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March 2016

The Voyage

Pakistan's First Quarterly Intermodal Industry Newsletter



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Pakistani to receive Lloyd's Lifetime Achievement Award

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Chairman's Message

Dear Readers,

The newsletter of All Pakistan Shipping Association has evolved as an information mechanism of great value serving as a platform to convey information to its members about the events and opportunities of the shipping world. We operate in an era of rapidly increasing trade opportunities and heightened competition, which has created an environment that demands modern and sophisticated infrastructure in order to function more effectively, facilitate greater growth and to remain relevant in the globalized marketplace. To achieve this end, during the recent past the Association has remained active in promoting and advancing the welfare of the community and devising ways and means to resolve legal and administrative issues being confronted by the shipping industry. These issues include streamlining of procedures relating to Tax Collection, striving for amendment in shipping rules framed by the FBR and other associated and interrelated issues. Another important aspect which needs implementation is SOLAS (Safety of Life at Sea). In this regard meetings with TM-KPT, QICT, PICT and KICT are in progress for successful application of this universal requirement.

With the resolution of these issues there is no doubt that All Pakistan Shipping Association will be strengthened and reinforced which will not only benefit trade but will also develop and enhance a strong, active and meaningful partnership between various stake holders in the region.

Taking this opportunity, I would like to thank all the office bearers and members of Executive Committee for reposing their trust and confidence by electing me as Chairman of the Association and to assure them that determined effort will be made for the betterment of the association and all decisions in this regard will be made by consensus and for the mutual benefit of all stakeholders.

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NEWS IN MEDIA

From the Desk

Gwadar could emerge as key shipping point

Gwadar possesses an immense strategic lure and could emerge as a key shipping point, said Mr. Zhang Bao Zhong Chairman, China Overseas Ports Holding Company. While addressing the MoU ceremony arranged by Pak-China Joint Chamber of Commerce and Industry. The memorandum of Understanding was signed between North South Transport Network (NSTN) Pvt Limited Pakistan and Gwadar International Terminal Limited (GITL) at PCJCCI premises.

The MoU was signed by Mr. Muhammad Anwar CEO NSTN and Capt. Xiaolong Dai CEO GITL in presence of Shoukat Meraj, Director, North South Transport Network (Pvt.) Ltd, Mr. S.M Naveed, Senior Vice President PCJCCI chaired the session. The MOU has been inked in order to complement and fortify the common interests and objectives amongst the parties with respect to co-operation in the development of Gwadar port. According to the MoU, GITL intends to provide land for warehousing and storage of goods/containers to NSTN; basis to anticipate the initial throughout monthly volume of 200-250 containers or 5000-6000 tons of cargo and up to 2000 tons or 25,000 - 30,000 tons of cargo. During the MoU signing session the reputed dignitaries discussed various significant aspects regarding Gwadar Port. Mr. S.M Naveed SVP PCJCCI informed that currently, the transport and logistics sector (trucking, freight forwarding and warehousing) contribute around 0.38% to the GDP, and approximately USD 650 million to the national income.

He said that by attracting 5% of China's international cargo volume, the three transport and logistics subsectors could earn USD 6 billion annually, creating 9,000 new enterprises and 400,000 new jobs in the country. Mr. Zhang Bao Zhong, added to this by saying that Gwadar is the jewel in Pakistan's economy. He said that Gwadar possesses an immense strategic lure and could emerge as a key shipping point, bringing Pakistan the much needed income. If it is combined with the surrounding areas through communications infrastructure, it can become a new Asian trade nucleus, he added. Capt. Xiaolong Dai CEO GITL in this regard stated that Gwadar up till now is a deserted area and China, this year is determined to speed up the development process so as to involve more and more people to trigger the economic circle in Gwadar.

China, Pakistan Ready New Cargo Port

Pakistan's newly-built cargo port of Gwadar sits on a remote, unspoiled coastline in the country's far southwest. Just beyond the port's two semi-circular bays, the Arabian Sea

meets the Persian Gulf, and local fishermen ply the crystal blue waters as they have for generations.

Officials hope the multi-million-dollar deep water port will soon transform the idyllic seaside retreat into an economic engine for Pakistan, acting as a key regional hub for oil, gas, and goods.

