadia Altaf Qazi, the ambassador of Pakistan at Pakistan Embassy, Oslo. Issues related to the opening of the IMO office in Karachi, environmental issues, and the shipping and fishing industries of Pakistan came under discussion. The humble Ambassador applauded the efforts of NIMA for advocating for ratification of HKC on ship recycling and encouraged NIMA to collaborate with the Pakistani embassy on their ongoing projects.

NIMA Delegation Attend the Offshore Wind Nor Shipping Conference at 7th June

DG NIMA Vice Admiral (ret'd) and along with delegation attended a seminar on Off Shore Wind Energy at Oslo, organized by Nor Shipping with key industry experts, offshore wind developers and maritime industry.



Welcome remarks was given by Jon Dugested, Director Wind, Norwegian Energy partners (NORWEP). a panel discussion was held on Higher, further, faster to ensure that the offshore wind industry becomes a more sustainable business with a need to develop innovative solutions to take down the cost. Another panel discussion was also held on “Zero-emission operations for offshore wind” chaired by Oystein Huglen, and Look to Norway chaired by Jon Dugstad, Director wind, Norwegian Energy Partners (NORWEP).

NIMA Delegation Visit Fritjof Nansen Institute (FNI) on 8th June at Oslo, Norway



On June 8, NIMA Delegations met with Director FNI Iver B. Neumann and were given an overview of his institute’s primary area of expertise in maritime domain. FNI established in 1959, as a leading institution in the field of maritime research. It conducts multi-disciplinary studies on various maritime related issues, including marine biodiversity, sustainable fisheries, maritime security, and the governance of the Arctic region. FNI's research contributes for making informed policy decisions at national and international levels. It explores innovative approaches to sustainable development, marine spatial planning, and integrated ocean management. FNI analyzes the environmental impacts of human activities and provides policy recommendations for mitigating these effects.



Meeting at Ministry of Foreign Affairs Norway, On 8 June 2023.



NIMA delegation met with delegation of Norwegian Ministry of Foreign Affairs , Director Mattis Raustol (Section of South Asia and Afghanistan) and Henrik Harboe (Special representative, Department for Sustainable development). DG NIMA briefed about the challenges in fisheries management and gaps in our deep sea fishing policy resulting in reduction of fish stock and especially our lucrative yellow fish tuna species stock depletion. In this regard DG highlighted the role of Indian Ocean tuna commission and Quota allocation in high seas. Norwegian Director and special represented from MOFA discussed about the climatic and ocean issues and status of ratification of Hong Kong Convention and international agreement negotiations. DG NIMA also focused on the green ship recycling industry and establishment of IMO office in Karachi. Also he stressed for the Norwegian government support in capacity building and training in this regard.

Meeting with Ambassador of Pakistan in Sweden at Stockholm



DG NIMA Vice Admiral Ahmed Saeed during a private visit to Stockholm at Sweden called on Ambassador HE Zahoor Ahmad on 12th June 2023. They discussed the possibility of exploring opportunities on the Green Ship Recycling industry, wind energy, WMU courses, fisheries ecosystem management, etc with Sweden.



Activities of Karachi Port and Port Qasim



May 5, The total import cargo of 157,082 comprised of 77,310 tonnes of Containerized Cargo, 3,457 tonnes of Bulk Cargo, 1,118 tonnes of Chickpeas & 75,197 tonnes of Oil & Liquid Cargo. The total export cargo of 61,675 tonnes comprised of 36,769 tonnes of Containerized Cargo, 200 tonnes of Bulk Cargo, 24,706 tonnes of Clinckers.

Nearly, 10059 containers comprising of 4904 containers import and 5155 containers export were handled on Thursday. The break-up of imported containers shows 1461 of 20's and 1713 of 40's loaded while 01 of 20's and 08 of 40's empty containers, whereas that of exported containers shows 688 of 20's and 1106 of 40's loaded containers while 97 of 20's and 1079 of 40's empty containers were handled during the business hours. Around, 04 ships namely, Seamax Westport, Rdo Endeavour, Arman 10 and Jolly Cobalto have berthed at Karachi Port. Some 03 ships namely, Szczecin Trader, Kota Manis and Klara Selmer have sailed at Karachi Port. A total of 09 ships were engaged at PAQ berths during the last 24 hours, out of them, two container ships, Lana and Astoria left the port on Thursday morning, and three more ships, Corona, Al-Salam-II and Calypso Gas are expected to sail on same day. Cargo throughput of 120,147 tonnes comprising 92,383 tonnes imports cargo and 27,764 tonnes export cargo including containerized cargo carried in 2,670 Containers (1,092 TEUs Imports and 1,578 TEUs export) was handled at the Port during last 24 hours. There are 09 ships at Outer Anchorage of Port Qasim, out of them, two ships, Mild Bloom and Al-Thakhira & another ship Seaspan Beacon carrying Palm oil, LNG and Containers are expected to take berths LCT, EETL and QICT respectively on Thursday, 4th May-2023. **(Credits: Business Recorder)**

Planning Minister Reviews Progress over Karachi Coastal Development Comprehensive Zone Project



May 5, Federal Minister for Planning Development & Special Initiatives Ahsan Iqbal on Friday chaired a meeting to review progress over Karachi Coastal Comprehensive Development Zone (KCCDZ). The meeting was attended by Federal Minister for Maritime Affairs, Secretary Maritime Affairs, Secretary Board of Investment, Chief Economist & PD CPEC, CEO P3A, and senior officials from CPEC Secretariat, Karachi Port Trust and Govt of Sindh. The KCCDZ, spreading over 687 hectares and estimated cost of 3.1 billion US\$, is being conceived to be an international business bay area, future high-tech knowledge-economy sectors, hub for global young talents and entrepreneurs, showcase of world-class waterfront lifestyle, to be located around Western backwater area of Karachi Port.

The Scope of project also includes Karachi new industrial city, external connection roads, breakwaters and coastal bridge, cruise terminal, seawater desalination plants, and environment improvement works. The Karachi Port Trust through Ministry of Maritime Affairs is the leading federal organization for executing the project in consultation with all stakeholders. In accordance with instructions of Federal Planning Minister, a high level committee under the Chairmanship of Secretary Maritime Affairs, with all relevant stakeholders including Govt. of Sindh, has also been constituted today for formulation of an action plan and firming up of timelines of the Project so as to be a deliverable for 12th JCC, being scheduled in July 2023.

Punjab Govt Approves Shrimp Farming on 1.5m Acres Saline Land

May 9, Caretaker Punjab Chief Minister Mohsin Naqvi has given approval to a pilot programme to introduce



shrimp aquaculture and has sought a comprehensive plan for the promotion of shrimp farming in the province. According to details, shrimp aquaculture will be introduced on 100,000 acres of uncultivable land in a selected district in the first phase as 10 shrimp farms of 10,000 acres each will be established on barren lands in the province.

Local investors will be provided free land for shrimp farming for a specified period and after the success of the pilot phase, the shrimp farming project will be expanded. Meanwhile, a proposal is also under consideration to provide loans in easy instalments to small farmers for shrimp farming up to one kanal area. The government believes that self-reliance can be achieved in shrimp farming by building shrimp hatcheries, feed mills, and processing plants. Even a small country like Ecuador is earning more than 4.5 billion dollars annually by exporting shrimp as it is an environment-friendly business. **(Credits: The Nation)**

Another Maritime Patrol Ship Arrives



May 13, A third Chinese-built maritime patrol ship PMSS Dasht — named after the Balochistan river arrived here at the Karachi Shipyard on Thursday. The ship built for the Pakistan Maritime Security Agency (PMSA) was commissioned at Guangzhou, China. Its arrival in Pakistan after visits to Malaysian, Indonesian and Sri Lankan ports was marked with a welcome ceremony where PMSA director general Rear Admiral Jamil Akhtar HI(M), senior officers and families of the ship crew gathered to welcome the ship. Rear Admiral Akhtar highlighted the need for a stronger Maritime Security Agency in the overall security environment of the North Arabian Sea, particularly in the wake of the China-Pakistan Economic Corridor (CPEC). “It is after realising the maritime security

needs that the government of Pakistan undertook this programme as a timely response to evolving challenges in our maritime domain,” he said, thanking the government for allocating funds for this project. He said that PMSA ships would help in the economic benefits of CPEC, as the agency would be able to stand guard against the security challenges posed by “our enemies including criminal elements”. Earlier in January, PMSA ships Hingol and Basol, also named after Balochistan rivers, were inducted into the PMSA fleet. The PMSA, being the sole law enforcement agency at sea, is mandated for maritime law enforcement functions in all maritime zones of Pakistan, including anti-poaching, anti-smuggling, anti-narcotics and anti-human trafficking missions.

Pakistan Releases 198 Indian Fishermen on Humanitarian Grounds



May 13, Pakistan has released 198 Indian fishermen, who were arrested for fishing illegally in the country's waters, on humanitarian grounds. Foreign Office, in a statement, said the released fishermen had been handed over to Indian authorities at the Wagah border in Lahore. The fishermen were released from the Malir Jail in Karachi on Thursday evening and they were brought to Lahore via train. Malir Jail superintendent Nazir Tunio told media that they had released the first batch of Indian fishermen prisoners, adding that more will be freed in June and July. **(Credits: The Nation)**

Ghariahs in Pakistan- What We Know So Far

May 18, Following recent reports of sightings of the critically endangered Gharial (*Gavialis gangeticus*) reported on social media, WWF-Pakistan's wildlife team promptly visited the area in Punjab, Pakistan, to investigate further. The subsequent survey confirmed the presence of Ghariahs in the region, including the exciting



observation of juvenile individuals after a presumed absence of three decades. In collaboration with the Punjab Wildlife and Parks Department and other partners, WWF-Pakistan aims to step up conservation efforts for the Gharial to ensure that the newly discovered population not only survives but thrives.

Local fishermen also shared that they had unconfirmed sightings of Gharials in Okara and Head Sulemanki nearly a year ago, although the incidents were not reported at that time. These accounts further reinforce the significance of the recent observations.

Expressing his optimism about this positive development, Hammad Naqi Khan, Director General WWF-Pakistan stated, "WWF's teams have been on the ground since we received the initial reports. With these recent confirmations, we are now shifting focus to working with the government and our partners to execute a robust conservation plan and conduct onsite monitoring with the cooperation of security authorities."

According to Jamshed Iqbal Chaudhry, Senior Manager Research and Conservation WWF-Pakistan, "The confirmation of the Gharial's presence in Punjab, including the observation of both adult and juvenile individuals, is an encouraging sign. It indicates the potential survival of these remarkable reptiles in Pakistan. Moving forward, our focus will be on implementing effective conservation measures and protecting their habitat by ensuring suitable water quantity and quality, and managing ongoing fishing activities. We will also look to engage experts to ensure that the species not only survives but also thrives.

Sindh PA Concerned at Use of Illegal Nets, Fishing Practices

May 18, Opposition during the Sindh Assembly session on Wednesday voiced concerns over the use of banned fishing nets in the country's sea waters, saying that the



thin meshes pose a threat to the marine life. Syed Abdul Rasheed, MMA's legislator told the house that there is an unchecked use of "prohibited" nets to hunt shrimps. He said that the unlawful fishing practices are carried out through bribes to the concerned authorities. In reply, Sindh Livestock and Fisheries Minister said that there are five different departments like coast guards, maritime security agency, etc., to keep a check on boats to bar them from carrying such illegal nets for a deep-sea hunt. However, he acknowledged that there are such other escape routes, which the experienced fishermen are aware about to voyage with unlawful nets into deep sea.

About the undersized shrimps' catch, he said that the Sindh government has its staff with boats to patrol creeks in a bid to stop the crustacean premature hunt. He told the legislature that creeks are the primary hatcheries for shrimps. **(Credits: Business Recorder)**

Pakistan, Russia Open Direct Shipping Route



May 21, Pakistan is set to welcome the first container ship directly from Russia at Karachi Port, which marks the opening of a new sea route for direct shipping service



between Pakistan and Russia. This will provide Pakistani products immediate access to the Russian market by the end of this month and payments will be made through the local banking channel in Chinese yuan. The new shipping service is the outcome of an agreement between Pak Shaheen (Private) Limited and Russian express liner service Neco Line. Pak Shaheen Limited CEO Abdullah Qaiser said that the launch of a direct shipping service between Pakistan and Russia would facilitate the two countries to take advantage of the available trade opportunities. “This will significantly increase mutual trade and largely benefit Pakistani exporters.”

Earlier, keeping in view the current economic conditions, it consumed a lot of time in exporting commodities to Russia through transshipment points. But now the direct shipping service will help exporters ramp up shipments by taking advantage of reduced shipping time. Delay in delivery of Pakistani products to the Russian market was benefitting the competing countries.

