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The Voyage

Pakistan's First Quarterly Intermodal Industry Newsletter



10th
ANNIVERSARY



CONNECTING TRUST AND SATISFACTION

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Chairman's Messages

Dear Reader,

It has been very exciting year to chair the board of All Pakistan Shipping Association (APSA) and thankful to fellow our members for entrusting such an important responsibility. The support of executive committee and active participation of our esteemed members in various initiatives of shipping and logistics industry of Pakistan in limelight with the government and trade organisations at various levels. The role of APSA in mitigating the industry issues are well appreciated and recognized by the stakeholders of the industry including our members & non-members.

APSA has taken leap forward in creating future opportunities in view of China-Pakistan Economic Corridor by introducing Pakistan and its shipping and logistics industry at numerous international conferences related to shipping, intermodal transport and terminal operators in Europe & China.

We believe that developing an efficient and dynamic shipping industry will accelerate the trade and commerce in the country and an investment in the infrastructure of integrated transport network across Pakistan, will give us access to business beyond regional boundaries but that will need a collaborative efforts of national players to compete internationally. The accession to TIR Convention of Pakistan is the real achievement of our present government for us as it will support not only exporters and importers but will also allow various players in our industry to offer new shipping and logistics services in the region.

We welcome new members for joining All Pakistan Shipping Association and would be glad to extend our full cooperation and support in facilitating them to their maximum satisfaction.

My kind regards to APSA members and readers of 'The Voyage'.

Love Live Pakistan - Ameen !

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Chairman
Mr. Aasim A. Siddiqui



Senior Vice Chairman
Mr. Bilal Saeed



Vice Chairman
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CURRENT MEMBERS

Al-Hamd International Container Terminal (AICT)
ANL Singapore
APL Pakistan
EMKAY Shipping Line
Bay Lines
Burma Oil Mills
CMA CGM Pakistan
CSAV Norasia Liner Services
Dynamic Logistics International LLC
Ignazio Messina & C.
Indus Container Line
Interocean Cargo Services
Maersk Line
Marine International Container Terminal (MICT)
Mitsui O.S.K. Lines Pakistan (MOL)

MSC Pakistan
OOCL Pakistan
Pak Shaheen (Pvt) Ltd.
Pak Shaheen Container Services
Pak Shaheen Freighters
Pak Shaheen Agencies
Perma Shipping Line
Pakistan International Container Terminal (PICT)
Qasim International Container Terminal (QICT)
Sharaf Shipping Agency
Southern Agencies
Transworld Cargo Despatch Co.
United Arab Shipping Agency Company
Yang Ming Marine Transport

NEWS IN MEDIA

From the Desk

Germany interested in KPT projects

An eight -member German parliamentary delegation during a visit to Karachi Port Trust (KPT) showed interest in development projects. Accompanied by German Ambassador to Pakistan Cyrill Nunn, the delegation members during their visit were briefed by Chairman KPT Vice Admiral Shafqat Jawed HI (M) about the port's role in trade and commerce of the country.

The German delegation was shown projects including the elevated port expressway, coal yard and cargo village which offer investment opportunities. With regards to the depth of Karachi Port approach channel, the KPT chairman informed the delegates about the recently undertaken dredging which has made the port capable of handling 13 meters draught vessels. He further said that in the near future Pakistan Deep Water Container Port will start handling bigger vessels of post-Panamax category as the first phase of the port is nearing completion.

Gwadar Port: Export activity formally begins

Federal Minister for Ports & Shipping Senator Kamran Michael stated that export activity at Gwadar port formally began and in this regard an export ship carrying 23 tons of fish left for Dubai. This ship will dock at Jabal Ali Port of Dubai from where deepwater fish of Pakistan will be exported to the rest of the world. The Federal Minister has said that Gwadar deepwater fish has no match in the world.

In his statement the Federal Minister said that Gwadar Port was being merely used for import purposes before this day and fertilisers and wheat was being imported through this port. He said that 23 ships have imported fertilizers and wheat till today. Federal Minister stated that two million people will get their livelihood from this port once it will become fully functional. Michael said that according to direction of Prime Minister, local Baloch will be given priority in jobs.

Federal Minister stated that 2281 acres of land has been acquired for establishing a free zone and he had invited the entire world to invest here as it is completely tax-free zone. In his statement, the Minister has said that "Halal Food Industry" is going to be set up at Gwadar and Halal Food would be transported to the rest of the world. According to spokesperson of Ministry, Federal Secretary Captain Khalid

Pervaiz (retd), Chairman Gwadar port Authority Dostain Jamal Dini, CEO of Chinese project and Deputy Councillor General were also present at the inauguration ceremony.

Budget 2015-16: Corridor projects to dominate \$14b spending

In a budget dominated by the China-Pakistan Economic Corridor, Pakistan plans to allocate upwards of \$14 billion in total development spending for fiscal year 2016, though remarkably only 20% of that will be financed by foreign lenders.

The Annual Plan Coordination Committee (APCC) approved a Rs1,418 billion national development programme for the fiscal year that ends June 30, 2016, an allocation that is up 20% from the outgoing fiscal year's budget.

Foreign lenders will finance 20% of the national development programme and provide Rs283.4 billion loans during fiscal 2016. For the federal development budget, this ratio goes higher to 31%, mainly due to projects that are part of the China-Pakistan Economic Corridor (CPEC).

Headed by Planning Minister Ahsan Iqbal, the APCC cleared Rs580 billion for the federal Public Sector Development Programme (PSDP) - an increase of just over 10% over this year's budget of Rs525 billion. To fund this year's spending, the federal government will seek Rs182.7 billion in foreign loans.

Another Rs838 billion will be spent by the four provinces from their budgets, which is Rs188 billion or 28% higher than the outgoing fiscal year's Rs650 billion provincial annual development programme. The provinces will obtain Rs100.6 billion in foreign loans to finance their development spending.

Federal ministries have seen their development allocations cut by 15% from Rs296 billion this year to Rs251 billion for fiscal 2016.

The government also appears to be relying on some creative accounting this year with its budget numbers. It reduced the development allocations of the water and power ministry's water sector projects, while space was also created by shifting a couple of large development projects of the Pakistan Atomic Energy Commission (PAEC) outside the budget.