Gwadar, jointly developed by Chinese and Pakistani engineers, lies at the convergence of three of the most commercially important regions of the world, the oil-rich Middle East, Central Asia, and South Asia.

"The port will be in full operation by end of this year," said Zhang Baozhong, Chairman of China Overseas Ports Holding Company Ltd., who is in charge of development and operation at Gwadar.

The deep water shipping port, built with Chinese financial and technical assistance, is central to the recently launched grand cooperation agreement between the two close allies.

Gwadar, Chabahar ports to link Pakistan, Iran with Central Asia

President of Iran Dr Hassan Rouhani said that wider connectivity between Gwadar and Chabahar ports would link Pakistan and Iran with the Central Asian countries.

Addressing a press conference here at the conclusion of his two-day official visit, he said more road and rail networks between the neighbouring countries would spur immense trade and business activities, resultantly leading to progress and prosperity in the whole region.

He viewed the development of Gwadar port vital for linkage with the countries up to Central Asia, besides referring to the Chabahar port as significant one in the region. He expressed his country's strong desire for intensified relations and cooperation with Pakistan in all spheres, including trade, economy, energy, education, science and technology.

President Rouhani described his visit and meetings with the Pakistani leadership as very constructive and fruitful. During the meetings, he said, the two sides held wide ranging discussions for cooperation in the areas of trade, economy and energy as well as regional and international issues of mutual interest.

About Iran-Pakistan gas pipeline, Rouhani said Iran had almost completed the work on its side of border on the pipeline and would be in a position to provide gas to Pakistan in a few months. It was now up to Pakistan to initiate work on its side, he added. He said Iran could meet all the energy needs of Pakistan.

The country was already selling 1,000 MW of electricity to Pakistan, which could be

increased up to 3,000 MW. Rouhani said Iran was also interested to have connectivity between Gawadar and Chahbahar seaports through roads and shipping lines for a win-win situation to both the countries.

Shipping Activity at Port Qasim

Shipping activity remained active at the Port where six ships C.V Maersk Memphis, C.V CMA CGM Semson, C.V MSC Conti Basel, M.T Bunga Akasia, M.T Globe Tonya and M.T Quetta carrying containers, Palm oil, LPG and Furnace oil were berthing at Qasim International Container Terminal, Liquid Cargo Terminal, Sui Sothern Gas LPG Terminal and FOTCO Oil Terminal respectively.

Meanwhile, another ship carrying Palm oil also arrive at outer anchorage of Port Qasim during last 24 hours. Berth occupancy was managed at the Port of sixty percent where a total of nine ships namely C.V Maersk Memphis, C.V CMA Semson, C.V MSC Conti Basel, M.V Fearless, M.T GEW Future, M.T Bunga Akasia, M.T Globe Tanya, M.T Quetta and M.T Black Pearl-110 were occupied at PQA berths to load/offload Containers, Palm Kernelexp, Palm oil, Diesel oil, Chemicals and LPG respectively.

Cargo throughout during last 24 hours stood at 147,791 tonnes comprising 134,415 tonnes imports and 13,376 tonnes exports, inclusive of containerized cargo carried in 3,827 Containers (TEUs) was handled at the port.

China likely to invest Rs 600bn to upgrade Railways track

China is likely to invest Rs 600 billion on ML-1 track of Pakistan Railways under CPEC, top engineer related to the project told The Nation. The initial estimated cost of the main line-1 (Karachi to Peshawar) project was around Rs400 billion. The top level joint coordination committee (JCC) of Pakistani and Chinese experts on China Pakistan Economic Corridor has principally approved the project in its recent meeting at Karachi. The engineer who asked not to be named in the story said the feasibility report of the project will complete soon. He said the project was a part of mega Chinese investment for the rehabilitation of Pakistan Railways.

"It is short term project. The completion will take at least two years from physically execution of the project," he said. Following the endorsement of the JCC, the project will be put before the Chinese planning commission for approval and after it both the governments will recommend work on it. The engineer said the physical execution of the project is likely to start in June next year. The train speed is likely to touch 160km per hour after completion of work on ML-1, he added. Railways Minister Khawaja Saad Rafique has already announced

to operate trains in Pakistan at the said speed. Trains are currently can't exceed 100 km per hour speed on existing track.