The CEO noted that it took more than 50 days for Pakistani fruit shipments to reach the Russian market via transshipment through a third country, but now through the direct shipping service, export consignments would reach the vast European nation within 19 to 24 days. “There is a huge demand in Russia for various Pakistani products, whose competitiveness will increase with the opening of the direct sea route,” he pointed out. (Credits: The Express Tribune)

The Chartered Institute of Logistics and Transport Pakistan Celebrates International Day for Women in Maritime Sector 2023



May 22, On the 18th May 2023, the International Day for Women in Maritime, initiated by the International Maritime Organization, was acknowledged globally and celebrated by CILT International and the CILT Pakistan

Branch, in collaboration with Karachi Port Trust at KPT Staff College, Karachi. The event, which welcomed Ms. Alia Shahid, Director General Ports & Shipping, as the chief guest, saw Capt. Syed Haider Raza Zaidi, Deputy Conservator, present a welcome address and Capt. Ajmal Mahmoodi, Vice President the Nautical Institute, UK and Chairman of the Pakistani branch, share a keynote address, highlighting the significance of the event and what it means for women and professionals in the maritime space. The event saw an impressive attendance of women, accounting for 90% of attendees from the marine and shipping sectors of Pakistan, who were welcomed in sharing their views and experiences. Comments from Ms. Alia Shahid, Director General Ports & Shipping, Ministry of Maritime Affairs, praised the efforts of The Nautical Institute, Pakistan for organising such an important event and praised the courageous contribution made by the Pakistani women in maritime by sharing their stories.

Turning KP’s Water Bodies into Fish Farms Faces Hurdles



May 23, Khyber Pakhtunkhwa (KP) has at least 32 small and large water reservoirs which could be turned into hefty fish farms, but lack of coordination among the federal and provincial departments comes as a big hurdle in this regard. Tarbela Dam and Gomal Zam Dam are among the big reservoirs in the province. Talking to WealthPK, KP’s Director of Fisheries, Said Zubair Ali, expressed his frustration with the bureaucratic obstacles preventing the use of water reservoirs for purposes other than power generation. For example, the Water and Power Development Authority (WAPDA), a federally operated government body, has exclusive rights to the Tarbela reservoir and does not allow other departments to work



there due to security concerns. Similar situations exist at other sites. ‘Unlike big reservoirs, almost all small dams fall under the administrative control of the irrigation department. While the fisheries department has fishing rights in these dams, it is not allowed to erect any physical infrastructure or cages for farming. A better collaboration between provincial and federal departments could help utilize these water resources for socio-economic development,’ Zubair said. ‘Under the public-private partnership, cages can be installed there for both large and small-scale fish farming. Efforts and amendments are needed to fix all the inter-departmental issues once and for all so that these national assets could be used for the collective benefit of the country. Framing a National Policy is very important to achieve this goal. It is also important for the communities related to fisheries to earn a sustainable livelihood,’ he further said. Govt urged to expedite land acquisition process for Surgical City in Sialkot.

‘Using all these water reservoirs for farming multiple types of aquatic edible animals, the fisheries sector will get a boost. It will not only enhance aquatic food exports but also help meet the national requirements of food and nutrition. To strengthen the fisheries sector, it is very important to develop new fish farms and hatcheries. Pakistan can rope in China to revolutionize its fisheries sector,’ added Zubair Ali. Revenue generation from fish and other aquatic-food markets amounted to USD611.80 billion app in 2023 at the Compound Annual Growth Rate (CAGR) of 5.3% and is expected to improve at a CAGR of 6.23% by the year 2027. Day by day, the fisheries sector all over the world is becoming more and more profit-oriented. Every year, about 200 million tonnes of fish are harvested through farming and wild catch. By improving the fishing practice, Pakistan can earn a handsome foreign exchange from its export in fresh, frozen, or another value-added forms. (Credits: The Nation)

Pakistan Navy Actively Participates in Rescue & Relief Operations at Creeks Area

June 14, Pakistan Navy is actively participating in Rescue & Relief operations at Creeks area amid Tropical Cyclone BIPARJOY. In the latest developments in collaboration with District Government PN Emergency Response Teams evacuated over 1000 personnel from various remote villages of Chuhar Jamali area. Additionally, 40 local fishermen including children were rescued from



Kajhar and adjoining Creeks. The rescued fishermen were provided necessary medical assistance by PN medical teams exclusively employed for the purpose. Diving teams of Pakistan Navy SSG assisted Local Administration for safe evacuation of 9000 personnel from Keti Bandar, Karo Chan & Tarky Bundar to relief camps. Emergency Response Teams from Pakistan Navy Creeks Brigade patrolled in remote coastal areas to provide immediate assistance to aggrieved populace. Pakistan Navy is maintaining continuous liaison with National Disaster Management Authority (NDMA), LEAs, Provincial Government and Local Administration to provide emergency assistance amid natural calamity of Tropical Cyclone.

18 Mega Uplift Projects Completed in Gwadar in Record Three Months: Planning Minister Ahsan Iqbal



June 14, After the consistent efforts of the federal government, the fruitful results of the China Pakistan Economic Corridor CPEC in (CPEC) projects particularly in Gwadar can be seen visibly from 2022 to till date 637,124 metric ton cargo have been landed in Gwadar which is high as compared to 2018 -2021 which was only 166,207 metric ton.



This was disclosed by the Federal Minister for Planning Development & Special Initiatives, Ahsan Iqbal while chairing a meeting to review the progress of projects in Gwadar. The meeting was attended by the officials of the all relevant ministries, provincial representatives of Balochistan and Chairman Gwadar Port Authority (GPA) also attended the meeting. Advisor Maritime Affairs, Planning Commission, Jawad Akhtar Khokhar gave a detailed presentation over the projects.

It is noted that since the incumbent government came into power in April 2022, the CEPC has been revived which remained neglected by the previous government. All major projects under CPEC in Gwadar, including Gwadar Power Plant, Distribution of 2000 Boat engines to fishermen of Gwadar, Khuzdar-Panjgur Transmission line (via Nag-Basima) which connect Markran with National Grid, New Gwadar International Airport Project, the China-Pak Friendship Hospital, China-Pak Technical and Vocational Institute in Gwadar, the Gwadar East-bay Expressway Project, Gwadar Free Zone, and Gwadar Port would become a shining pearl in the region.

While chairing the meeting, the Minister said that the several projects have been completed by the incumbent government in Gwadar particularly projects related to the water and electricity which remained neglected by the previous government deliberately. He said that in the recent budget the allocation for Balochistan has been doubled which indicated the federal government is committed to uplifts the province which remained neglected in the past. In the last three months 18 projects have been completed which are related to the education, health, social sector to facilitate the people of Balochistan, said the Minister, while reiterating that the government will continue its efforts to uplift the province so their disparity can be removed.

Furthermore, he added that the supply of 100 MW electricity from Iran will improve the lives and business of the people of Gwadar. The Minister also directed KISCO to focus on the recovery of bills along with electricity supply to the people of Gwadar. Besides, an awareness campaign should be created among the public to pay their electricity bills.

Pakistan Navy Continues Rescue Operation at Cyclone Hit Areas

June 15, Pakistan Navy continued wide-scale Humanitarian Assistance and Disaster Relief (HADR) Operations in



far-flung coastal areas of Sindh and Balochistan. In the recent developments, Pakistan Navy Emergency Response Teams in coordination with local administration carried out the evacuation of personnel and provided edibles to the aggrieved populace, a Pakistan Navy news release said. The Pakistan Navy Emergency Response Teams have so far evacuated over 17,000 inhabitants from various coastal areas of Keti Bandar, Kharo Chan, Shah Bandar, Baghan, Sujawal, Chuhar Jamali and Jati City. Additionally, 46 fishing boats of local populace of Ormara city have been provided shelter at Ormara Naval Harbour. PN Ships and Emergency Response teams are continuing patrolling at sea and in affected areas to efficiently respond to distress calls of seafarers.

Pakistan Navy's ongoing Relief Operation in catastrophe-hit areas of Sindh and Balochistan is a practical manifestation of PN's resolve to provide every possible assistance to fellow countrymen in the hour of need.

Pakistan Single Window Integrates Fisheries and Mercantile Marine Departments



PSW

PAKISTAN SINGLE WINDOW

June 17, The Pakistan Single Window (PSW) has successfully integrated the Marine Fisheries Department (MFD) and Mercantile Marine Department (MMD) into its digital network in collaboration with the Ministry of Maritime Affairs. The Marine Fisheries Department regulates the export of fish and fishery products in Pakistan, while the Mercantile Marine Department is responsible for overseeing the export of second-hand/used passenger and cargo ships, oil tankers, liquid cargo carriers, and fishing trawlers. Additionally, the MMD ensures compli-



ance with stowage standards for the export of Dangerous Goods. Previously, the internal operations of both departments relied on manual and paper-based processes, which were susceptible to fraud, forgery, and time-consuming procedures. Reliability, safety, and efficiency within the supply chain are crucial for attracting foreign buyers and enhancing a country's exports. The export of fish and fishery products plays a vital role in Pakistan's national economy and has the potential to generate substantial foreign exchange earnings. The digitization of cross-border trade procedures represents a significant step towards improving the efficiency and safety of the supply chain. The CEO of PSW expressed his views on the initiative, stating, "The integration of the Marine Fisheries and the Mercantile Marine Department with PSW recognizes the importance of this sector in facilitating and enhancing Pakistan's cross-border trade, particularly exports. We anticipate that this integration will not only reduce the time and cost associated with cross-border trade but will also modernize and reform the two departments in line with the Ministry's vision. We are grateful for the Ministry's active participation and interest in integrating with the PSW."

The integration of these two departments under the Ministry of Maritime Affairs will be followed by the phased implementation of the Port Community System, which PSW has designed in consultation with all maritime stakeholders, including the Ministry and international experts. The integration of the MMD and MFD within the Single Window environment includes fully harmonized and user-friendly interfaces accessible to importers, exporters, and processing staff of the departments. It also involves a standardized data set that importers/exporters need to provide only once for the Customs and all regulatory departments. Any relevant data already provided to authorities should be readily available and not required again.

Pakistan Single Window is a federal government initiative aimed at automating and integrating cross-border trade-related procedures of Customs and other government agencies (OGAs) to make trade faster, easier, and more cost-effective. Traders can utilize the Pakistan Single Window to submit customs declarations, permits, and other necessary information required by multiple government agencies through a single, digital portal. In addition to the single window system, PSW launched its

Trade Information Portal in March 2022, offering comprehensive guidance on import, export, and transit-related procedures. PSW is also working towards the launch of the first phase of the Port Community System in June 2023.

Pakistan, Iran Agree to Boost Cooperation



June 19, Pakistan and Iran have agreed to remain in regular contact, enhance cooperation and boost trade, the Foreign Office said yesterday. The 12th round of Pak-Iran Bilateral Political Consultations (BPC) was held in Tehran on 17-18 June 2023.

Foreign Secretary Dr. Asad Majeed Khan and Deputy Foreign Minister of Iran Ali Bagheri Kani, led the respective sides. Ambassador of Pakistan Rahim Hayat Qureshi and other senior officials from both sides also attended the meeting, said a statement issued by the Foreign Office here yesterday. The two sides held discussions covering the entire range of bilateral relations and reviewed the status of implementation of decisions of the last BPC. It was agreed to enhance and diversify bilateral trade and expand cooperation in energy, transport connectivity, education and people-to-people exchanges. The two sides had a comprehensive exchange of views on the regional situation.

Both the sides underscored the significance of regular convening of various institutional mechanisms, including Joint Economic Commission (JEC) and Joint Trade Committee (JTC) to forge closer cooperation in areas of mutual interest. The two sides reaffirmed their commitment to continue cooperation at multilateral fora, including the UN, OIC and ECO and strengthen dialogue on global and regional issues of common concern. The Foreign Secretary welcomed the normalization of



diplomatic relations between Iran and Saudi Arabia. He briefed his Iranian counterpart about the situation in Indian Illegally Occupied Jammu and Kashmir (IIOJK) marked by grave human rights violations, and appreciated Iran's steadfast support for the Kashmir cause.

The Foreign Secretary called on Foreign Minister Hossein Amir-Abdollahian. They agreed to maintain the current momentum of high-level bilateral exchanges and strengthen mutually-beneficial cooperation in diverse fields. In a separate meeting with Member Parliament/ Chairman Pakistan-Iran Parliamentary Friendship Group, Ahmad Amirabadi Farahani both sides emphasized the importance of enhancing Parliamentary exchanges.

Pakistan leases Karachi Port Trust terminal to UAE Group for 50 years



A leading UAE port operator has signed a 50-year concession agreement with Pakistan to operate a terminal at the Karachi Port Trust (KPT). As cash-strapped Pakistan seeks external financing to stave off an economic meltdown, the AD Ports Group has signed an important investment deal with the KPT.

As per the agreement, a joint venture between AD Ports Group, as a majority shareholder, and Kaheel Terminals, a UAE-based company, has been formed to manage, operate and develop the Karachi Gateway Terminal Limited (KGTL) berths 6-9 at Karachi Port's East Wharf. The venture will feature significant investments in infrastructure and superstructure over the next 10 years, with the bulk of it planned for 2026. The development works will include deepening of the berths, extension of quay walls, and an increase in container storage area.

As a majority shareholder, AD Ports Group would invest \$220 million in new concession and growth capital

expenditure over the first 10 years. "This expansion and enhancement will further cement the terminal and Karachi's position as a key player in the maritime industry," AD Ports said in a statement. "The Terminal's operations are all dollarised with no foreign exchange exposure to the Pakistani rupee."

The additional capital would allow the terminal to handle Post Panamax class vessels of up to 8,500 TEUs (Twenty-Foot Equivalent Units) while its container capacity would increase from 750,000 to 1 million TEUs per annum. Historically, the terminal has been generating a whopping revenue of around \$55 million and Earnings Before Interest, Taxes, Depreciation, and Amortization (EBIDTA) or around \$30 million annually. Though the offer's details have not been made public, people familiar with the development said the UAE has offered to acquire the terminal for 50 years on lease under which the company would pay around \$21 million in fee for the occupancy of berths and royalty and will pay up to \$50 million for the current infrastructure.