The development budget of the Pakistan Atomic Energy Commission (PAEC) has been reduced from Rs51.5 billion to Rs30.5 billion for the new fiscal year. In absolute terms, the PAEC budget was reduced by Rs21.1 billion or 41%. Out of the Rs30.5 billion, over Rs25

billion will go to Chashma Nuclear Power Plants projects, which are nearing completion. The Karachi Nuclear Power Plants will be funded by creating a special purpose vehicle and their expenses will not be booked on the budget.

The ports and shipping ministry's development budget has been increased from Rs2.6 billion to Rs14.5 billion.

The federal government has also earmarked Rs30 billion for ending disparities in development among the provinces, which is 16% less than the outgoing fiscal year's budget. Another Rs40 billion has been allocated to bail out the ailing state-owned Pakistan Railways. The Higher Education Commission will receive Rs20.5 billion which is slightly higher than this year's allocation.

PT signs MoU with Guangdong Transport Department

Six-member delegation from Chinese Guangdong province visited Karachi Port Trust (KPT) and signed a MoU for strengthening of ports and shipping connectivity.

The memorandum of understanding (MoU) will work for establishing cooperation between Guangdong Provincial Transportation Department and KPT, said a KPT statement. The delegation was led by Vice Governor, Guangdong Province of China, Liu Zhigeng. The MoU was signed by KPT's Chairman Vice Admiral Shafqat Jawed and Director General, Department of Transport Guangdong Province, Zeng Zhaogeng. Federal Minister for Ports and Shipping Senator Kamran Michael and other top officials of his ministry and KPT also attended the ceremony.

MoU acknowledges the existing friendly relations between Pakistan and China, and fulfills the desire of further strengthening the existing friendly relations through cooperative activities as ports in Guangdong province and KPT are transportation hubs of the two countries. It envisages promoting cooperation in port and shipping, freight and logistics; facilitating the import, export and transshipment of goods from Guangdong province besides accelerating Customs clearance for the reduction of companies logistics cost.

For improving professional and management skills of the managers of the port and shipping industry, it was agreed to carry out professional education and training in the field of ports and shipping, and logistics.

Export of warehoused goods without taxes: Government may amend section 106 of customs law

The government is expected to amend section 106 of Customs Act 1969 in the federal budget 2015-16 aimed at allowing export of warehoused or stored goods without any duty or taxes, well informed sources told Business Recorder.

According to sources, presently, all types of taxes are required to be waived on export of goods from warehouses, as enabling provisions in other laws are not available. However, the FBR has proposed that any warehoused provisions and stores may be exported within the period of their warehousing under section 98 without the payment of import duty and other levies for use on board any conveyance proceeding to a foreign territory.

The Federal Board of Revenue (FBR) has also proposed amendment in section 123 of Customs Act 1969.

Currently, the LCL goods are being transhipped from off-dock terminals to inland customs stations as the ports of the first entry ie KICT, PICT, QICT, are only dealing with containerized cargo and the LCL cargo attains its status upon de-consolidation of the containerized cargo on arrival at the off dock terminal.

The addition will provide a legal cover to the transshipment of LCL goods to upcountry stations from off-dock terminals. All goods being transhipped under sub-section (1) of section 121 from a customs-station of the first entry into the country, where the Customs Computerized System is operational and the goods are determined to be high risk by the risk management system shall be dealt with under the rules on the subject.

127: Enabling provision for exemption from the payment of all taxes on transit of goods across Pakistan, as no corresponding provision is available in other laws (ST, WHT, FED etc).

Subject to the provisions of section 15 and the rules any goods imported in a conveyance and mentioned in the import manifest as for transit in the same conveyance to customs - station in Pakistan or any to any destination outside Pakistan may be allowed to be so transited without the payment of duty, levies and taxes collected in the manner customs duty is collected, if any, leviable on such goods at the customs-station of transit.

The sources said, amendment has also been proposed to section 181 of the Customs Act 1969.

The details of this proposal show that the Board has fixed the rates of redemption fine through SRO 499(1)/2009 in case of misdeclaration.

The enabling provision (second scenario to section 181), however, does not mention the relevant sections ie 32 and 32 A - the reference to section 32 in section 15 was also omitted in Finance Act, 2011. The proposed amendment would rectify this omission which has also been noticed in a recent judgement of the LHC.

Whenever an order for the confiscation of goods is passed under this Act, the officer passing the order may give the owner of the goods an option to pay in lieu of the confiscation of the goods such fine as the officer thinks fit.

Pakistan to sign TIR convention soon: Khurram

Minister for Commerce, Engineer Khurram Dastgir Khan said Pakistan would sign the International Road Transports (TIR) Convention in few weeks as the Prime Minister had given approval to accede to the Convention. "This is a great step for trade facilitation to the neighbouring countries on the Western borders and beyond and the trucks carrying goods to neighbouring countries would not pass through the checking process", the Commerce Minister said while addressing a press conference here.

He said under the TIR Convention, the Pakistani trucks would be able to travel to Afghanistan, Central Asia, Turkey and Europe with minimum interference. He said the matter was lingering for last ten years but now the Prime Minister has given approval for promoting trade and exports in the country. TIR Convention provides a legal framework for traffic-in-transit of goods across borders among the contracting parties without involving payment of Customs duties and taxes.

The minister said after signing the Convention, Pakistani goods would be able to travel in Customs secures vehicles or containers and throughout the journey, duties and taxes at risk would be covered by an internationally valid guarantee. He said goods would be accompanied by an internationally accepted Customs document (TIR Carnet), opened in the country of departure and serving as a Customs control document in the countries of departure, transit and destination.

Commerce Minister, Khurram Dastgir Khan said Pakistan's inclusion in the TIR Convention was an important step in the country's trading facilitation which would help boosting trade with the western countries. He said the country's inclusion in TIR was also an important step in the perspective of the Prime Minister's recent visit to Central Asia. The minister said the TIR Convention would not only help develop good relations with Afghanistan but also resolving trading issues with Central Asian States.

21 Stolen Nato Containers Confiscated By Karachi Customs

Equipment used by US army in Afghanistan and stolen from the containers, going from Afghanistan to Dubai via Karachi, have been confiscated by the Customs. According to reports, Customs officials searched the containers on suspicion and found that the wooden pallets were loaded in the containers instead of any equipment. The Customs officials after confiscating the containers have started investigation. It is pertinent to mention that the NATO containers were dispatched from Afghan city of Jalalabad to Dubai via Karachi.