The Engineers have divided ML-1 projects in five phases. According to details, in phase-1 the track from Multan to Lahore will be up-graded for increase in train speed while phase-II included the overhauling the track between Hyderabad to Multan. In phase-III the engineers will up-grade Karachi to Hyderabad sector for over-speeding. The construction of Havelian Dry Port included in ML-1 project phase-IV while up-gradation and training of a limited staff for preparing them for new challenge is included in final and fifth phase of the project.

Works on free trade Zone at Gwadar continues

As the China-Pakistan Economic Corridor (CPEC) kicks into top gear, the two countries are now moving ahead on the free trade zone (FTZ) at Gwadar and preliminary plans are now being finalized. Specific plans for the new CPEC trade zone, part of Pakistan's Gwadar Port, are under discussion to make this port more like Hong Kong, the Shanghai Securities News has reported.

The report said that China's top economic planner, the National Development and Reform Commission (NDRC), is heading the Chinese delegation in the discussions. A number of companies based in Zhuhai in South China's Guangdong province have signed deals with counterparts in Gwadar worth \$1.02 billion to develop the port, news portal ifeng.com has reported.

Specific plans might include establishing industry parks, which are effective in facilitating investment and trade, said Chen Fengying, an expert with the China Institutes of Contemporary International Relations. "I believe that more plans will follow, and the establishment of an FTZ at the strategically import port is an important step," Chen told the Global Times, a Chinese daily.

Orange Line Metro: Shahbaz approves design, colour of stations

Punjab Chief Minister Shahbaz Sharif presided over a high-level meeting regarding Lahore Orange Line Metro Train (OMT) Project approves the design and colour of stations of the project was given.

Addressing the meeting, Shahbaz Sharif said that Lahore Orange Line Metro Train project is the biggest and unique project in the transport history of Pakistan. He said that comfortable, speedy, safe and economical travelling facilities would be available to the people after completion of the project.

The chief minister said that Punjab government is spending huge resources on the provision of quality transport to the people, adding that best transport system is vital for the promotion of economic and trade activities. He said that OMT project would bring

improvement in the whole transport system. He directed that a business plan should be evolved for trade activities at the stations of the project. Shahbaz appreciated members of the committee for designing stations of OMT and said that the stations should be simple, impressive and very beautiful.

PR CEO attends global moot in Tehran

Pakistan Railways chief executive officer has arrived in Pakistan from Tehran, after attending a two-day international conference on transport links in South Asia. The basic objective of the conference was to strengthen transportation links in South Asia. Delegations from Pakistan, Turkey, Iran, India, Afghanistan, Bangladesh, Bhutan, Nepal, Azerbaijan, Kazakhstan, Uzbekistan and Turkmenistan attended the conference.

TASS achieved 1 million TEUs

TASS has achieved a milestone in carrying out million laden TEUs (20 feet equivalent unit), as on end of November. MSLC is the local agent of TASS in Pakistan. The Company started its operations in May 2003 and it has proved time and again that they are committed to hard work, loyalty and perseverance which lead them in achieving toughest goals.

On this auspicious occasion, the Chairman of Trans Asian Shipping Services (TASS), Mr. Johnson Mathew K. paid gratitude to all their customers, employees, partners, agents and associates for their continuous support and untiring efforts that has made this achievement into a reality.

He said that he look forward to each of continued efforts to achieve more laurels that will help us all reach a new level in the Shipping Industry.

CPEC triggered investment

ALMOST nine months after President Xi Jinping's visit to Islamabad, the China-Pakistan Economic Corridor is proving to be a major attraction for domestic investors who see it as catalyst for Pakistan to grow its economy at a pace achieved by leading regional peers. Some major business groups have started investing in expanding their production capacity of such materials as cement, steel, electric cables and glass that they expect will be 'in huge demand as work on the CPEC projects moves ahead at a faster pace in the months to come'. For example, the Nishat Group is setting up a cement plant in Balochistan and the Lucky Cement in Punjab. The Younus Brothers, owner of Lucky Cement, is also establishing a coal power plant in Karachi.