Under the agreement, the KPT, the largest seaport in Pakistan, will earn around \$25 million per year based on the flow of container traffic, according to a KPT official who declined to be named. Captain Mohamed Juma Al Shamsi, managing director and group CEO of AD Ports Group, said the agreement exemplifies the company's strategy of investing in key maritime trade routes for the UAE. "This agreement has the potential to unlock a new chapter of growth and progress for both the UAE and Pakistan, enabling us to strengthen ties with key trading nations and leading to increased economic growth and prosperity", he added. **(Credits: Daily Pakistan)**



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Growing Trend of Nearshoring and Trade Regionalisation: DP World



May 17, Abdulla Bin Damithan, CEO and Managing Director, DP World UAE and Jafza (Jebel Ali Free Zone Authority), said UAE trade with the rest of the world totalled over \$1 trillion last year, while UAE-India trade increased 23% to \$84 billion. Nearshoring was a growing factor in the regionalisation of trade. Major factors shaping critical business decisions around the world were identified in DP World's 2023 Trade in Transition report launched in partnership with the Economist at the World Economic Forum in Davos earlier this year. The geopolitical pressure remained the overriding factor, driving the reconfiguration of supply chains. "As a response, companies are looking to bring down their supply chain costs while at the same time reducing the risk of disruptions. Many are taking action to reduce the length of their supply chains through nearshoring or reshoring. They are thinking long term and are prepared to sacrifice immediate profitability for increased resilience and reliability," he said. "We are seeing a push for industrialisation to diversify economies away from oil. It is anticipated that regionalisation and reshoring will help to enable the development of these emerging industries. "The top drivers of export growth in 2023 are expected to be growing demand in key markets, expansion of operations into new markets, and improved efficiency through digitalisation. (Credits: Seatrade Maritime)

China Merchants Merges Yangtze River Shipping Assets

May 23, chairman of China Merchants Group Miao Jianmin said, "we will consolidate the resources of China Yangtze Shipping Group and Sinotrans, and establish a specialized logistics service platform for Yangtze River shipping, which involves nearly RMB 10bn (\$1.4bn)



assets and 6,000 staff". Upon the completion of the resource integration, China Merchants will have a fleet of over 500 bulk carriers and containerships deployed on the Yangtze River. Annual dry and bulk cargo volume will exceed 130 million tons and container volumes will be more than 1.3m teus, making the group the largest public feeder service provider along Yangtze River. The integration will greatly improve operation efficiency and reduce logistics costs, which is going to bring far-reaching influences to optimize transportation structure and communication system, according to China Merchants. (Credits: Seatrade Maritime)

India May Export 30 Mil Mt/Year of Coal to Bangladesh, Sri Lanka by 2030



May 30, India can export around 30 million mt/year of coal to Bangladesh and Sri Lanka by 2030 from the mines located in the eastern part of the country, according to the draft version of the "Integrated Coal Logistics Plan" recently issued by the federal coal ministry for stakeholder consultations. "All efforts are on to further enhance production and export of thermal coal by the year



2025-26,” coal minister Pralhad Joshi said recently. India currently exports around 1 million-2 million mt of coal every year to its neighboring nations of Bangladesh and Nepal with no exports to Sri Lanka. **(Credits: S & P Global)**

Velesto Clinches \$128m Petronas Drilling Contract



May 31, Offshore drilling unit of Malaysia's Velesto Energy has been awarded contracts by Petronas for the provision of three jack up rigs. The contracts, totalling around \$128m, will see Velesto's Naga 3, Naga 4, and Naga 6 rigs utilised from the third quarter of this year. The 2010-built Naga 3 has been booked for eight firm wells, the 2013-built Naga 4 has four firm and two optional wells attached to its contract, while the 2014-built Naga 6 has been fixed for 10 wells plus one optional well. **(Credits: Splash 247)**

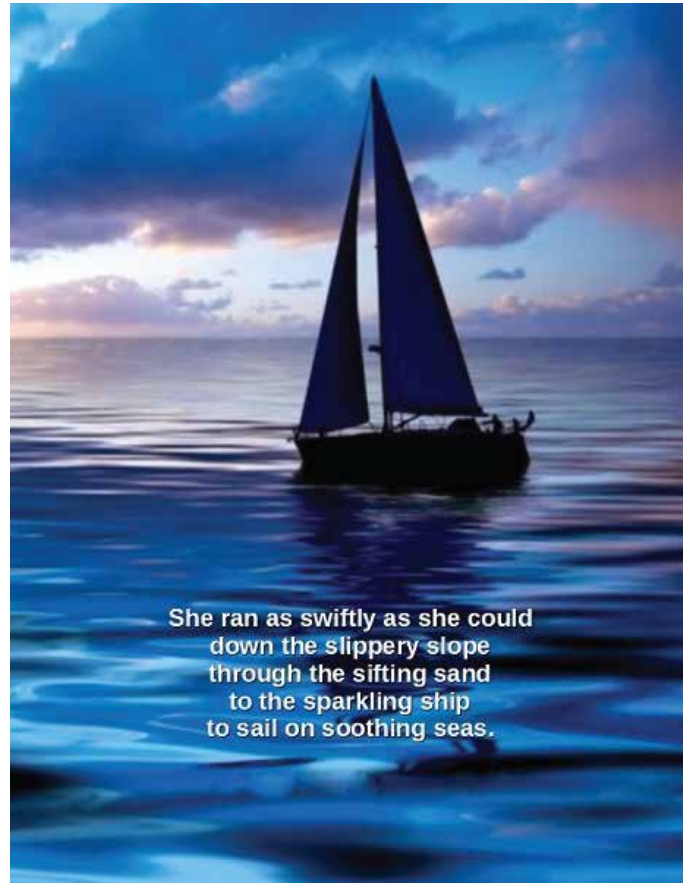
MAWANI Adds New Shipping Service to Jeddah Islamic Port



Jun 10, The Saudi Port Authority (MAWANI) has recent-

ly announced the addition of Jeddah Islamic Port to the REX service operated by Omani International Logistics Group (ASYAD). The new shipping service's aim is to revitalize and accelerate the commercial movement and achieve sustainable growth of the national economy. Having launched in May 2023, the new freight service connects the Jeddah Islamic Port and the ports of Nava Sheva and Mundra in India, Salalah Oman and Sokhna in Egypt, with two ships, with a capacity of 2,800 TEU. The service reportedly contributes to enhancing the competitive advantage of Jeddah Islamic Port and the Red Sea Gate Terminal Company.

MAWANI is attempting to solidify Jeddah Islamic Port's position as a premier logistics platform by implementing a project to deepen the approach canals, circulation basin, and sea lanes, as well as a project to build new berths. **(Credits: Port Technology International)**





Shipping Starts on the Chittagong-Dubai Route



May 13, a container ship named HONG AN left for its first transshipment Port Colombo in Sri Lanka on 7th May from where it is expected to leave for Jebel Ali Port via Mundra Port in India. HONG AN carried 895 TEUs of export cargo, of which 751 TEUs are for Colombo port, 23 TEUs for India’s Mundra port and 121 TEUs for Jebel Ali port. This is as per the Chittagong port terminal operator Saif Powertech. Reports further added, with the new service, export of goods from Chittagong to Dubai will take only 15 days even if in the return journey, traders in Bangladesh will be able to bring goods to Chittagong port, including raw materials for the readymade garment sector in 10 days, thereby significantly reducing the transport time. (Credits: Maritime Gateway)

Iraq’s Grand Welcome Yard becomes Operational



May 15, in a key milestone for Iraq’s maritime sector, The Grand Welcome Yard (GWY), situated within Umm Qasr Port, will be officially operational on June 1st. Using advanced technology, GWY is expected to streamline and facilitate international trade through the port, removing current bottlenecks and delays. This important project has been brought to fruition by the Al-Raiya Group, in partnership with the General Company of the Ports of Iraq

(GCPI) and other Iraqi authorities. According to Ali Al-Saffar, director, “The GWY dry port is the first of its kind in the country and reflects Al-Raiya’s commitment to Iraq’s development and progress. The opening of this facility will significantly enhance the efficiency and effectiveness of port operations, leading to a massive improvement in Iraq’s maritime sector.” (Credits: The Maritime Standard)

Port of Salah Breaks General Cargo Handling Record



May 15, AD Ports Group is expanding its fleet of vessels with the purchase of five bulk carriers and three crude oil tankers. The five bulk carriers, representing an investment of AED 459 million, form part of the long-term agreement with Saif Powertec, signed in April 2022, for the movement of general cargo and dry bulk cargo between Fujairah port in the UAE and Bangladesh, the Indian subcontinent, South-East Asia, and other destinations. The purchase of three crude oil tankers, with a total transaction value of AED 496 million, will form part of the seven-year vessel pooling agreement formed in December 2022 with KazMorTransFlot (KMTF), a subsidiary of Kazakh National Oil Company (KazMunayGas), for the transport of crude oil internationally. AD Ports has also announced that Khalifa Port is to further expand its range of port and marine logistics services to include vessel repairs and maintenance, with the addition of dry dock capabilities, to better serve existing clients and attract new ones.

“We are excited to be expanding our service offering to include drydocks. This expansion is part of our ongoing commitment to provide our clients with the best possible services and solutions to meet their evolving needs, while further enhancing Abu Dhabi’s position as a leading hub for global trade in line with our wise leadership vision,” Captain Al Shamisi added. (Credits: The Maritime Standard)



Freight Corridor Linking Moscow with Mumbai Slowly taking Shape



May 19, another part of the infrastructure jigsaw to create the long-planned International North–South Transport Corridor (INSTC) is taking shape. The INSTC, a project originally launched by Russia, Iran and India in 2002, is a 7,200 km-long multi-mode network of ship, rail, and road to move freight between India, Iran, Azerbaijan, Russia, Central Asia and Europe. The objective of the corridor is to increase trade connectivity between major cities such as Mumbai, Moscow, Tehran, Baku, Bandar Abbas and Astrakhan. Russia claims the project could ultimately rival the Suez Canal in terms of trade flows. This week, Russian president Vladimir Putin and his Iranian counterpart Ebrahim Raisi signed a deal to finance and build the 162 km Rasht-Astara Iranian railway, a key link in the emerging freight corridor. The railway along the Caspian Sea coast will help connect Russian ports on the Baltic Sea with Iranian ports in the Indian Ocean and the Gulf. (Credits: Splash 247)

Chittagong Ship Breaking Yards to be Classified as ‘Orange’



May 23, The Ministry of Industries has issued directives to re-categorise the country’s shipbreaking industry as

less hazardous “Orange-B” from “Red” in order to continue investing in this industry, and upon assurance of environmental protection by the shipbreakers. In a letter on 15 May, signed by Industries Ministry Deputy Secretary Md Mominur Rashid, the Ministry of Environment, Forests and Climate Change has been asked to take necessary steps to ensure “Orange-B” environmental status for the shipyards in Chattogram. Earlier, in April this year, the shipbreaking industry was classified as “Red” in the Environment Protection Regulations 2023, raising concern among shipbreakers. “After classifying the shipbreaking industry as highly hazardous “Red”, we have tried to get out of this status in many ways. The initiative taken by the Shipping Ministry is positive for the interest of the country and business,” said Bangladesh Shipbreakers and Recyclers Association President Abu Taher, mentioning that this industry has had a huge negative impact after it was last classified as “Red” this year. The shipbreaking industry in Chattogram was first categorised as “Orange-B” in 1997. In 2007, it was brought to the “Red” category, and in 2020, it was reclassified as “Orange-B”. (Credits: The Maritime gateway)

Gulf Energy Maritime Fleet Sale Gathers Pace



May 30, Aware of the elevated prices on offer, Gulf Energy Maritime (GEM) of Dubai put its entire fleet of 11 tankers for sale at the end of April and within a month sale have filtered in. Broking sources tell Splash that the 19-year-old Middle Eastern owner has accepted offers for five Korean-built LR1s and is now marketing its remaining handy-size tankers for sale. The 17-year-old trio, Gulf Coast, Gulf Horizon, and Gulf Pearl fetched around \$61.2m, whilst the 2009-built duo, Gulf Coral and Gulf Crystal, were sold for \$60m en bloc. Buyers of the ships have yet to be revealed. (Credits: Splash 247)



Russia opens Remote Arctic Port of Tiksi to Foreign Ships to Support North Sea Route Growth



June 7, as part of measures to circumvent the impacts of Western economic sanctions and to support the growth of the North Sea Route, Russia has opened one of its strategic ports in the Arctic to foreign cargo ships. In a development that is designed to promote and increase trade with new partners, particularly in Asia and Africa, Moscow issued a decree expanding the list of seaports open to foreign ships to include the port of Tiksi.

Located on the coast of the Laptev Sea in the north of Yakutia, the port will become an international facility and will be open to foreign ships. **(Credits: Maritime Gateway)**

GMS Scores Two Contract Extensions



Jun 12, London-listed lifeboat operator Gulf Marine Services (GMS) has won two contract extensions in the Gulf Cooperation Council (GCC) region.

GMS said that the first contract award was an extension of a large class vessel until the end of November 2023 while the second was for a small class vessel until the end of March 2024. The UAE-based firm added that these two contract extensions support higher utilization and day

rates like the three other contracts won in the first half of this year. GMS won two contracts for one of its vessels in late March while the third was won in late January.