Minister Spells Out Prospects Of CPEC

Federal Minister of Planning, Development and Reform, Professor Ahsan Iqbal, has said that maximum benefits would be achieved from the China-Pakistan Economic Corridor undertaken by both the countries and bilateral co-operation would grow from strength to strength with the success of the corridor. He was addressing an International Academic Symposium on China-Pakistan Economic Corridor held at Peking University on Saturday in Beijing.

"The ultimate objective of CPEC is peace, prosperity and well-being of the people of the two countries, the region and the world," the minister said, hoping that further understanding on CPEC achieved during the symposium could provide further improvements to the corridor's planning.

While addressing the symposium, Professor Ahsan Iqbal highlighted recent progress on CPEC saying that the CPEC's Long-Term Planning was expected to be finalised this year and the Working Group on Industrial Co-operation was also expected to meet around the same time. He said that the land for Free Zone at Gwadar had been transferred to the Chinese company operating the port, for development as an industrial area. He said that it was hoped that economic activity along the corridor would flourish and more industrial activity would be generated in industrial zones and estates in Pakistan through forward and backward linkages. He said Pakistan would be keen to use the opportunity to set up enterprises that become part of the global value chain of products traded internationally.

The Minister said that both sides were committed that fruits of development of the corridor should benefit all areas of Pakistan consistent with scientific planning parameters. He said that CPEC would connect the nodes of growth centres including significant growth

centres of Kashgar, Taxkorgan, Khunjerab, Peshawar, Islamabad, Lahore, Multan, Sukkar, Quetta, Karachi, Gwadar, etc and such other nodes/growth centres which may fall within the CPEC in future. He said the corridor would be connected with trade facilitation corridors, dedicated freight corridors, energy corridors, trade logistics corridor, telecommunications corridor and other corridors of the like.

Cargo Train Service Between Pakistan-Iran To Promote Trade: Saad Rafiq

Minister for Railways Khawaja Saad Rafiq has said that Launching of cargo train service between Pakistan and Iran was aimed at promoting trade between the two countries.

Talking to VOA, he said that Pakistan was also interested in launching a train service to Turkey via Iran. Khawaja Saad Rafiq said, "At initial stage, we would ply train service once a week and it would return within a week; We have also started renovation work and restoration of railway track for Quetta-Zahidan for freight train service."

Referring to the objectives of train service, he said that Pakistan wanted to promote its trade with Iran. He said, "we will export rice and other goods through our Quetta-Taftan and Zahidan Goods Train Service; Earlier these goods were being sent to Iran by road while it will bring back goods from Iran to Pakistan."

He said, at moment, the train service will contain twenty four bogies while finally the number of bogies would be increased to forty. Besides, "We will purchase 2000 liter diesel at the rate of 15 rupees per liter for the train service." Khawaja Saad Rafiq added that Pakistan was also interested in launching a train service to Turkey via Iran and according to him, for this purpose, efforts were being made.

He remarked that government was also ready to launch ECO Train service. He pointed out that there were some problems in launching the ECO train service. ECO Train Service would ply between Quetta and Istanbul via Tuftan and Zahidan in Iran. "We had told Turkey that Pakistan is ready for launching ECO train Service," he added. To a question regarding Pakistan railways has been facing deficit he said that its ratio was constantly being decreased.

Karachi Port 3rd Container Terminal To Be Functional Soon

The third terminal at Karachi Port will commence operations soon at its extended port facilities named the deep-water container port. This will attract domestic, in-transit and transshipment traffic of containers which will further boost up the containers handling

efficiency of Karachi Port which is surely the premier and main port of the country and provides all modern port facilities, said KPT statement.

Karachi Port handles a record number of containers in May 2015 at 160,649 TEUs, which reflects the favourable policies practiced by Karachi Port Trust (KPT). Under the leadership of Chairman KPT, Vice Admiral (R) Shafqat Jawad, the port management has provided quality and cost efficient port services, the statement said.

The port has registered handling of 160,649 TEUs (Twenty Equivalent Units) of cumulative imports and exports containers at its two terminals - Karachi International Container Terminal (KICT) and Pakistan International Container Terminal (PICT) during the above mentioned period.—APP

Gwadar Port Zone Completes Land Acquisition Process For Free Zone

The Gwadar Port Authority has completed land acquisition process for free zone (FZ) and its execution is expected to start soon.

The funds for acquisition of land to be handed over to concession holder for establishment of FZ has been provided through Public Sector Development Programme (PSDP) as with FZ development the port throughout in transshipments, export and import will enhance significantly.

The same time the company is going to establish a large exhibition centre adjacent to Port for display of Chinese and Pakistani products. This would be the first Zone in Pakistan, spread over an area of 9.23 sq km, adjacent to the port. According to a budget document, Gwadar port offers lots of opportunities to prospective investors. Chinese investors have taken keen interest in establishing Marine Silk Route and establishment of heavy industries in the industrial zone.

In this regard, banks from China and Pakistan are working on concept of development of Special Economic Zones in Punjab and Balochistan and the investors, especially the Chinese, are planning to establish a steel mill and a cement factory in Gwadar. Moreover, under China-Pakistan Economic Corridor (CPEC), the Gwadar Port is said to be strategically important to China because it will bring closer Middle Eastern ports to China through Karakoram Highway (KKH) linking Gwadar with Kashgar.

Under CPEC, Gwadar Port is considered as gateway of CPEC, and Gwadar city as one of the pivotal cities of the corridor. The first special economic zone (SEZ) of CPEC is being developed in Gwadar city. The government-to-government CPEC agreements have created bright prospects for optimum operationalisation of Gwadar Port and

harnessing the benefits of regional trade connectivity through this naturally deep-sea port by Pakistan, China, Central Asian Republics and Afghanistan.

To resolve the port connectivity with the highway network, "Gwadar Port Eastbay Expressway" project has now been agreed upon for funding under CPEC. The project has been approved by ECNEC at an estimated cost of Rs.14 billion and its execution has been started. The proposed expressway will connect the Gwadar Port with the Mekran Coastal Highway, passing along the east bay of Gwadar City, with a total length of 18.98 Km, including 4.3 Km along -the-shore/off-shore and 14.6 Km on -shore sections. A rail link along this expressway is also part of the project.