CPEC is not only attracting domestic investors but also foreign capital. — Abdul Basit, chairman of the Punjab Board of Investment and Trade

A steel mill in Karachi, which is said to be the major supplier of steel for the Lahore Orange Line Metro Train project, is said to be planning

to expand its capacity. A Lahore-based electric cable manufacturer — Fast Cables — has expanded its manufacturing facility to meet the future demand of CPEC-linked projects and is planning to boost it further and a Peshawar-based investor is said to have shown interest in setting up a steel plant near Lahore.

"All these investments are centred round the CPEC as the corridor acts as a magnet to pull the investors," said Abdul Basit, chairman of the Punjab Board of Investment and Trade (PBIT). He claimed that CPEC is not only attracting domestic investors but also foreign capital. "Several foreign companies are keen on partnering with local investors and provincial government (of Punjab) to launch projects in different sectors of the economy," he added.

Double Railway Track At Prem Nagar Inaugurated

Minister for Pakistan Railways (PR) Khawaja Saad Rafique said that all political parties should support the government regarding China Pakistan Economic Corridor (CPEC) which was a project of national importance. Addressing the inaugural ceremony of double track of railways from Lodhran to Raiwind here at Prem Nagar, he said that "It is a day of milestone for Pakistan Railways as after a long wait, we succeeded in making Karachi-Lahore a double track," he added.

He said the support of federal government in the progress of PR was commendable, adding that the federal government had never interfered in the affairs of Railways and the board concerned takes all decision regarding the betterment of the railways and operational matters were decided in the PR Headquarters. He further said that this was the only way to make institutions strong.

Infrastructure development must to boost revenue collection: Najeib Arjumand

By developing infrastructure at Torkham border, the volume of trade can be increased between Pakistan and Afghanistan, Torkham Customs Deputy Collector Najeib Arjumand has said. In an interview with Customs Today, he said that a developed infrastructure will further expedite the clearance process of consignments resulting in the revenue generation. He said that after installation of the Web Based One Customs (WeBOC), the revenue generation increased up to five percent. He said that import module has been introduced but the export module will be launched later. Despite not having the facility of electricity and proper infrastructure, the customs officials were utilizing their all strengths to facilitate the traders, the deputy collector said. Almost two-three hundred vehicles crossed border from both sides in a day. He said that Afghan traders did not prefer to use the Chaman and Taftan borders for trade but mostly used the Torkham as it is the only suitable and safe route to connect the Afghanistan with world. There was no

any terminal to offload the consignments due to which a mess of vehicles always observed causing a delay to the clearance of consignments, he said. He said that facility of electricity was not available to Torkham due to which all work was done by using electricity generator, adding that the speed of the internet was not sufficient to handle all the matters expeditiously. The facility of telephone was provided just a month ago. On Afghanistan side, the infrastructure was more improved and the electricity facility was also available to them round the clock, he said. Pakistan imported fruits and vegetables from Afghanistan and exported cement, kinnow, flour and sugar in return; he said, adding that a limited trade of food and medicines was being made these days. In winters, dried fruit, fresh fruits, coal and raw cotton were imported into Pakistan, while the trade volume increased between both countries in summer when up to 700 trucks were handled in a single day.

Adopting futuristic approach, the government should make plans, as this route (Torkham) would be used for trading with Central Asian States.

First phase of CPEC to be completed by 2017

The first phase of the China-Pakistan Economic Corridor (CPEC) comprising energy projects would be completed by December next year, Radio Pakistan reported.

Chinese companies involved in the project are working tirelessly to complete energy projects in time, aimed at generating about 10,000MW of electricity, an official of the planning ministry.

Coal-based power plants of about 6,600MW will also be installed in Thar in order to tap coal reserves in the area, and turn it into a power capital for Pakistan.

Govt sees 2016 as take-off year for CPEC project

The early harvest projects under CPEC are expected to bring rapid socio-economic changes in the country, the official added.

According to the official, western routes are being developed to bring underdeveloped areas of Balochistan at par with the developed ones.

Earlier on January 24, ports and shipping minister Kamran Michael said the government expected 2016 to be the take-off year for CPEC and Gwadar port, with a 100% increase in cargo-handling and start of the free economic zone.