“These awards reflect continued market strength and the quality of GMS’s client offering and give us a reason for further optimism for the remainder of 2023. GMS remains committed to delivering exceptional service and maintaining its position as a preferred provider of offshore vessel solutions,” said Mansour Al Alami, GMS Executive Chairman. **(Credits: Splash247)**

Abu Dhabi Signs Agreement to Transform Karachi Port into ‘World-Class Maritime Hub’



June 22, The Abu Dhabi Ports Group will develop advanced infrastructure at Karachi Port, transforming it into a “premier hub” for transshipment and imported and exported cargo, a joint statement from the two companies .The UAE is Pakistan’s third-largest trading partner after China and the United States. It is also an ideal export destination for the South Asian nation as the short distance between the two countries limits transportation costs and facilitates commercial exchanges. The AD Ports Group, a leading maritime and logistics provider in the Middle East, signed a Memorandum of Understanding (MoU) with the Karachi Port Trust (KPT).

“We aim to leverage our group’s extensive experience and strong relationships with major shipping lines to transform Karachi Port into a premier hub for transshipment as well as imported and exported cargo,” the joint statement said, quoting the CEO of AD Ports Group, Captain Mohamed Juma Al Shamisi, who is visiting Karachi this week along with a senior team. “In line with our wise leadership’s vision for economic diversification, we anticipate that this collaboration will propel Karachi Port toward becoming a global hub of global trade and reinforce its significance as a key player in the trade and maritime industries, further stimulating economic prosperity in the region.” **(Credits: Arab News)**



Japanese Make Ammonia Engine Breakthroughs



May 16, The Japanese are making notable strides in developing ammonia propulsion. NYK Line, IHI Power Systems, Nihon Shipyard, Japan Engine Corporation, and Class NK have announced today that the world's first four-stroke ammonia-fuelled engine has successfully completed a land-based test for the stable combustion of ammonia having an 80% co-firing ratio as part of a demonstration project for the commercialisation of vessels equipped with a domestically produced ammonia-fuelled engine. The tests also confirmed that emissions of dinitrogen monoxide (N₂O), which has a greenhouse effect about 300 times greater than carbon dioxide (CO₂), and unburnt ammonia were virtually zero, and there was no ammonia leakage from all demonstration equipment during operation and after shutdown. The engine will now be installed on a tug, which will be completed in June next year. Furthermore, based on this research and development for domestic vessels, efforts will be made to develop a 250 mm bore engine for the auxiliary engine of an ocean-going vessel. That auxiliary engine will be installed on an ammonia-fuelled ammonia gas carrier scheduled for delivery in October 2026. (Credits: Splash 247)

Samsung Heavy Showcases New Ship Designs

May 19, Samsung Heavy Industries (SHI) has unveiled its newly designed ships at a recently held technology roadshow in Europe. The South Korean shipbuilder is targeting its European customers, including those in Greece, the UK and Italy, with new concepts for LNG carriers and eco containerships. An LNG unit introduced features three cargo tanks instead of the traditional four, an improved boil-off rate of more than 5%, and, according to Samsung Heavy, significantly lower maintenance costs due to less



equipment and parts required for each cargo hold. This design was jointly developed with French LNG cargo containment specialist GTT and obtained approval in principle from the class society Lloyd's Register. Samsung Heavy has rolled out several solutions for the next generation of ships, including carbon capture and storage technology, fuel cells, ammonia, and hydrogen, as well as the development of autonomous and smart ships. (Credits: Splash 247)

India Advances Green Tugs Initiative



May 30, India is pressing forward with plans to green its shipping and become a global hub for green shipbuilding by 2030, with four of its ports set to place orders for new tugs. The state-owned Jawaharlal Nehru Port Authority, the premier container handling port in India, is said to be in line to order a pair of green tugs at Cochin Shipyard. Three other ports have also reportedly been advised by the Ministry of Ports, Shipping and Waterways to prepare orders for two green tugs each. Deendayal Port Authority, Paradip Port Authority and V O Chidambaranar Port Authority will also most likely contract with the state-run shipbuilder Cochin for construction. India launched its



‘Green Tug Transition Programme’ in March, envisioning vessels that will initially have hybrid propulsion systems and subsequently adopt non-fossil fuel solutions like methanol, ammonia or hydrogen. A target has been set for the initial green tugs to start working in all major ports by 2025, with at least 50% of all the tugs likely to be converted into green tugs by 2030. **(Credits: Splash 247)**

Cyan Seals Taiwan Offshore Wind Vessels Deal



May 31, Singapore-based Cyan Renewables has teamed up with Taiwanese offshore wind developer Taiya Renewable Energy to build vessel capacity and work together on deployment in Taiwan and other markets. Taiwan is one of the most advanced and promising markets for offshore wind development with a target to add 15 GW of offshore wind power capacity by 2035. A memorandum of understanding will see the two companies collaborate to support the sector’s growth with additional foundation installation vessels, wind turbine installation vessels and cable-layers. The deal also outlines partnerships on key infrastructure like offshore wind supply bases, as well as working together to establish new local partnerships and strengthen governmental and industry-academia cooperation in Taiwan, Cyan said. Taiya’s current offshore wind farm project in Taiwan includes a 440 MW Huan-Yang off the coast of Changhua, being developed in collaboration with EDF Renewables, with more projects in the pipeline. Established by infrastructure investment manager Seraya Partners, Cyan recently inked a letter of intent with China’s Cosco Shipping Heavy Industry to build its first foundation installation vessel. The company also has an agreement in place with Taiwanese owner and operator Seagreen Marine for the deployment of two offshore wind service operation vessels. **(Credits: Splash 247)**

World's First Autonomous Ferry Set to Begin Service



June 11, The ferry company Torghaen and the Norwegian technology company Zeabuz christened the world's first operating autonomous ferry, MF Estelle. The vessel will soon begin commercial service for passengers on a short route in Stockholm, Sweden. The 25-passenger will have an operator on board at first. However, the ultimate goal is for the ferry to become fully self-driving, monitored from the shore. MF Estelle's regular operations are scheduled to begin on Monday. Initially, the ferry will operate four trips per hour, gradually increasing to eight per hour for 15 hours a day. "Estelle is a sustainable and green pioneer, offering a solution to traffic congestion and inspiring alternative modes of transportation. With its electric, self-driving capabilities and advanced digital security, Estelle sets the stage for future advancements in the industry," said Stein Andre Herigstad-Olsen, CEO of Torghaen AS. Zeabuz envisions the use of its technology in cities around the world, creating a "network of virtual bridges" with autonomous electric ferries. Zeabuz was founded in 2019 as a spin-off of the Norwegian University of Science and Technology's research centre for autonomous marine operations and systems. Zeabuz also recently teamed up with Singaporean Yinson Green Tech, planning to boost the safety and efficiency of their new fleet of electric harbor crafts. "Safety always comes first, and with the full range of autonomy levels, we are confident this will be of great value to maritime operators. The ambition is a leaner operation with smarter technology. In Stockholm, we will prove that this technology is mature and ready", said Dr. Øyvind Smogeli, CTO & Co-founder of Zeabuz. **(Credits: The Maritime Executive)**

Technology Innovation Institute Launch Hardware Security Research Labs

June 20, The Technology Innovation Institute (TII), the



applied research pillar of Abu Dhabi's Advanced Technology Research Council (ATRC), has announced that its new cutting-edge hardware security research laboratories are live. The labs are dedicated to testing of hardware cryptographic implementations and capable of analysing the security of embedded systems (hardware and software). A first for the Middle East and North Africa (Mena) region, the lab is well-equipped, and it provides cutting edge capabilities related to side-channel analysis, fault-injection-based attacks, hardware pen (penetration) testing, and fuzzing, among other advanced techniques. Reverse engineering capabilities of the labs also enable them to utilise machine learning algorithms to detect sophisticated malware and ransomware. Its cross-domain, multi-disciplinary team comprises theoretical and applied cryptographers, security specialists, reverse engineering experts, electronics engineers, as well as researchers with skills in side-channel analysis and fault-based injection attacks. **(Credits: Trade Arabia)**

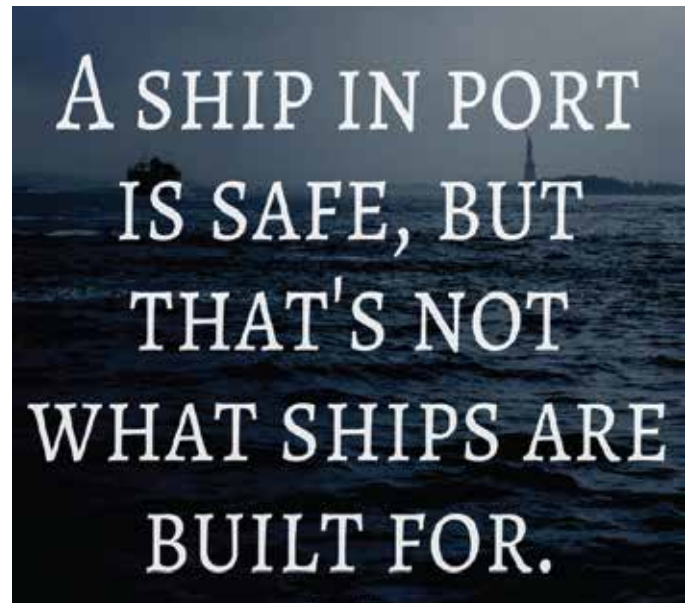
King Abdullah Port, Tabadul Enter Partnership to Enhance Digital Logistics



Jun 21, The partnership's objective is to enhance the King Abdullah Port's services by utilizing the latest technolo-

gies and practices while automating all the logistics procedures within the port community system. Jay New, CEO of King Abdullah Port, stressed the importance of digitization and automation in developing the level of services provided by the port. "We are connecting our smart gate system with Tabadul's truck management system, which is integrated with primary government bodies, to access valuable logistics and supply chain data, accelerate the transit of goods and reduce delivery times significantly. "Overall, this will improve our service to importers and exporters, and add a valuable contribution to the transformation of the Kingdom into a global logistics hub connecting three continents," ensured New.

In his return, the CEO of TABADUL, Majid bin Faleh Al-Otaibi, stated: "We are pleased to partner with King Abdullah Port as part of our commitment to supporting the growth of Saudi ports services and remaining at the forefront of the latest technologies." "The TMS project is set to enhance the competitiveness of logistics services in the Kingdom's ports, accelerate import and export operations, and support the Kingdom's efforts to transform it into a global logistics hub." **(Credits: Port Technology International)**





Emirates Shipping Association Reinforces Maritime Dialogues for Sustainable Future



May 24, Emirates Shipping Association (ESA) strengthens the UAE's status as a prominent global maritime hub through the successful hosting of the 'Maritime Future Dialogues' event. As a significant part of the UAE Maritime Week, the event attracted influential industry players, stakeholders, and experts. ESA aims to establish the UAE as a prominent global maritime hub. Hence, the maritime dialogue included impactful panel discussions which addressed key priorities, including advocating for the UAE registry as a Flag State and reinforcing decarbonization efforts in the shipping industry. Industry leaders, regulators, and experts convened to explore strategies for reinforcing the sector's world-class status under the upcoming UAE Maritime Law. Additionally, insights from the COP28 team and the International Chamber of Shipping were shared, highlighting opportunities within COP28. These discussions fostered collaboration, knowledge exchange, and positioned the UAE as a frontrunner in the global maritime arena. One of the highlights of the event was the signing of an MoU between ESA and the UAE Ministry of Energy and Infrastructure (MOI UAE) to further enhance the capabilities of the 'Blue Pass' initiative through collaboration and mutual support. The platform was launched by the Ministry in partnership with Marihub to strengthen the national maritime sector by creating a digital cluster of local and international maritime authorities and associations, such as the ESA, to facilitate the exchange of services, and attract foreign investors. Through a state-of-the-art online portal and smart app, the project will offer transparent and seamless services, including supplies, support services, and discounts, thereby making the UAE an attractive destination for maritime-based investments. **(Credits: Seatrade Maritime)**

14 IPEF Nations Agree to Strengthen Supply Chains, Cut Reliance on China

May 29, In a clear bid to reduce their reliance on China, and meet future supply chain crises, 14 participant countries in the Indo-Pacific Economic Framework (IPEF), including the United States (US) and India, have struck a deal on supply chain resilience and diversification through information-sharing and coordinated crisis response. At the second in-person ministerial meeting of IPEF countries in Detroit this weekend, the grouping agreed to set up an IPEF supply chain council, supply chain crisis response network and labour rights advisory network, according to a statement put out by the group. IPEF also outlined the progress on the trade, clean economy and fair economy pillars of the framework. Under the clean economy framework, interested members have agreed to set up a regional hydrogen initiative. India has joined three of the four pillars of IPEF, while remaining an observer in the trade pillar. **(Credits: Maritime gateway)**