Separate Bonded Areas: Customs Dilatory In Giving Go-Ahead To Terminals

The customs department has been dilatory in giving go-ahead signal to the terminals to designate separate bonded areas outside ports for auction containers, creating congestion at ports. Talking to Business Recorder, Arshad Jamal, senior vice chairman, All Pakistan Customs Agents Association (APCAA) said presently around 2,500 auction containers were placed at each terminal and the customs department had no policy for its disposal, creating congestion at ports.

Keeping this problem in view, APCAA during meeting with customs officials and terminal operators suggested that if terminals fixed bonded area outside port and customs permitted to shift all these containers from port to designated bonded area, issue related to port congestion would not only be resolved but terminals would also be able to expand examination arrangement to 300 containers, which would lead to facilitate customs and trade, due to express clearance.

He said that terminals had agreed to provide separate space (air conditioned hall) for auction containers with security besides that they also consented to assist for 100 percent examination of these containers before shifting to designated bonded areas and added that terminals would also film the examination process. He said that terminals needed some approvals to implement the said procedure however customs department had been dilatory to give go-ahead to the terminals in this regard with the best reason known to them.

For the purpose, APCAA has started convening meetings with all three Collectorates from April and gave its suggestions to the Collectorates especially on examination and assessment processes, Arshad said. Furthermore, he said that although FBR claimed to have launched

computerised system, no examiner and appraiser had been appointed for last 16 years hence majority of existing workforce of customs department were computer illiterate and they were operating the system with manual mindset, causing difficulties for trade.

In addition, all containers, being marked for sample collection or IPO, should be allotted separate code to provide them special space for examination while rest of the remaining containers should be considered for red channel and they are also allocated separate space. Similarly, consignments of specific items ie plastic, etc should only be subjected to scanning.

He further said that after this initiative, containers, which would be marked for scanning, would be grounded and all goods declarations through scanning would be reverted to assessment and around 50 containers would be sent to assessment within 6-8 hours without being grounded. Consequently, if single items are sent to terminal with code and containers' seals are opened in the presence of customs officers at around 6-7 am, terminals will be in a position to arrange all these containers for examination and customs officers, who are provided I-Pads by terminals, can not only upload goods pictures at ground but also submit examination report, simultaneously.

Smooth Operations During Ramazan: KICT Makes Special Arrangements

Karachi International Containers Terminal (KICT) has made special arrangements to smoothen its operations during the holy month of Ramadan. According to official sources, the KICT in order to avoid problems to the customers regarding grounding of containers has taken measures for hassle-free operations during the holy month of Ramadan.

They said that the KICT had allocated additional space to accommodate more grounding of containers for examination. Moreover, sources said that the KICT would also shift surplus examination in MTO and make no compromise over non-availability of space due to increased examination marking by Web Based One Customs (WeBOC).

In addition, the engagement of additional resources in shape of more laborers, equipment and staffs will also be provided and the KICT will also ensure strict compliance of customs directives for smooth examination. They said that the terminal was doing its best to address issues which may arise during Ramadan to maintain the backlog at controllable level and added that customs team was also committed to extend their co-operation with the terminal.

Official sources further said although the KICT was striving to provide maximum relief

to the customers especially during Ramadan, several other issues, which were beyond the terminal's jurisdiction, were needed approvals from the Federal Board of Revenue (FBR) for resolution.

Accord Signed With Us Firm For 55 Diesel-Electric Locos

The Pakistan Railways is planning to run a record number of special trains this Eid while no proposal is under consideration to increase rail fares without values addition, says Minister for Railways Khwaja Saad Rafique.

'Three more new trains of the standard of Greenline Express, having 100 per cent occupancy, will be launched during the next fiscal year,' said the minister at the agreement signing ceremony between the PR and an American company General Electric (GE) for the supply of 55 diesel-electric locomotives, at the railways headquarters here on Saturday. Under the agreement, the GE would deliver five locomotives in completely built units (CBU) form by the end of November next year.

The remaining CBU locomotives would reach Pakistan by April 2017. The locomotives of 4000-4500 horsepower would be the highest capacity locos the PR ever had. 'Within three years or so, these locomotives would recover their cost Rs500 million per unit. The basic purpose to procure such high capacity locomotives is to transport coal for coal-fired power plants under construction in Punjab.

'Some 40 of the new locomotives, 20 to 22 would be dedicated for Sahiwal, 10 for Jamshoro and the rest for other coal plants. The remaining 15 locos to haul freight trains to generate more revenue for railways,' said Mr Rafique. The Risalpur Locomotive Factory was being made operational by including a clause for transfer of technology in the future agreements for locos procurement. Tenders for the procurement of 20 more locomotives, each of 2000-2500 horsepower capacity, were being called. Two locomotives would be in the CBU form while the remaining 18 would be assembled at the Risalpur factory, said the minister.

PR Agreement: Railways Needs \$12 Billion For 'Complete Revamp'

Restructuring of a cash-strapped Pakistan Railways is not an easy task and cannot be achieved in a matter of a few years, said Minister of Railways Khawaja Saad Rafique during a press conference, adding that an amount of \$12 billion would be required to "completely revamp" its infrastructure.

The press conference was held to mark an agreement for the provision of 55 diesel-electric locomotives of 4,000-4,500 horse power from General Electric. The company

will start delivering locomotives as 'complete build units' within 16 months. Railways expects to recover the cost of around Rs340 million per locomotive within three years.

"Railways needs financial assistance of around \$12 billion to completely revamp its dilapidated infrastructure to modern lines," said Rafique as he mentioned an amount that is a little less than the central bank's total foreign currency reserves.

He said Chinese assistance of \$3.69 billion under China-Pakistan Economic Corridor will only help in upgrading a certain segment - the Main Line-1 (Karachi-Peshawar). "However, we are trying to get financial assistance from other countries to upgrade our Main Line-2 (Lahore-Faisalabad-Bahawalpur) and Main Line-3 (Rohri-Quetta) on build-operate-transfer mode," he added. "Only after up gradation of the main lines will we be able to look after the branch lines."

Talking about value addition in trains, Rafique said that they are expecting to launch at least three more trains on Green Line train model. "Green Line train is a huge success as we are experiencing 100% occupancy level. Hence, we have decided to offer more trains to facilitate commuters," he said.

ECC Approves National Aviation Policy

The Economic Coordination Committee of the Cabinet (ECC) approved a number of projects and policy documents including the National Aviation Policy. The Federal Minister for Finance Senator Muhammad Ishaq Dar chaired the meeting here at the Prime Minister's Office.