China urges Pakistani parties to settle CPEC differences

Pakistan and China signed an agreement on April 20 last year to commence work on CPEC development projects worth over \$46 billion, which comes to roughly 20 per cent of Pakistan's annual GDP.

The corridor aims to connect Gwadar port in Balochistan to China's Xinjiang region via a network of highways, railways and pipelines spread over 3,000km.

Pakistan to launch ferry service from Karachi to Iran

The federal government has finalised arrangements to launch a ferry service from Karachi to Iran to facilitate pilgrims.

According to Federal Minister of Ports and Shipping Kamran Micheal, all necessary preparations have been made to start Karachi-Gwadar and Karachi-Iran ferry services within two months, to provide comfortable and affordable travelling facility to the people and devotees. The services would also promote tourism and generate economic activity in the region.

Prime Minister Muhammad Nawaz Sharif, during his visit to Port Qasim Authority (PQA) on December 28 last year had directed Pakistan National Shipping Corporation (PNSC), to expedite the work on start Karachi-Gwadar and Karachi-Iran (for Zaireen) ferry services.

Karachi-Gwadar ferry service to start in March

The Ministry of Ports and Shipping is all set to start a ferry service between Karachi and Gwadar from March in an effort to facilitate both cargo and passenger traffic including trips for tourists.

The first-ever ferry service from the country's industrial hub to the newly developed port city will be inaugurated by Prime Minister Nawaz Sharif in the middle of next month.

Pakistan Navy increases surveillance at Gwadar port

During his visit to Gwadar in January, the premier had issued instructions for making arrangements in this regard.

He felt the need of the service in order to facilitate general commuters and tourists as well as security officials and civilians who were working in Gwadar and asked the ports and shipping authorities to start the facility immediately.

In addition to the cargo, the vessel would have the capacity to accommodate more than 400 passengers.

"The ferry will carry tourists, officials and general passengers between Karachi and Gwadar and will be faster than land transport," said an official in the Ministry of Ports and Shipping. "This step will largely address the trouble faced by people travelling between the two cities."

The ferry will take almost 13 hours to reach Gwadar from Karachi and offer healthcare services, a high-standard cafeteria and other basic facilities. It will run three days a week as well as on weekend.

According to the official, the service is aimed at facilitating the passengers that commute between the two port cities and the government will bear an annual subsidy of around Rs44 million on the fare.

With the departure of the ship from Karachi Port, maritime security personnel would provide foolproof security throughout the

journey, he said.

In the next phase, another ferry service is expected to be launched between Karachi Port and the Chabahar Port of Iran for passengers. In this regard, arrangements are being made by the two sides.

Gwadar deep-water port nears completion

The newly expanded Gwadar deep-water port in Pakistan that is key to a planned \$US46 billion (\$A60.11 billion) Chinese economic corridor is nearly complete and expects to process about a million tons of cargo in 2017, the operator says. Most of the cargo will be incoming construction materials to be used in projects related to the China Pakistan Economic Corridor (CPEC), which envisions linking far-western Chinese production regions by road through Pakistan for shipment through Gwadar port to overseas markets.

Gwadar is in Baluchistan province where separatist groups in have waged a violent campaign for decades, saying the Pakistani state has failed to develop the impoverished region and instead plundered its natural resources.

Pakistani security forces have promised to protect the corridor project. "The port cranes are almost ready, and we are thinking that the port will be (at) full operation by the end of this year," said Zhang Baozhong, chairman and CEO of China Overseas Ports Holding Company Ltd. The Chinese company took over Gwadar's operations in 2013.

The revamped port has three multipurpose berths and its inner is dredged to 11.5 metres. "We're expecting at least one million tons of material will go in and out" in 2017, Zhang said, speaking at a day-long conference in Gwadar city.

The projected traffic represents a 100 per cent increase over 2016's throughput, but is a far cry from the 300-400 million tons per year that the Gwadar Port Authority envisions for the facility, which has ambitions of becoming a regional hub.

Pakistan: Govt approves plan upgrading dry ports

The government has approved an ambitious plan to upgrade and rehabilitate terminal facilities at the Pipri Marshalling Yard and Badami Bagh and two dry ports at Mughalpura, Lahore, and Azakhel, Peshawar.