Shipping's Fuel Challenge Urgency grows as Emissions Regulations Tighten



May 30, Shipping's emissions – measured on a tank-to-wake basis – are likely to contribute 2.1% of global carbon dioxide emissions this year, according to recent analysis by Clarkson Research. This is down from last year's figure of 2.3% largely as a result of slower speeds, with container ships in particular sailing at all-time slow speeds over the first quarter of this year. The largest single contributor is the power generation sector, according to the Clarkson analysis, with 39%. In transport, shipping is a significant source of carbon emissions, but it fares well against other forms of transport in view of its essential role in the world economy. Road freight and passenger traffic account for 16.2%. Aviation is about the



same as shipping, and rail is the top performer with just 0.2%. Shipping's performance over the last decade-and-a-half has been impressive. Carbon dioxide emissions were down by about 14% between 2009 and 2019, according to Clarkson estimates, even as the industry shipped about 40% more cargo by the end of that period. In contrast, road emissions climbed by about 20% and air transport by around 25%. Shipping's carbon transportation efficiency also compares well – rail is three times more carbon intensive, and trucks more than ten times. However, the sector's long-term pathway is far less uncertain than other transport modes, Clarkson pointed out. For road and rail, electrification adoption and government targets are in place – 14% of 2022 car sales were for electric vehicles. Meanwhile, as much as 65% of net zero 2050 targets in aviation are likely to be met by 'drop-in' sustainable biofuels, according to the sector's trade body, IATA. A further 13% will come from new technologies such as hydrogen and electricity. Another 19% will be met by offsets and carbon capture with the remaining balance from operational and infrastructure efficiencies. In shipping, the backdrop is more complex, with initiatives including slow-steaming, energy-saving retrofits, routing efficiencies, various fuel options which are still under development, and fleet renewal. Shipping faces still faces many more challenges than other transport sectors. **(Credits: Seatrade Maritime)**

UAE Clamps Down on Smaller P&I Clubs



Jun 2, In a move to clamp down on shady ships joining its ship registry, the United Arab Emirates Maritime Administration has issued a circular demanding all clubs not in the International Group of Protection and Indemnity Clubs who insure any UAE-flagged ship need to furnish the country's regulators with more information. The

smaller P&I clubs have until the end of this month to show they have an S&P Global rating not lower than the 'A' rate, as well as provide a list of claims of more than \$10m or details of the five largest claims. The insurers must also provide evidence of membership under a recognized maritime-related professional agency or regulatory body as well as showing proof they have professional indemnity insurance to limit not less than \$10m. There are more than 700 ships operating today in what data analytics firm brands the opaque fleet, carrying Russian, Venezuelan or Iranian oil with Dubai emerging as one of the key cities for Russian tanker players in the 16 months since war in Ukraine erupted. Among shared characteristics making dark tankers easy to spot for port state control inspectors are their age, generally above 17 years old, as well as their choice of flag, insurer, as well as their classification society choice. "The simple fact is that a growing number of vessels that are transporting oil are insured, flagged, and classed with institutions and countries that do not provide anything like the same technical and regulatory oversight as we have come to expect whilst those providing the insurance cover lack the experience and quite possibly the financial capacity to deal with a major incident," commented Mike Salthouse, a sanctions expert and head of external affairs at North Standard, a P&I club, in conversation with Splash last month. "P&I Clubs are scratching their heads because this is not about breaking compliance rules, but about raw, naked accident risk and oil on feathers which will set a decent shipping back to 1990," one ship management source told Splash earlier this year. **(Credits: Splash 247)**

UN Members Adopt First Ever Treaty to Protect Marine Life in the High Seas



June 20, On Monday, members of the UN adopted the first-ever treaty to safeguard marine life on high seas,



with the UN chief hailing the deal as allowing the oceans “a fighting chance.” The delegates across 193 member nations soon burst into huge applause. They stood up in a sustained standing ovation as Singapore’s ambassador of ocean issues, Rena Lee, who presided over the negotiations, banged her gavel on hearing no objections to the treaty’s approval. The treaty to safeguard biodiversity in the waters outside the national boundaries, known as high seas, covering almost half of the earth’s surface, had long been under discussion for over 20 years as consistent efforts to reach an agreement finally. However, in March 2023, delegates to an intergovernmental conference established by the UN General Assembly back in 2017 (December) agreed upon a treaty.

The new treaty is under the UN Convention on the Law of the Sea, which came into effect in 1994 before marine biodiversity was a well-established concept. It will be opened for signatures on September 20, during the world leaders’ yearly meeting at the General Assembly, and it will take effect once ratified by 60 countries. The treaty is expected to create a new body for managing the conservation of ocean life and establishing marine protected zones on high seas. It further establishes the ground rules for carrying out environmental impact assessments for the execution of commercial activities in oceans. **(Credits: MarineInsight)**



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SEA CARGO CHARTER HIGHLIGHTS MEASUREMENT ISSUES FOR EMISSIONS REPORTING

By Barry Parker



The Sea Cargo Charter has just released its Annual Disclosure Report for 2023, covering results during the previous calendar year. On the voyage towards maritime decarbonization, following the course steered by the larger participants is a sensible, if not vital way to move forward. The Sea Cargo Charter is self-described as “a global framework for assessing and disclosing the climate alignment of chartering activities”, and in this report, gathers information from “33 Signatories, which...account for more...than 17% of total bulk cargo transported by sea [in 2022]”.

With its list of nearly three dozen reporting organisations including well known shipping market participants Cargill, Shell, Trafigura, Chevron plus 30 others, the Sea Cargo Charter reporting and insights are vital, informing the industry on emissions reductions on the eve of the International Maritime Organization (IMO)’s upcoming and all-important MEPC 80 meeting.

The 2023 report (looking at Signatories’ emissions from 2022 chartering activity) shows “impressive results, with alignment scores calculated with each score being assigned equal weight, was +1.7% and the median was +2.7%. Scores ranged from -21.8% to +21.4%, and 60% of Signatories had a score of +5% or less, as shown.

These alignment scores are based on an average reporting rate of 90% from Signatories for their annual activity. A negative score implies alignment while a positive score denotes misalignment to the decarbonisation trajectory.” The trajectory is based on the IMO’s Initial GHG Reduction Strategy to- “reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008.”



Sea Cargo Charter

Sea Cargo Charter, Annual Disclosure Report 2023

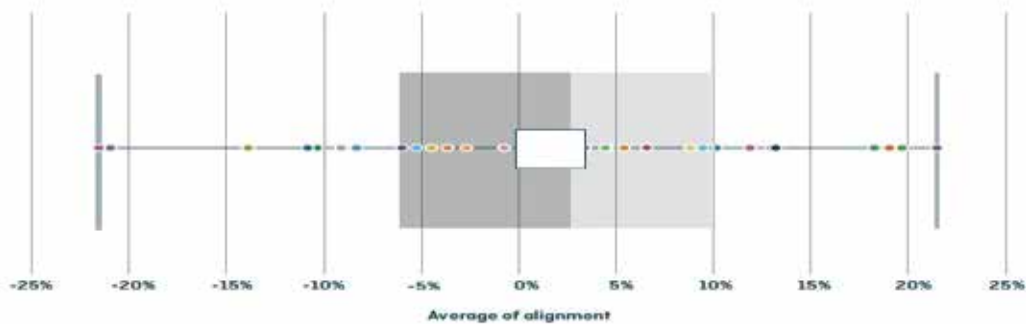


Figure 4.
Box plot illustrating range of overall Signatory annual activity alignments

In the graph above each dot represents alignment of reporting Signatories with the trajectory and white box is the mean.

Many of the challenges facing the IMO’s MEPC, and for the industry generally, really come down to “measurement”- which is defined in different ways by organisations seeking to lead the industry voyage; the Sea Cargo Charter alludes to this in multiple places in its 2023 report. It notes that: “The existing carbon intensity benchmarks set for chemical tankers and liquefied gas carriers were based on the Fourth IMO GHG Study. After extensive independent verification of measured data by the Advisory, as well as evaluation of the validation carried out for the Fourth IMO GHG Study against EU MRV data, the existing baselines were found to have high uncertainty.”

The measurement issues run deeper. In its reporting, The Sea Cargo Charter, established in 2020, uses the Energy Efficiency Operational Indicator (EEOI) as its numeraire. Yet, a related framework, also tied to the Global Maritime Forum, the Poseidon Principles for Financial Institutions, established in 2019- a year earlier, uses a different measuring stick- the Average Efficiency Ratio (or AER); which is forms the basis for the heavily criticised CII rating scheme which came into effect at beginning 2023. Sea Cargo Charter’s resources have been deployed towards fixing some of these problems. Referring to the issues with chemical tankers and liquified gas carriers, Sea Cargo Charter says- in the 2023 report that: “Following this data analysis, the baselines for these two vessels types have been modified” and that: “the Technical Committee and Advisory have been hard at work to understand the root cause of this and design a robust solution.”

The Sea Cargo Charter is calling for “ambitious targets on decarbonisation to be adopted at the IMO meeting [MEPC80] to adopt a revised Strategy for Reduction of Greenhouse Gas Emissions from ships,”- in the words of its Chair Rasmus Bach Nielsen, who is the Global Head of Fuel Decarbonisation at Trafigura.

Sea Cargo Charter not only recognizes the many challenges, measurement among them, and indeed, views it mission as assisting the industry to comply with the myriad of regulatory initiatives, with European Union’s Emissions Trading Scheme mentioned prominently, that have shipping in their sights.

In the new 2023 report, after listing a number of these schemes, the report’s authors note: “The Sea Cargo



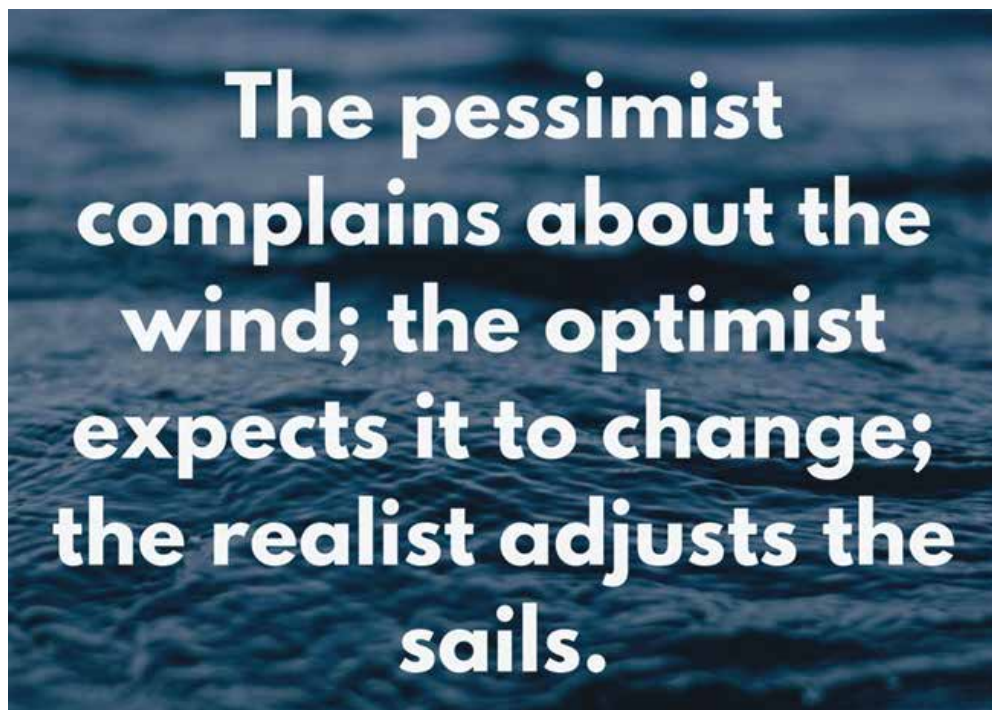
Charter will be an important tool for supporting Signatories in complying with such regulations, by allowing better assessment of their present positions and how these align with the various targets set by governments as well as companies, customers and financial institutions.”

The report adds: “The data transparency provided by the Sea Cargo Charter will be an important tool for companies to assess current performance and identify and undertake potential optimisations. This not only contributes to emissions reduction in the short term, but also ensures compliance with increasingly ambitious regulations and enables longer-term efforts to reduce shipping’s impact on the planet.”

About the Author: Barry Parker is a New York-based maritime specialist and writer, associated with Seatrade since 1980.

(Source: Seatrade maritime News)

The opinions expressed herein are the author's and not necessarily those of The Maritime Watch.





TITAN – A TRAIL OF ERRORS & OMISSIONS

By Ahmed Saeed



Owing to the inherent risks involved, submarine service is generally perceived to be unsafe. However, keeping in view the stringent safety standards and oversights at all levels, submarining has been made very safe. That's why, we rarely come across such occurrences i.e. sinking of Titan. Although it was not a submarine, rather a submersible, constructed for limited undersea application i.e. tourism exploratory missions. Owing to its compact size, very few facilities are provided onboard. These subs are operated in consort with a support ship (mothership) that provides launching/recovery, navigation, communication, logistics, and on-scene assistance in distress. Prior to this Titan mission, OceanGate Company had conducted over 200 successful missions, including 10 dives by Titan.

The unfortunate incident of Titan that claimed 5 valuable lives on June 16 had its genesis in the inception of OceanGate Company, an American tourism company co-founded by Stockton Rush in 2009, operated on the basis of corporate commercialism psyche. The company initially acquired a submersible Antipodes, and later built two of its own: Cyclops 1 and Titan. In 2021, OceanGate began taking paying tourists in the Titan to visit the 'Unsinkable' Titanic's wreck. The company had established well its credentials in the exotic maritime tourism industry. As of 2022, the price per passenger on an OceanGate expedition had risen to US\$250,000.