At the outset, ECC considered and approved the National Aviation Policy 2015 with consensus of the house, which aims to turn the aviation sector into a truly vibrant sphere of the economy. The previous Aviation Policy was approved in the year 2000. Due to numerous changes in the aviation industry all over the world, the new policy has been developed by the Aviation Division after seeking inputs from all the stakeholders, said Shujaat Azim, Special Assistant to Prime Minister on Aviation. He briefed the meeting about salient features of the policy and added that smaller aircraft would provide air travel service between small cities. Cargo facilities will be enhanced and cargo villages will be established in northern and southern parts of the country. With the new Aviation Policy the current capacity of handling 130,000 metric tons of cargo will be doubled, Azeem told the Committee.

The ECC also approved proposal put forth by the Ministry of National Food Security and Research for extending the period for export of 1.2 million tons of wheat for Punjab and Sindh by one month.

APSA Highlights

1. FBR Notification for Shipping Agents Rules

All Pakistan Shipping Association (APSA) has wrote the letter to Secretary FBR on 28th July, 2015 and requested to notify APSA with proposed draft of amendments (if any) for our comments/reservations as required under Section 23 of General Clause Act for Authority having power to make rules or by-laws with a reasonable time period for our comments.

Mr. Sanaullah Abro (Secretary, L&P) FBR forwarded proposed/draft Shipping Agents Rules forwarded to ALL PAKISTAN SHIPPING ASSOCIATION (APSA) by e-mail on 30th July, 2015. APSA sent their objections & comments to the proposed/draft Shipping Agents Rules Chapter XXVI to FBR.

2. APSA Lunch

A lunch was been organized by APSA in Honor of Director General Ports & Shipping MR. ABDUL MALIK GHORI on 7th May, 2015 at Boat Club.

3. 65th Port Council Meeting

65th Port Council Meeting was held at Karachi Port Trust Head Office on 10-06-2015 at 10:00 am

All Pakistan Shipping Association proposed following items in the agenda of 65th Port Council Meeting.

- i) The validity of the Entry pass for the Senior Managers (CEO, GMs) to increased 2-3 Years.
- ii) Port charges to be reduced for all vessels calling Karachi to make the Karachi Port most attractive & feasible in the region and specially to attract the Afghanistan & Central Asia Countries. Presently maximum cargo for the above countries is through Iranian Ports.

4. Application to recall & amendment the Public Notice No. 01/2015-PQ

A Public Notice No. 01/2015-PQ was circulated by Ms. Suriya Ahmed Butt, Collector Port Muhammad Bin Qasim for process of amendment in IGM due to which huge penalties being imposed on Shipping Agents/ members illegally.

Consequently, APSA raised this matter with Collector of Customs (Import), Port Muhammad Bin Qasim through a written letter with details on legal grounds and prayed that

that Public Notice should be amended and stop imposing penalties on shipping agent for import amendment request which is against the Custom Act and Court rulings.

5. APSA Elections 2015-2016

All Pakistan Shipping Association Elections for the year 2015-2016 will be held on Wednesday 16th September, 2015.

6. Verification of Container Weights initiated by SOLAS (Safety of life at Sea)

APSA effectively carries out its role generally as lobby, negotiator and advisor to its membership and the shipping fraternity at large towards the development of shipping expertise.

APSA circulated information to its members that SOLAS (Safety of Life at Sea) has introduced will be effective July, 2015 new rule as per which all export containers needs to have "verified container mass" produced by shipper prior loading. In case this document is missing no export container would be able to load from origin.

Multimodal 2015

All Pakistan Shipping Association (APSA) Chairman, Mr. Aasim Siddiqui was invited at Multimodal 2015: Bridge between Europe and Asia conference on 13-15 May 2015 in Istanbul, Turkey organized by Viva Consult (Ukraine). The conference set up a new communication platform for multimodal transportation market players, with various opportunities to make new business links with the specialists from Europe and Asia.

APSA represented Pakistan at the conference among other eminent speakers from Turkey, Ukraine, Lithuania, Georgia, Russia, Kazakhstan, Azerbaijan, Poland, Austria, Germany and Bulgaria. Mr. Siddiqui presented his paper on 'ECO Countries and their Nature of Trade & Trade Routes' and discussed new multimodal routes and linkages between Europe and Asia. Further, he highlighted the importance of integrated logistics model of shipping with rail & road transport corridors. Mr. Siddiqui also shared his views and insight about China-Pakistan Economic Corridor (CPEC) and its regional benefits to landlocked ECO & CIS countries.

The conference also hosted delegates from UTIKAD (Turkey), InterRail (Germany), Georgian Railways, Lithuanian Railways, Turkish Chamber of Shipping, Ukrainian Sea Ports Authority, Baltic Sea Ports Organization, TRACECA (Romania), Transport Union of Kazakhstan 'KAZLOGISTICS', Marine Legal Adviser (Georgia), Azerbaijan Railways CJSC, Turkish State Railways (TCDD), WienCont Container Terminal (Austria) and Silk Road Group (Georgia).



Turkey (Istanbul): Mr. Aasim Siddiqui, Chairman APSA presenting paper on 13-15 May 2015 at international conference "Multimodal 2015: Bridge between Europe and Asia" highlighting regional benefits of China-Pakistan Economic Corridor (CPEC)



Turkey (Istanbul) left-right: Mr. Harun Sismanyazici of Turkish Chamber of Shipping, Mr. Ghazi Khan of Pakistan Intermodal Ltd., Mr. Abdullah Corak of Turkish State Railway, Aasim Siddiqui of APSA, Kanat Almagambetov of Transport Union of Kazakhstan.

Pakistan Gears up for China Corridor

By Jem Newton, Journalist - IHS Maritime

China is keen to develop a shorter route to its markets and in April announced a deal with the Pakistan government to jointly develop an economic corridor between a hub at Kashgar in western China and Pakistan's three main ports.

As well as transport infrastructure projects, the plans include the building of a number of power plants associated with industrial development.

The corridor will also benefit the landlocked central Asian republics north of Pakistan and the Europe-Asia trade in general.

"Transport costs for goods located in landlocked regions are on average 50% higher than in countries with sea access. Compared to the cost of shipping by sea, road haulage is generally seven times more expensive and rail about 3.5 times more expensive," Aasim Siddiqui, chairman of the All Pakistan Shipping Association (APSA), said at the recent TOC Europe event in Rotterdam.