The mothership MV Polar Prince sailed from St John's Newfoundland, Canada on June 16 with four thrill seeker tourists; Hamish Harding, Shahzada Dawood (a prominent Pakistani businessman and philanthropist), his son Suleman Dawood, Titanic expert Paul-Henri Nargeolet. The company's CEO, Stockton Rush, acted as the pilot. The next day, the ship arrived at the wreck location of Titanic, around 400 NM (740km) south of Newfoundland, which is lying on the seabed of the North Atlantic at 3800m (12,460ft) depth since April 15, 1912.

On June 18, Sunday morning, the ill-fated submersible Titan initiated her descend at 08am ET (11pm PST). Dr. Rush started steering Titan with the help of Logitech video game controller toward the Titanic



wreckage. With about 07 hours of mission duration, Titan was expected to be in visual range of the wreck in two hours. But, communication with Mothership was lost within the initial 1:45mins. It did not raise alarm bells since it was taken 'a usual business' due known fact of thrusters' interference with communication systems. Despite repeated communication failures in the past, no efforts were made to rectify this anomaly.

An uneasy situation started developing when Titan did not surface by 03pm ET on completion of the scheduled 7 hours of dive time. After an unsuccessful search of 2:45mins, the mothership alerted shore authorities including US Coast Guard at Cape Cod, located about 900NM away from the dive position. The disappearance of the submersible triggered extensive SAR efforts.

US and Canadian maritime forces swung into action for a very complex SAR operation with 10 ships and 4 aircraft; including 2 advanced long-range reconnaissance P-3C Orions. Later, France also deployed ship Atalante with a deep diving Remotely Operated Vehicle (ROV).

On Tuesday, 20 June, Canadian P-3C detected some banging sounds on its hydrophones at 30-minutes interval. The available Canadian ROV was directed towards area of sound signals. Meanwhile, received signals were sent to US underwater sound experts, who later classified these as 'non-submersible'.

By then, experts had started speculating about a major-scale accident onboard Titan with the probability of fire, flooding, power loss, or entanglement with floating fishing nets. As the 96 hours' limit of Oxygen supply onboard Titan was approaching, the panic amongst the SAR forces started setting in.

After a hectic coordinated search, the first breakthrough came around on Thursday at 11:48am when Canadian ROV found a trace of debris near Titanic wreck. ROV discovered 5 major pieces of the Titan including its titanium tail-cone. At 4pm, it was officially announced that five members of Titan were instantly killed in a 'Catastrophic Implosion'.

The debris pattern was also "consistent with a catastrophic loss of pressure chamber". At this point, the SAR mission was called off and the focus was shifted towards accident investigation. Occurrences of this magnitude are usually caused by a series of unregulated practices, inactions, errors, and omissions attributable to human, material, or violations of SoPs. In Titan's case, it was a combination of all three. This mystery can be unplugged by identifying trail of errors committed at various tiers.

Titan's cylindrical portion of the hull was made of carbon fiber material instead of titanium alloy, which was a risky proposition as it could not withstand the successive dives' fatigues. Reportedly, the carbon fiber material used in Titan's construction had expired shelf life as well. On completion of its test dives in 2020, Titan's hull had begun to show signs of cyclic fatigue.

Yet another design flaw was that the Titan used to be bolted from the outside after passengers were slipped in with no possibility of opening the hatch from the inside contrary to the safe submarining practices. Moreover, Titan was not equipped with a locator buoy, which is essential for localization in case of disability. David Lochridge, the OceanGate Director of Marine Operations had shown his concerns about the non-conduct of NDT to ascertain hull integrity.

He also voiced reservations about the design limitations of the front viewport. Unfortunately, he was expelled by the company CEO at short notice. Rush did not consider certification of Titan's design from a



renowned classification society despite advice from the US-based 'Marine Technology Society' in 2018. Instead, he used big names like NASA, APL, and Boeing, etc. to authenticate his design credibility.

To cut the cost, Rush used to prefer 'off the shelf' components instead of military specs. He was too possessive and complacent about the design of RTMS (Real Time Acoustic Monitoring System). He used to say if everything fails, RTMS will bring the Titan to the surface. Therefore, he termed Titan's design as 'Invulnerable', something consistent with Titanic's 'Unsinkability'. Alas! Both 'Unsinkable' and 'Invulnerable' are laying on the ocean bed, side by side at a depth of 3800 m.

With all his intellect and professional acumen in engineering, Rush had become overconfident and complacent with regard to safety standards. He used to express his views about the US Passenger Vessel Safety Act of 1993 as "needlessly prioritized passenger safety over commercial innovation". Generally, the specialized vehicles are piloted by a well-qualified crew. Likewise, the test pilots of newly developed vehicles are the best selected so as to effectively deal with emergencies. In this case, Rush himself used to steer and didn't employ a qualified operator.

Lastly, the role and responsibilities of countries and authorities to oversee Titan's certification and safe operation have become highly questionable. Their failure to exercise a comprehensive regulatory system is opined to be the 'contributory cause' of the accident. This trail of errors and omissions could have been disrupted by the system. It can be safely concluded that the 'main cause' of this occurrence was complacency on the part of CEO Stockton Rush. He ventured into the unknown territory i.e. diving depths in excess of Titan's capacity and paid the price.

With all the media hype during the past week, Titan incident has exceedingly highlighted the importance of adherence to safety standards, protocols, and regulatory framework at all levels. So far, only preliminary analysis has been done on the basis of facts projected in the media. Much more is likely to come to light by technical experts on the basis of primarily two ongoing inquiries by US and Canadian Coast Guards respectively.

About the Author:



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GADANI SHIP BREAKING OPERATIONS ARE SINKING FAST

By Kamran Hashmi

Gadani is located northwest of Karachi around 46-Kilometers. Since its inception in the 1970s, the ship breaking sector in Gadani has grown to play a significant role in the economy of Pakistan. Ship breaking yards at Alang in Gujarat, India, and Chittagong in Bangladesh have surpassed operations at Gadani in Pakistan. It is pertinent to mention that, during 1980s, Gadani yard was the largest with respect to Ship breaking operations in South Asia. Noteworthy is the fact that Pakistan in action helped in the development of the ship breaking industries in Bangladesh and India.

Gadani is ideal for ship breaking due to its topography and location. Ships may be easily carried to the beach area regardless of high or low tides due to the fast transition between shallow and deep waters. The yard has 132 shipbreaking plots. It is located on a 10 km long coastline in Gadani area. With a combined average LDT of 1 to 1.5 million tons, currently it handles 100-125 ships each year, including supertankers of any size. At Gadani, a ship with 5,000 LDT is broken within 30 to 45 days, whereas in India and Bangladesh it takes, on average, more than six months to break a vessel of the same size. Therefore, its efficiency is relatively better than other yards in South Asia.

This industry imports scrap ships and converts them into raw materials (rerolling material), mostly for the rerolling industry and small & medium enterprises including cottage companies that produce steel. A little fraction of the product, which also includes melted scrap iron and steel, goes to the remelting industry. The ship breaking business in Gadani supports 20,000–25,000 direct jobs and another 200,000–250,000 jobs indirectly. Along with providing millions of tons of steel to the nation's other industries each year, the Gadani ship breaking business makes an annual tax contribution to the national coffers of over 20 billion Rupees.

But slowly and gradually Gadani Shipyard business is shrinking due to many reasons. Foremost is immediate ratification and compliance of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC). HKC is aimed at ensuring that ships, when recycled after reaching the end of their operational lives, do not pose any unnecessary risk to human health and safety or to the environment.

Ship recycling yards will be required to provide a "Ship Recycling Plan", specifying the way each ship will be recycled, depending on its particulars and its inventory. Parties will be required to take effective measures to ensure that ship recycling facilities under their jurisdiction comply with the Convention. The HKC is open for accession by any State.

It will enter into force 24 months after the date on which 15 States, representing 40 per cent of world merchant shipping by gross tonnage, have either signed it without reservation as to ratification. Although so far more than 15 countries including India have ratified and Bangladesh in process to ratify HKC, its enforcement still needs accession by more countries to meet described criteria for the convention to enter into force and become legally binding. Furthermore, the combined maximum annual ship recycling volume of those States must, during the preceding 10 years, constitute not less than 3 percent of their combined merchant shipping tonnage.

The HKC sets out minimum safety standards for all aspects of ship recycling, including the design and construction of ship recycling facilities, the handling and storage of hazardous materials, and the training and protection of workers. It also requires ship recycling facilities to adopt environmentally sound practices to prevent and minimize pollution during the recycling process. The convention also requires the safe and



environmentally sound management of hazardous materials, such as Asbestos and PCBs, found on board ships.

The HKC establishes a system of notification and authorization for ship recycling facilities. The convention requires ships to be surveyed and certified as complying with the convention's standards before they can be recycled at a facility.

Most importantly, the HKC requires ships to have a ship recycling plan in place before they can be recycled. The plan should include a list of hazardous materials on board the ship, procedures for the safe removal and disposal of these materials, and details of how the ship will be recycled. It also requires states to maintain a list of authorized ship recycling facilities and to report on the implementation of the convention. The convention also establishes a system for monitoring compliance and enforcing the convention's provisions.

It is pertinent to mention that Alang Ship breaking yard in India has 150 plots altogether, of which 120 plots are active and 78 facility areas have already been built in accordance with HKC standards, leaving only 42 facilities to be built in accordance with HKC standards which are also expected to be done by mid-2024.

Whereas, about 150 shipbreaking plots are located to the north of Chittagong in Bangladesh, and 50 to 60 of them are open all year. Bangladesh has upgraded two yards in accordance with HKC and put an HKC-following strategy into action.

The Gadani shipbreaking industry contributes significantly towards employment generation and economic activity. But it is essential that it operates in a safe and environmentally responsible manner to safeguard the industry.

The Pakistani government and the shipbreaking sector have been urged to act quickly to improve conditions and assure compliance with international standards considering the HKC's non-compliance as well as other environmental and safety rules. The fragile economic condition of Pakistan cannot bear the loss of Gadani Ship breaking due noncompliance of HKC.

About the Author:



The writer is associated with the National Institute of Maritime Affairs. The views expressed are his own.



BEACH CLEANING DRIVE AND MANGROVE PLANTATION BY THE NATIONAL INSTITUTE OF MARITIME AFFAIRS ON WORLD ENVIRONMENT DAY-2023

By Miss Hajra Mehmood

The National Institute of Maritime Affairs is celebrating World Environment Day on 5th June 23 by playing its part towards the earth and its environment through a beach cleaning drive and mangrove plantation along the Manora beach in Karachi.

This year's World Environment Day theme 'Beat the Plastic Pollution' signifies the importance and urgency of taking initiatives and measures to combat plastic pollution. For this purpose, partnership with World Wild Fund (WWF), Pakistan Navy, Bahria University, and Greenwich University has been made so, the impact of these activities can influence the masses. NIMA aims to raise awareness on coastal protection from natural hazards (storm surges and tsunamis), increased carbon dioxide levels and prevent biodiversity loss in mangrove ecosystems, creation of sustainable livelihood opportunities for local communities, and create social awareness among local communities for safeguarding the environment.

About our collaborators, World Wild Fund is one of the biggest International Non-governmental organization that is working in promoting the elimination of plastic and mangrove benefits in Pakistan as well. Same as the other partner, Pakistan Navy is a major stakeholder in the plantation of mangroves along the coastline of Sindh and Balochistan. It has planted more than 6 million mangroves in the last 4 years. Bahria University and Greenwich University are our academic partners.

Plastic bags, food scraps, and plastic bags are the primary products of 250 million tons of garbage in Pakistan. According to WWF 2018 study Pakistan is one of the top 10 plastic polluters with plastic not properly disposed of. Pakistan does not have a proper and adequate waste disposal system, hence garbage can easily be seen in roadways in the form of heap pile, this pollution itself is hazardous to health and the environment furthermore, people burn this trash on roads which release dangerous gas and also pollute the environment further.

Mangroves are a unique type of tree that grows in coastal regions where saltwater and freshwater mix, the estuarine environment. The Mangroves ecosystem provides numerous benefits, including coastal protection from storm surges and tsunamis, carbon sequestration, and habitat for a diverse range of marine species. However, increased human activities such as untreated domestic, and industrial waste discharge, unsustainable fishing practices, rapid urbanization, deforestation, and global climatic changes have severely impacted mangroves and associated ecosystems.

NIMA engaged around 200 participants to carry out a plantation drive at Manora Beach. The purpose of this activity is to create impactful results in terms of coastal protection from natural hazards (storm surges and tsunamis), increased carbon dioxide levels, prevent biodiversity loss in mangrove ecosystems, and creation of sustainable livelihood opportunities for local communities.

The success of the Beach Cleanup program and mangrove plantation in 2023 is a tribute to our grass-roots network and shows the true strength of what can happen when we work together as an Ocean preserver. It also increases our engagement with our participants from The International Union for Conservation of Nature (IUCN), Maritime Science, Earth, and Environmental Sciences from Bahria University, Centre of Excellence in Marine Biology, and Institute of Marine Sciences from the University of Karachi



The Beach Cleaning program and mangrove plantation with the help of our national sponsors, partners, chapter leaders, and especially all the volunteers who take part in beach cleaning was a great success. Only by working together can we win the fight against single-use plastics and work towards our collective vision of a more sustainable future.