He explained that currently most of the cargo from these countries is transported by rail and road. Overland shipments have to pass multiple borders involving delays and a lot of issues in terms of documentation, and stock changes where rail is concerned.

The corridor is particularly advantageous for west China traffic, which currently goes an estimated 12,000 miles by sea between Shanghai and north Europe. Then there is the overland stage of the journey to and from Shanghai estimated at another 3,000 miles. Sending west China cargo via the Pakistan



The Netherlands (Rotterdam) left-right: Mr. Dirk Visser of Dymamar B.V., Aasim Siddiqui of APSA, Steve Cameroon, Mr. Michael Cashman of Contship Italia, Airam Diaz of Tenerife Port, Mr. Michel Looten of Seabury Group and Mr. Jesper Praestengaard of Unifeeder

ports would cut that distance by about half, including a much shorter sea journey. "So it will significantly reduce transport costs for west China destinations," Siddiqui pointed out.

"These are very exciting times," Siddiqui told IHS Maritime. "The economic corridor is going to significantly expand the handling capacity at ports and the number of services, especially on the road and the rail network."

He said the main role of the Pakistan government and APSA members would be to ensure that the infrastructure was in place for this significant increase in cargo volume. "Looking at next five years of cargo expansion, we have to develop capacity on the coast and in the hinterland with the private sector," he said. He said total handling capacity at Pakistan's three main ports - Karachi, Port Qasim and Gwadar - was estimated at about 130 million tonnes, but investment in expansion was already underway.

"Total national container capacity is currently about 3.6M teu, but this is likely to grow to about 10M teu in the next 5-10 years

Karachi's South Asia Pakistan Terminal, which will be operated by Hutchison, is expected to start operations later this year. Karachi already has two terminals, KICT also operated by Hutchison and PICT operated by ICTSI, and when the second Hutchison-operated terminal comes on line, total handling capacity at Pakistan's main port will be nearly 3M teu.

The new deepwater terminal has a straight quay length of

1,500 metres providing four berths each of 375 meters in length coupled with a depth alongside of 18 meters, allowing container ships of 14,500 teu to be accommodated.

China's primary interest is in the westernmost port of Gwadar, which is operated by Chinese company COPHC. China financed and constructed the port as a regional hub and to open up a shorter land route to transport Gulf oil to its landlocked western region. However, its other main purpose will be to handle containers at Gwadar International Terminal, which was opened in 2013 and has a handling capacity of 500,000teu. In May it handled its first containers carried by COSCO's bulk carrier Zi Jing Song.

"Gwadar is expected to add significantly to its current handling capacity of 5 million tonnes and is also developing a free zone which is due to be completed by 2017," Siddiqui said.

Siddiqui's primary role besides chairing the shipping association is as managing director of the Marine Group of Companies, which is the largest and most diversified business operation in the country's logistics and cargo handling sector.

He told IHS Maritime that, in relation to the infrastructure projects connected with the economic corridor, companies in the Marine Group were engaged in developing the Pakistan International Bulk Terminal at Port Qasim to support the coal-fired power plants associated with industrial development in the corridor.

Pakistan is currently engaged in converting its industrial machinery to run on coal-powered electricity and the Marine Group has won the concession to run coal and cement trains to the main northern industrial region around Lahore.

Marine Group has secured a second concession to run container trains from two southern ports to the same region and specifically to MICT dry port near Lahore.

"We hope that both the coal terminal and intermodal rail company will come on line by the end of next year," he said.



The Netherlands (Rotterdam): Mr. Aasim Siddiqui, Chairman APSA presenting paper on 13-15 May 2015 at international conference "Multimodal 2015: Bridge between Europe and Asia" highlighting regional benefits of China-Pakistan Economic Corridor (CPEC).

DP World Karachi Wins Best Terminal Operator Award

Pakistan International Freight Forwarders Association - PIFFA



DP World Karachi (QICT) received the Best Terminal Operator Award from Pakistan International Freight Forwarders Association - PIFFA at the PIFFA Awards & Gala Dinner 2015 program held on May 30, 2015. QICT was the only on dock container terminal to receive this award. The award was received Mr. Fasih Haider GM Operations on behalf of QICT from Minister of Ports and Shipping Mr Kamran Michael.

This was followed by Lifetime Achievement Award to Industry Veterans, Mr. Changez H. Niazi, CEO DP World Karachi was honored by this award.

Mr. Niazi has been serving the industry since 40 years. A well-known personality not just in the Shipping Industry but in fact among Corporate World within Pakistan and Internationally.

DP World Lahore & Commercial

“Containerization has revolutionized the mode of transportation for country’s inland import / export movement. DP World Lahore is introducing one window solutions to its customers to cater their logistical needs. The prime objective of our marketing / commercial strategy is to provide more exclusive services to the customer by combining rail-road i.e. port to door. The pace of continuous ICD growth made it possible to ensure supply of goods from Port to consignee’s door in a more secured way. Our inland logistical flow of import / export is growing day by day. Now, we are expanding our business sphere to textile & corporate sector to cater their inland import / export transportation needs as we have made remarkable growth to reduce the transit time,

and the train frequency in order to get our designed business objectives.

In addition to this it would be pertinent to mention here that we handled highest volume in the month of July, 2015 along with the increased number of our import / export clientele. ”

We have handled 66 Trains in the month of July 2015

Corporate Responsibility

World No Tobacco Day

May 31st 2015

The day was observed by conducting workshops raising awareness on the health and financial consequences of using tobacco. Two sessions were held one with the External Truck Drivers and Contractor staff and the second one with Janitorial Staff and Lifter Operators. The objective was to encourage staff to think about the impact that tobacco use might be having on their health and those around them. At the end of the session a pledge was made by most of the attendees to abstain / refrain from the use of Tobacco.

Preventive Measures against Heat Strokes

Due to the heat waves that hit Karachi forth week onwards of June, a few measures were taken at QICT to beat the heat. Cooling Tubs containing Ice & Water along with hand towels were placed around the yard which facilitated the yard staff, security and other field workers. These proved to be especially effective for the persons observing fast in the Holy Month of Ramadan.

Engineering

1. Making DP World Karachi a Safe working environment:

As part of Engineering Department’s continued resolve to make DP World Karachi a safe place to work at, we recently upgraded the Fire Alarm Systems on RTGs. The new system incorporates remote alarm capabilities to allow instant alarm notification to key personnel and firefighting teams over cellular mobile networks. This will ensure quick response by first responders. Fire Extinguishing System has also been installed on STSs and QCs in the Electrical and Machine Houses.

2. Energy Efficient and Green DP World Karachi:

In order to reduce the carbon footprint at DP World Karachi, The Engineering Department is modernizing the lighting system on Crane, replace old Halogen or Fluorescent based lighting to the new and more power efficient LED lighting. This is an ongoing effort and the goal is to modernize all lighting on the terminal to the LED based system in the near future.

A change-over system between Main line and Auxiliary/Backup Generators has been installed for the Reefer Gantries so that smaller engines are used was the load at the gantries is low, reducing carbon emissions from when running the Larger Generators.

3. Modernization and System Innovation:

DP World Karachi Engineering Department is at the forefront of technology, and Engineering excellence is our foremost goal. We encountered a design fault in the Energy Chains of the Super-Post panamax Cranes. The issue was resolved in-house by our capable engineers and acknowledged by the Original Equipment Manufacturer as feasible solution to the issue. Other terminals facing the same issue while operating the vendor’s equipment are being referred this very same solution.

An HMI solution was integrated into the Truck Positioning System on the Cranes to improve Crane productivity. This system is a significant improvement to the existing TPS HMI system and allows Crane operators to use the system with ease, by integrating with the TPS as a standalone HMI rather than a remote terminal. This improves system responsiveness and its modular nature allows easier maintenance than the original system.



CFS Shed



Reefer Plugs



Bi Weekly Service

Expanding Logistics Solutions

VISION:

Our vision is to constantly offer exemplary freight and container service with personalized logistics solutions to the trade and industry in Pakistan

CUSTOMER FACILITIES:

- Single window custom clearance
- Extended Cargo cut-offs
- International Standards of handling cargo to ensure no breakage and no pilferage
- Adequate lighting in the yard and ware house for 24 hours operations
- Faster turnaround of vehicles and cargo, with same day clearance
- 24 hours armed security along with CCTV coverage to prevent pilferage
- Direct Rail link to PICT & KICT terminals, Karachi Port

ADDITIONAL SUPPORT:

- A dedicated Custom House for on-site Custom Clearance
- Dedicated Railway offices for on-site Pakistan Railways dealings
- Fully computerized operations with dedicated Business centre
- Large & adequate fleet of trailers for meeting transport requirements of Export / Import containers
- Dedicated bonded and non-bonded yard at MICT terminal

**Custom
Bonded
Facilities**

**CFS
Cargo
Shed**

**72
Reefer**
Plug with Stand
by Generator

**Storage
upto
1600 Teus**

**24/7
Tracking
Service**

**Bi Weekly
Train
Service**

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Tel: +92 21 37010661, 37010662
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(Commercial Manager)

TERMINAL:

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Distt Kasur, Punjab Pakistan.
Tel: +92 42 38104035
Col (Retd) Faiz Miran : 0300 5119999
(Terminal Manager)

Pakistan forwarders: Maersk retains best network

Maersk Line and Safmarine have once again been recognised for exceptional performance by Pakistan freight forwarders.



Pakistan Cluster Manager Arslan Khan (left) receives the Best Shipping Line award in the category of Best Network from Ports and Shipping Minister Kamran Michael

“Maersk Group has yet again set a bench mark in this industry in terms of product and service,” says Asim Saeed Khan, Chairman of the Pakistan Freight Forwarding Association (PIIFA).

He represents Maersk Line’s largest customer segment in Pakistan. On 30 May, the association hosted an award gala in which Maersk Line and Safmarine were named “Best Shipping Line” in the categories of “Network Coverage” and “Customer Care,” respectively. It is the second time winning both awards.

The dual award reinforces the different positioning of the two brands and how leveraging differentiated models to engage with customers can win more business in the market.

Pakistan Cluster Top Arslan Khan says that receiving the two awards “clearly stipulates how we are consistently perceived by the market which echoes the core differentiators of the two brands. This in turn also gives us confidence to leverage our strengths allowing us to serve our customers with the best business propositions consistently.”

Abid Butt, Chairman E2E Supply Chain says: “Maersk doesn’t only have the ultimate global coverage, but its ability in providing competitive pricing for cross trade, locally in a relatively small market like Pakistan, has enabled E2E to enter markets like Singapore and Bangladesh. This is what really sets it apart.”



Safmarine Cluster Manager for Pakistan Hasan Faraz receives the Best Shipping Line award in Customer Care from Ports and Shipping Minister Kamran Michael

Strong market position for Safmarine

Pakistan is one of Safmarine’s largest single country markets in terms of volume and as a shipping brand it enjoys a strong market position especially amongst small businesses who look for personalised service and attention. Safmarine has supported the growth of these businesses by providing them with a reliable, personal shipping service.

The way they do business is unique in the industry,” says Amjad Chaudy, CEO of Paklink Shipping. “The care they give to us, the customers, and our businesses as [a] whole is what puts Safmarine as a carrier that makes shipping easy.”

Safmarine Cluster Manager Hasan Faraz says: “This recognition speaks strongly of our efforts towards effective brand delivery in Pakistan and our focus on the right customers who appreciate the extra bit of hand holding, empathy and accessibility.”



BLUE IS THE NEW GREEN

At Maersk Line we believe in a balanced, sustainable approach to container shipping.

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MAERSK
LINE



It's all about Fish!

by Naghmana Zafar and Gullain Nisar *

*Researcher at NCMPR, Bahria University

Fishing is a source of human nutrition, employment, prosperity and over time it has developed into a dynamic sector of the food industry. Fish products have a real potential to advance socio-economic development around the globe. In Pakistan, traditionally fishing has been an important economic activity. Pakistan is blessed with rich marine life and resourceful fishing grounds in the Arabian Sea.

Fisheries are no more based on individual catch but have become an industry of multiple actors. It is estimated that 1.5 million people in Pakistan are dependent on fisheries and related industries for their livelihood. Fishing fleet of the country is comprised of approx 15,000 large and small boats. The worth of our seafood industry is \$1.2 billion with recorded catch volume of 600,000 mt /year. However, only 10 percent of the total catch is exported. It is reported that fish consumption in Pakistan is relatively low i.e on average 1.8 kg of fish is consumed by each Pakistani in a year, which account for only 30% of the total catch. While, the remaining 60% is used in making of poultry feed.