About the Author:

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

Cover Story

The blue streak cleaner wrasse, *Labroides dimidiatus*, is a type of cleaner wrasse commonly found in the Indian Ocean, Pacific Ocean, Red Sea, and Southeast Asian seas. These cleaner wrasses have a unique feeding behavior where they consume parasites and dead tissue from the skin of larger fish. This interaction is mutually beneficial, as it provides food and protection for the wrasse while offering significant health benefits to the other fish involved.

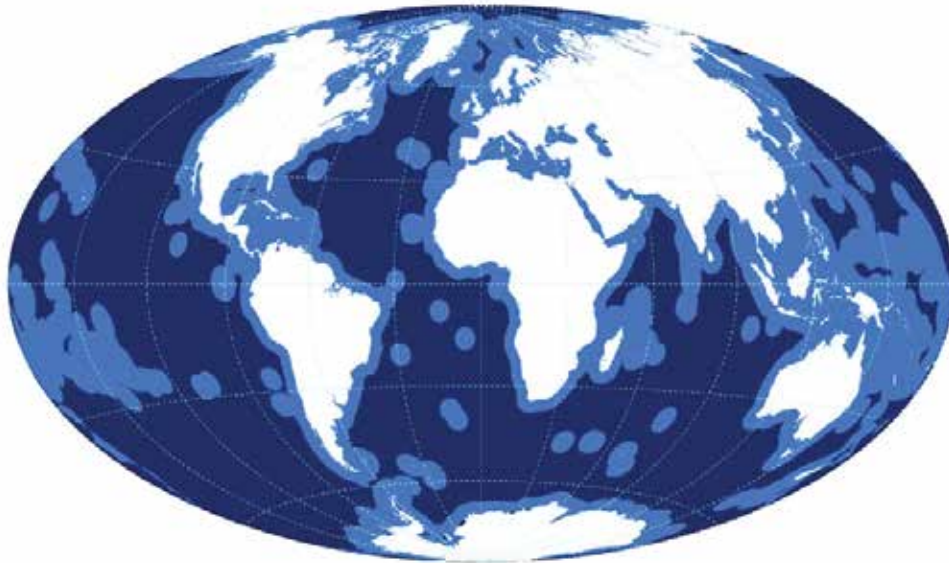
The cleaner wrasse is a colorful fish with a distinct appearance. It showcases a sleek elongated body, usually measuring around 10 centimeters in length. The cleaner wrasse plays a significant role in maintaining the health of coral reef ecosystems in the Indian Ocean. By removing parasites from larger fish, it prevents the spread of infections and diseases. Additionally, cleaner wrasses' services contribute to reducing stress levels in their clients, improving their overall vitality and longevity. This symbiotic relationship fosters a delicate balance in the reef ecosystem, which relies on the presence of cleaner wrasses to ensure the well-being of its inhabitants.

Therefore, it is essential to implement sustainable fishing practices, protect critical habitats, and promote awareness about the importance of cleaner wrasses in the Indian Ocean's marine biodiversity.



DECODING THE UN HIGH SEAS TREATY 2023

By Wajih Ur Rehman



On 4th March 2023, nearly 200 countries reached an agreement on a legally binding 'High Seas Treaty' to protect marine resources outside national borders.

Earth's surface is predominantly oceans. Almost two-thirds of the oceans outside the national jurisdictions (200 nautical miles beyond countries' territorial waters) are referred to as the high seas, making up about 50 percent of the total world's oceans by surface area. The high seas account for a remarkable 95 percent of the planet's total habitat by volume. The subject Treaty principally concerns the conservation and sustainable use of this vast expanse of high seas.

High seas are known to be the world's last true wilderness given their astounding biodiversity and ecosystem services. Shockingly, only one percent of the high seas has been protected under some protocol. This means that a vast portion of the planet is essentially lawless and exposed to Illegal, Unreported, and Unregulated (IUU) fishing, deep-sea mining, bioprospecting, and biopiracy. These concerns have long been recognized and efforts for a regulatory framework have continued for twenty years.

The UN convened a formal intergovernmental panel in 2017 for the formulation of a treaty but it wasn't until March 2023 that the countries of the United Nations Intergovernmental Conference on Marine Biodiversity of Areas Beyond National Jurisdiction (BBNJ) agreed upon a treaty. The treaty is expected to offer legal frameworks for establishing Marine Protected Areas (MPAs) to counteract the loss of biodiversity and equitable sharing out genetic resources of the high seas.

Although ambitious, this will also assist in accomplishing the global goal of protecting 30 percent of the world's oceans by 2030, which was agreed upon earlier at the 2022 UN Biodiversity Conference. Maritime commercial, economic, and research activities would be allowed in these areas "provided it is consistent with the conservation objectives".

However, the treaty is not without limitations. The businesses planning commercial activities and big projects (such as climate interventions concerning oceans), shall have to conduct Environmental Impact



Assessments (EIAs). However, certain prevailing activities may still persist on the high seas as the provisions of the treaty do not overrule activities permitted by other international authorities. This includes activities overseen by IMO and International Seabed Authority etc., implying that military activities and prevalent fishing and commercial shipping are exempt from the treaty.

This also means that the treaty cannot create MPAs in places already covered by various fishing agreements, regardless of their unsustainable nature. Furthermore, it will not put an end to the current offshore environmental violations either. Such clauses may hamper progress on the treaty as around 19 governing bodies focusing on fishing and conservation possess a mandate of the high seas, which shall limit the expanse of the ocean falling under the Treaty.

The intent behind such limiting statements might be the vested interests of the Global North to monopolize the marine resources of high seas with the business-as-usual scenarios of fishing, shipping, oil and gas exploration, seabed mining, etc., which will have pronounced impacts for developing nations. The environmental and economic repercussions of such decisions need to be assessed in depth to review terms that resonate with the spirit of the Treaty.

The countries have yet to come together to formally adopt the agreement, and it will only enter into force once sixty countries have signed and legally passed the legislation in their own countries. It will establish a Conference of Parties (COP) that will periodically gather to discuss matters concerning the scope of the treaty.

Considering its framework, the UN High Seas Treaty may have varying impacts on Pakistan. Where oil exploration and fishing operations may face modifications, it may open up horizons for maritime scientific research, capacity building, and knowledge exchange.

The developed world is mandated under the Treaty to enhance the capacity of low and middle-income countries for research and development to ensure access, sustainable usage, and sharing of marine resources of the high seas. As a developing country, Pakistan could benefit from technology transfer, capacity building, and enhanced collaboration on regional and global levels. However, it will all hinge upon the effectiveness of implementation, execution, and equitable distribution of marine resources regardless of their geographical location – staying true to the ‘common heritage’ standing of the High Seas.

About the Author:



The writer is associated with the National Institute of Maritime Affairs. The views expressed are his own.



URGENT NEED TO ENHANCE HYGIENE CONTROL IN FISHING VALUE CHAINS IN PAKISTAN



I am writing to highlight a critical issue that requires immediate action: the inadequate hygiene control measures in the fishing value chains across Pakistan. As a concerned citizen and advocate for public health, I believe it is imperative to address this issue to ensure the well-being of our communities and the sustainability of our fishing industry.

Aquaculture is one of the fastest growing sector in the world. However in Pakistan, fishing only contributes 0.4% to the gross domestic product (GDP). According to Economic Survey of Pakistan, this sector directly employs 390,000 people, and when secondary jobs such as processing, transporting, and retailing are considered, the number rises to between 900,000 and 1,800,000 jobs in total,

Pakistan's fisheries sector plays a significant role in our economy, providing livelihoods to thousands of individuals and contributing to food security. Due to lack of proper sanitation and hygiene protocols during the handling, processing, and transportation of fish this sector contributes far below its real potential. Unhygienic conditions can lead to the growth and spread of pathogens or increasing the risk of foodborne illnesses among consumers. Additionally, workers in the fishing industry are also exposed to these hazards, jeopardizing their health and well-being. From Pakistan very few exporters are allowed by European union and numerous fish species are banned.

It is crucial for the government, industry leaders, and the public to recognize the urgency of this matter and take swift action. By implementing necessary measures, we can improve the safety and quality of our fish products, protect the health of consumers and workers, and strengthen the overall sustainability of the fishing industry in Pakistan.

I urge all stakeholders to join hands and work towards achieving a robust and hygienic fishing value chain. It is only through collective efforts that we can safeguard public health and ensure a prosperous future for Pakistan's fisheries sector.

*Yours sincerely,
Warda Adnan
MA Economics*



SUSTAINABLE USE OF OCEAN RESOURCES FOR ECONOMIC GROWTH



Coastal populations worldwide play a significant role in the global economy, contributing an estimated \$1.5 trillion annually, with expectations of reaching \$3 trillion by 2030.

To ensure the health of ocean ecosystems, support livelihoods, and drive economic growth, targeted assistance is needed for key sectors such as fisheries and aquaculture, tourism, energy, shipping and ports, and seabed mining. Additionally, emerging areas like renewable energy and marine biotechnology require attention. This is especially crucial for small island developing states (SIDS), where marine resources are vital assets that provide food security, nutrition, employment, foreign exchange, and recreation. Evidence-based policy interventions can further enhance the contributions of these assets to the economic growth and prosperity of SIDS and least developed countries (LDCs).

The World Bank defines blue economy as the sustainable utilization of ocean resources for economic growth, improved livelihoods, and job creation while ensuring the health of the ocean ecosystem. A true blue economy prioritizes the three pillars of sustainability: environmental, economic, and social. It goes beyond the concept of an ocean economy by emphasizing environmental sustainability, inclusivity, and climate resilience. In addition to their monetary value, coral reefs, mangroves, seagrass meadows, and wetlands provide essential ecosystem services such as coastal protection and carbon sequestration.

It's important to understand that the well-being of these industries and the communities that depend on them is closely tied to the health of our ocean ecosystems. If we engage in unsustainable practices, overexploitation, and pollution, we can cause irreparable harm to marine habitats, lead to species extinction, and degrade the overall ecosystem. Ultimately, this jeopardizes the foundation of our economic activities.

*Yours sincerely,
Shahzian
BS Student
SMI University*



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Haroon Brothers Services

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Garbage/ Waste Collection, Container/ Cargo Survey,
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Email: haroon.bro@gmail.com / jqbgd834gmail.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

International Ports & Ships Services

Suite No.305, 3rd Floor, Dean Arcade, Clifton, Block-8, Karachi
Tel: 35863471
Fax: 35824959
Email: info@ipss.com.pk

Modern Container Terminal

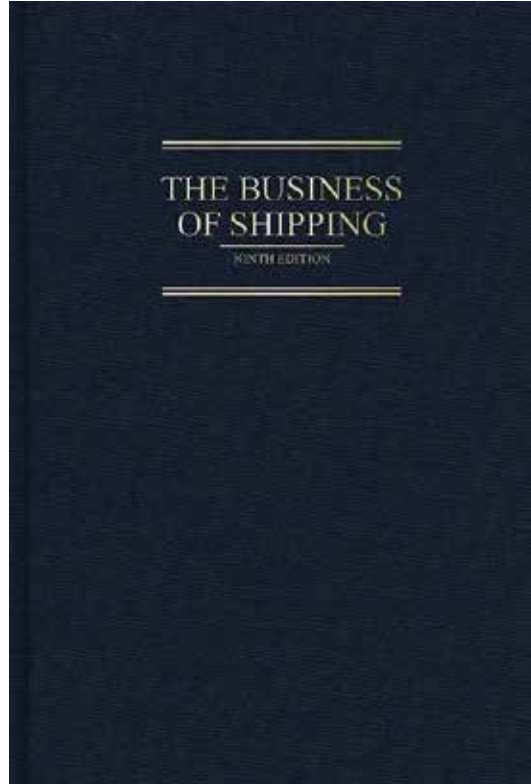
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The Business of Shipping by Ira Breskin



ISBN: 0764354728

The Business of Shipping book has long served as a guide to the finer aspects of the maritime economic sector, right from when it was first authored by esteemed economists James J. Buckley and Lane C. Kendall. Now in its 9th edition under author and academic Ira Breskin, it has broadened the topics that it covers and provides a more comprehensive overview of the entire industry. It analyses marine transportation and its auxiliary industries from an international perspective, with several chapters that provide a specialized focus on North American maritime trade.

It includes a detailed section on shipping operations, marine transportation, industry standards, and the regulations that govern this domain.

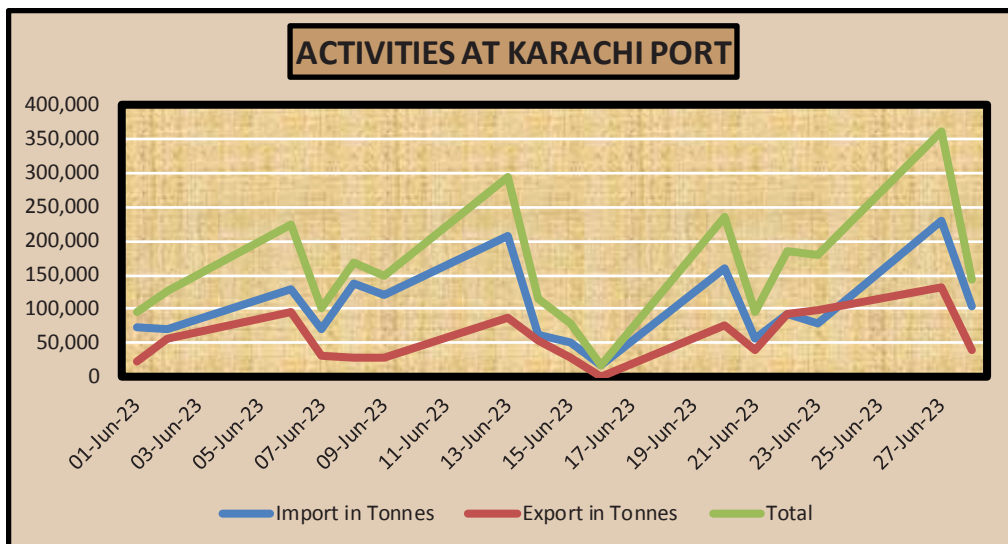
It is worth mentioning that it also includes sections on the IT side of this industry, by providing details on the various commercial and industry-standard ERP and Supply Chain software that are available. There are also chapters that cater to the broader aspects of shipping instead of merely focusing on the financial and economic aspects. This book will be particularly helpful for a novice looking to break into this highly competitive industry, and it strives to remain relevant to the current times and practices.