The fishery industry makes a considerable contribution to the national economy as an earner of foreign exchange (i.e 1% of GDP). In the ranking of fish producing countries, Pakistan is listed at the 28th position. Nevertheless, the experts believe that potential of marine fisheries and its contribution in social development of coastal community of Pakistan is under exploited. The Balochistan coast represents 75% of the total coast line and on average its contribution in marine fisheries is only 27 percent. Large chunk of the fish catch is obtained from the coastal water of Sind.

The Marine Fisheries sector of Pakistan is under threat from two sides, one is over-fishing, which may reduce the resource base and hence the yields. The other is from poor management and regulatory control. The over-fishing is mainly attributed to the unauthorized and harmful practices of fishermen community fishing practices, illegal

use of nets and unreported catch. Moreover, the by catch i.e unintentional capture of non targeted or commercially low valued specie is also one of the major cause of depletion of marine stocks. The study conducted by WWF reported that by catch accounts for 60 percent of the total global fish catch. There are also a number of environmental issues in the coastal zone of Pakistan that have a direct bearing on development and sustenance of fisheries sector. The disposal of untreated sewage, domestic wastes and industrial effluents are causing irreversible damage to the mangrove forests, which serve as the hatcheries for marine life. The lack of awareness and training among fishermen community is also obstructing the sustainable development of marine fisheries.

The poaching, by foreign fishing boats, is another factor identified as a major obstacle in management of marine fisheries. It causes substantial economic losses to Pakistan economy. The sources of Maritime Security Agency (MSA) reported that, every year poaching by Indian fishermen causes a loss of about Rs. 8.1 billion. The availability of high priced catch motivates the foreign fishermen to take the risk of entering in to the territorial waters of Pakistan. Pakistan's fishery sector possesses the ability to considerably boost national economy through exports, enhancing food security in the country and creating job opportunities, not only in fisheries and aquaculture but through associated fields like boat building, fishing equipment manufacture,

fish peeling, packing, canning etc. To work towards these areas, it is imperative to develop an effective management, conservation and monitoring mechanism for the utilization of much valuable ocean resources in structured manner. Moreover, it is necessary to enhance collaboration among our institutions.

The wealth of marine resources was assumed to be an unlimited gift of nature. However, with the passage of time, increased knowledge and scientific developments has revealed this to be a myth and mankind has realized that marine resources, although renewable, are not infinite and need to be properly managed, if their contribution to the nutritional, economic and social well-being of the growing world's population is to be sustained. Therefore, every year in November, World Fisheries day is observed around the globe. This is a day to bring awareness to the problems of fishing community and sustainable development of the fisheries sector. There are enormous potential available in the marine fisheries sector of Pakistan which needs to be exploited for the economic and social benefit of people. It is estimated that export potential of US\$1,000 m/annum can be obtain from this sector. This potential, however, has to be placed within the broader context of prevailing growth constraints that - if not addressed - will jeopardize the productivity and survival of the fisheries and the tens of thousands of people that depend on them for their livelihood.



No matter where you're trading, we'll
put the right people by your side



Our core trades

We specialise in the sea transportation of cargoes to and from Africa, the Middle East, the Indian Subcontinent and South America. While our core focus is on the trades that connect these markets, we are also very active in North America, Europe, Mediterranean and Far East.



Safmarine Pakistan
5th Floor, Bahria Complex
M.T. Khan Road, Karachi, Pakistan
UAN: 111-SAF-MAR

www.safmarine.com

Together we go places

APSA PROFILE



The APSA has evolved into a modern, customer-oriented organization. It readily deals with challenges presented by its external environment by remodeling its operation and using its expertise towards achieving new objectives. The Association has evolved with time and under its able leadership will meet the demands of the shipping industry way into the future.

The best reward for our long-term association is to get the total support and trust from our honorable Members. APSA ranks among the top national association in Pakistan. We are providing the best possible solution to our stake holders, members, customers across the country and are also seeking possibilities to develop into other parts of Europe and Asia.

APSA VISION & MISSION:

We believe in ourselves to satisfy our Members. Our efficiency, productivity, and speed of execution is our success story. We ensure to build a work atmosphere of mutual respect and teamwork with a system of recognition and rewards focused on results and right behavior. Our staff is well trained and has enhanced value to ensure high performance through the professionalism and integrity.

APSA is always ready to provide their Members from any place of the country with all kind of services related to shipping lines, terminals operators, stevedoring, Off Dock Terminals and ICDS (Dry Port).

We believe in offering a total solution - a fully integrated service to our clients. We believe in working as a team - a solid mix of experienced shipping lines with talent unsurpassed, bringing you the finest quality of services from beginning to the end.

AIMS & OBJECTIVES

Today, APSA effectively carries out its role generally as lobby, negotiator and advisor to its membership and the shipping fraternity at large towards the development of shipping expertise.

- To protect and promote shipping and the related trade and industry in Karachi and elsewhere in Pakistan; and to do all that is necessary for the development of the business of the association.
- To discuss and deal with all questions that seems to be connected with or to have a bearing on Ports (including dry ports) and Shipping related trade and industry.
- To collect and circulate statistics and other information relating to ports (including dry ports) and shipping and the related trade and industry.

- To promote right understanding and unanimity with businessmen and functionaries connected with ports and shipping in Pakistan on subject involving their common good and to safeguard the general mercantile interests in the country.
- To endeavor to settle trade disputes by arbitration, conciliation or otherwise, and to assist in information development and maintenance of boards of conciliation and arbitration.
- To protect and promote rights and privileges of Shipping trade and industry in Pakistan and to represent to Government and public bodies their grievances for obtaining their redress and to join any mercantile or public body for the purpose.
- To advance and promote professional, commercial and technical education and to canvass for support found and run establishment and institutions for such purpose.
- To discuss promote or oppose legislative and other measures that seem to be connected with or to have a bearing on ports and shipping and related trade and industry and to consider, originate and support improvements in the relevant laws.
- To arrange Conference and Seminars to further the knowledge of people associated with ports and shipping trade.
- To do all such other things as are incidental or conducive to the attainment of all or any of the above object.
- To objects set forth in any sub-clause of this clause shall not, except when the context expressly so requires, be in any way limited or restricted by reference to or inference from the terms of any other sub-clause or by the name of the Association.

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