For Pakistani professionals and entrepreneurs involved in shipping, this book provides a deep understanding of the global shipping landscape, enabling them to navigate the complexities of the industry with confidence. It explores key concepts, best practices, and emerging trends, offering practical advice and solutions for optimizing operations, enhancing efficiency, and achieving sustainable growth.



ACTIVITIES AT KARACHI PORT (JUNE 2023)

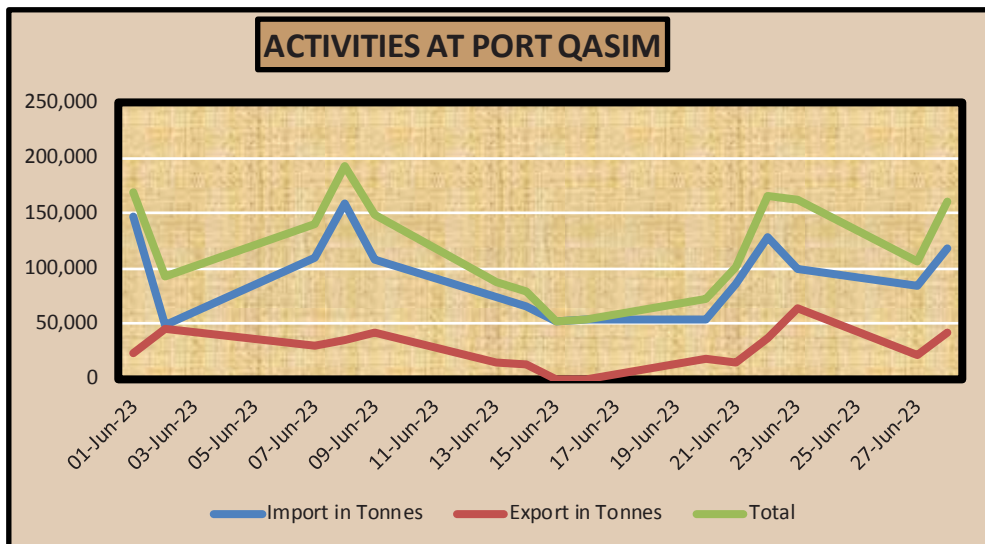
Date	Import in Tonnes	Export in Tonnes	Total
01-Jun-23	72,212	22,297	94,509
02-Jun-23	70,825	56,294	127,119
06-Jun-23	128,533	95,658	224,191
07-Jun-23	71,476	30,790	102,266
08-Jun-23	138,351	29,819	168,170
09-Jun-23	120,095	28,868	148,963
13-Jun-23	206,655	86,521	293,176
14-Jun-23	61,243	52,734	113,977
15-Jun-23	51,079	29,157	80,236
16-Jun-23	16,242	0	16,242
20-Jun-23	159,459	76,763	236,222
21-Jun-23	55,337	40,178	95,515
22-Jun-23	92,315	92,940	185,255
23-Jun-23	79,358	99,398	178,756
27-Jun-23	231,086	130,644	361,730
28-Jun-23	103,487	38,949	142,436
Total	1,657,753	911,010	2,568,763





ACTIVITIES AT PORT QASIM (JUNE 2023)

Date	Import in Tonnes	Export in Tonnes	Total
01-Jun-23	146,490	22,950	169,440
02-Jun-23	48,200	44,647	92,847
07-Jun-23	109,259	30,666	139,925
08-Jun-23	157,882	34,990	192,872
09-Jun-23	108,056	41,201	149,257
13-Jun-23	74,039	14,178	88,217
14-Jun-23	65,937	13,187	79,124
15-Jun-23	51,679	0	51,679
16-Jun-23	53,251	0	53,251
20-Jun-23	54,100	17,374	71,474
21-Jun-23	86,623	15,266	101,889
22-Jun-23	128,548	37,502	166,050
23-Jun-23	98,645	63,155	161,800
27-Jun-23	84,608	21,269	105,877
28-Jun-23	117,850	42,167	160,017
Total	1,385,167	398,552	1,783,719



Tide Times for Port




Tide Times for Port Karachi			
Lat: 25°07' N Long: 62°20' E			
Date	Tide	Time (PKT)	Height (m)
15 JULY 2023	Low Tide	0249	0.26
	High Tide	1006	2.79
	Low Tide	1538	1.54
	High Tide	2042	2.36
16 JULY 2023	Low Tide	0333	0.22
	High Tide	1042	2.87
	Low Tide	1626	1.42
	High Tide	2136	2.38
17 JULY 2023	Low Tide	0413	0.19
	High Tide	1115	2.92
	Low Tide	1706	1.31
	High Tide	2221	2.42
18 JULY 2023	Low Tide	0451	0.18
	High Tide	1148	2.96
	Low Tide	1742	1.22
	High Tide	2301	2.47
19 JULY 2023	Low Tide	0526	0.20
	High Tide	1218	2.97
	Low Tide	1815	1.15
	High Tide	2338	2.49
20 JULY 2023	Low Tide	0600	0.25
	High Tide	1247	2.96
	Low Tide	1848	1.10
	High Tide	0012	2.48
21 JULY 2023	Low Tide	0633	0.36
	High Tide	1315	2.93
	Low Tide	1919	1.07
	High Tide	0048	2.44
22 JULY 2023	Low Tide	0704	0.51
	High Tide	1342	2.88
	Low Tide	1951	1.04
23 JULY 2023	High Tide	0124	2.36
	Low Tide	0736	0.71
	High Tide	1409	2.82
	Low Tide	2025	1.01
24 JULY 2023	High Tide	0205	2.25
	Low Tide	0810	0.95
	High Tide	1436	2.74
	Low Tide	2104	0.96
25 JULY 2023	High Tide	0257	2.14
	Low Tide	0849	1.22
	High Tide	1506	2.65
	Low Tide	2154	0.89
26 JULY 2023	High Tide	0418	2.06
	Low Tide	0943	1.48
	High Tide	1541	2.55
	Low Tide	2154	0.89
26 JULY 2023	High Tide	0418	2.06
	Low Tide	0943	1.48
	High Tide	1541	2.55
	Low Tide	2257	0.78
27 JULY 2023	High Tide	0606	2.11
	Low Tide	1107	1.68
	High Tide	1630	2.46
28 JULY 2023	Low Tide	0003	0.61
	High Tide	0735	2.27
	Low Tide	1231	1.75
	High Tide	1735	2.41
29 JULY 2023	Low Tide	0102	0.40
	High Tide	0842	2.50
	Low Tide	1345	1.70
	High Tide	1848	2.42
30 JULY 2023	Low Tide	0158	0.17
	High Tide	0930	2.73
	Low Tide	1451	1.56
	High Tide	2001	2.50
31 JULY 2023	Low Tide	0251	-0.05
	High Tide	1010	2.94
	Low Tide	1546	1.36
	High Tide	2110	2.63

Tide Times for Port Qasim			
Lat: 25°07' N Long: 62°20' E			
Date	Tide	Time (PKT)	Height (m)
15 JULY 2023	Low Tide	0259	0.30
	High Tide	1026	2.85
	Low Tide	1557	1.61
	High Tide	2046	2.54
16 JULY 2023	Low Tide	0346	0.30
	High Tide	1110	2.96
	Low Tide	1643	1.53
	High Tide	2124	2.60
17 JULY 2023	Low Tide	0428	0.33
	High Tide	1148	3.06
	Low Tide	1720	1.47
	High Tide	2158	2.67
18 JULY 2023	Low Tide	0506	0.39
	High Tide	1221	3.13
	Low Tide	1752	1.43
	High Tide	2231	2.74
19 JULY 2023	Low Tide	0538	0.46
	High Tide	1249	3.19
	Low Tide	1820	1.39
	High Tide	2306	2.76
20 JULY 2023	Low Tide	0607	0.54
	High Tide	1315	3.21
	Low Tide	1847	1.35
	High Tide	2345	2.73
21 JULY 2023	Low Tide	0635	0.63
	High Tide	1339	3.19
	Low Tide	1915	1.29
22 JULY 2023	High Tide	0029	2.63
	Low Tide	0704	0.73
	High Tide	1403	3.12
	Low Tide	1945	1.20
23 JULY 2023	High Tide	0119	2.49
	Low Tide	0736	0.85
	High Tide	1428	3.01
	Low Tide	2021	1.10
24 JULY 2023	High Tide	0213	2.33
	Low Tide	0811	1.00
	High Tide	1454	2.86
	Low Tide	2102	0.97
25 JULY 2023	High Tide	0311	2.17
	Low Tide	0851	1.17
	High Tide	1521	2.69
	Low Tide	2151	0.83
26 JULY 2023	High Tide	0421	2.05
	Low Tide	0937	1.37
	High Tide	1551	2.53
	Low Tide	2251	0.65
26 JULY 2023	High Tide	0421	2.05
	Low Tide	0937	1.37
	High Tide	1551	2.53
	Low Tide	2251	0.65
27 JULY 2023	High Tide	0559	2.04
	Low Tide	1039	1.57
	High Tide	1637	2.41
	Low Tide	2354	0.45
28 JULY 2023	High Tide	0728	2.17
	Low Tide	1209	1.72
	High Tide	1800	2.37
29 JULY 2023	Low Tide	0057	0.24
	High Tide	0837	2.39
	Low Tide	1345	1.75
	High Tide	1915	2.47
30 JULY 2023	Low Tide	0157	0.05
	High Tide	0939	2.65
	Low Tide	1503	1.65
	High Tide	2014	2.65
31 JULY 2023	Low Tide	0257	-0.11
	High Tide	1034	2.93
	Low Tide	1602	1.48
	High Tide	2107	2.84

Tide Times for Port



Tide Times for Port Gwadar			
Lat: 25°07' N Long: 62°20' E			
Date	Tide	Time (PKT)	Height (m)
15 JULY 2023	Low Tide	0254	0.07
	High Tide	1006	2.14
	Low Tide	1540	1.33
	High Tide	2007	1.75
16 JULY 2023	Low Tide	0335	0.04
	High Tide	1040	2.20
	Low Tide	1624	1.28
	High Tide	2054	1.75
17 JULY 2023	Low Tide	0410	0.02
	High Tide	1112	2.23
	Low Tide	1700	1.23
	High Tide	2134	1.78
18 JULY 2023	Low Tide	0442	0.02
	High Tide	1141	2.24
	Low Tide	1730	1.17
	High Tide	2212	1.80
19 JULY 2023	Low Tide	0510	0.05
	High Tide	1209	2.23
	Low Tide	1800	1.09
	High Tide	2251	1.80
20 JULY 2023	Low Tide	0537	0.11
	High Tide	1236	2.23
	Low Tide	1830	0.99
	High Tide	2331	1.77
21 JULY 2023	Low Tide	0604	0.21
	High Tide	1303	2.21
	Low Tide	1905	0.90
	High Tide	0015	1.70
22 JULY 2023	Low Tide	0631	0.35
	High Tide	1331	2.19
	Low Tide	1942	0.81
	High Tide	0103	1.61
23 JULY 2023	Low Tide	0700	0.52
	High Tide	1400	2.15
	Low Tide	2024	0.73
	High Tide	0156	1.50
24 JULY 2023	Low Tide	0730	0.71
	High Tide	1430	2.10
	Low Tide	2109	0.65
	High Tide	0254	1.41
25 JULY 2023	Low Tide	0806	0.91
	High Tide	1500	2.03
	Low Tide	2157	0.55
	High Tide	0404	1.36
26 JULY 2023	Low Tide	0901	1.11
	High Tide	1533	1.97
	Low Tide	2250	0.43
	High Tide	0554	1.40
27 JULY 2023	Low Tide	1017	1.28
	High Tide	1612	1.92
	Low Tide	2347	0.29
	High Tide	0803	1.58
28 JULY 2023	Low Tide	1142	1.39
	High Tide	1659	1.89
	Low Tide	0047	0.11
	High Tide	0846	1.79
29 JULY 2023	Low Tide	1312	1.42
	High Tide	1800	1.88
	Low Tide	0147	-0.08
	High Tide	0924	1.99
30 JULY 2023	Low Tide	1429	1.37
	High Tide	1913	1.91
	Low Tide	0242	-0.26
	High Tide	1000	2.18
31 JULY 2023	Low Tide	1530	1.24
	High Tide	2025	1.98



“
YOU CAN NEVER
CROSS THE OCEAN
UNTIL YOU HAVE
COURAGE TO LOSE
SIGHT OF THE
SHORE

Christopher Columbus – ”