An official source said the plan focuses on rehabilitation of existing tracks and civil works, improvement of goods handling facilities, establishment of new dry port and transit goods facilities at Azakhel Pir Pai Railway Station over an area of 64 acres.

The new investment is required to make the Pakistan Railways ready to transport coal from Karachi port to Punjab and Afghan transit goods to Peshawar.



LLYOD'S LIST AWARD TO CAPT. HALEEM IS AN HONOUR FOR PAKISTAN



Capt. Haleem A Siddiqui, Chairman, Marine Group of Companies was recently conferred Lifetime Achievement Award at the Lloyd's List Middle East and Indian Subcontinent Awards ceremony held recently in Dubai. Capt. Haleem Siddiqui was given the prestigious award in recognition of his role in the development and growth of ports and shipping industry of Pakistan.

While addressing the august gathering assembled in his honor, Captain Haleem Siddiqui recapped the journey from seafarer to his current role as Chairman of the Marine Group of Companies. He went on to say that although there had been many who had inspired, encouraged and supported him but the biggest inspiration came from his family. Captain Haleem Siddiqui went on to add that ports and shipping is key to progress of any country's economy and that he would continue to strive and make Pakistan's industry compatible to any ports and shipping industry in the world.

Others who addressed the gathering included former Director Ports & Shipping Capt. Anwar Shah who elaborated that the Lloyd's List

Middle East and Indian Subcontinent Awards were given to outstanding individuals who had contributed to the changing nature of the shipping industry and that Capt. Haleem Siddiqui was therefore the obvious choice. According to him, Capt. Haleem Siddiqui deserved the award as he was undoubtedly one of the individuals who could be called one of the pioneers of Pakistan's shipping industry.



Speaking at the gathering, the Managing Director of the Marine Group of Companies Mr. Aasim Siddiqui said that his father had dedicated the last 55 years of his life to maritime industry. Outlining his achievements, he said that his father had started off his career in merchant navy in 1959 as a cadet officer. Later, he went on to obtain his Master Mariner certification in 1968 from UK after which he sailed in command till 1971. He also mentioned that Capt Haleem also had the unique experience of having served as an elected member of the National Assembly of Pakistan twice, was Federal Minister for Communications & Shipping and had also



served as Federal Minister of State for Water & Power. Furthermore, he said that although the award had been conferred on Capt. Haleem Siddiqui, it was actually an honor for Pakistan. Former Chief Justice of the Sindh High Court Justice (Retd) Shaiq Usmani went on to say that professionals like Capt. Haleem Siddiqui were born in centuries. Other than this, other professionals who addressed the gathering included directors of Marine Group Mr Sharique Siddiqui and Mr. Danish Siddiqui, SVP & CEO of Mitsubishi Corporation Kimihide Ando, Capt. Zafar Iqbal Awan, Capt. Salahuddin and Mr. A Karim Paracha.

After the event, leading professionals and members of various ports & shipping associations and institutes including Chief Executive Officer CIM Shipping Mr. Abdul Karim Paracha, Chief Executive of PICT Capt. Zafar Iqbal Awan, Senior Vice President and Head of EME Region ICTSI Mr. Hans Ole Madsen, VP Ashore Capt Muhammad Zia Alam, Capt. Rahat Qaseem of Master Mariners Society of Pakistan, Chairman All Pakistan Shipping Association Mr. Abdullah Farrukh presented shields to Capt. Haleem Siddiqui.

CARGO WEIGHT

IMO REQUIREMENT FOR CONTAINER WEIGHT VERIFICATION

Contributed by MAERSK LINE

A Brief of this new process

The IMO's Maritime Safety Committee (MSC) at its 93rd session (May 2014) approved changes to the Safety of Life at Sea (SOLAS) convention regarding a mandatory container weight verification requirement on shippers. This is an effort WSC (World shipping council) has been advocating for many years. Dangerous Goods, Solid Cargo and Containers (DSC) Sub-committee approved changes to the Safety of Life at Sea (SOLAS) convention that will require verification of container weights before loaded containers may be placed aboard ships. The DSC report was approved by the Maritime Safety Committee (MSC) in May 2014 and adopted by MSC in November 2014. The requirement making container weight verification a condition for vessel loading will become legally binding on July 1, 2016.

Why New process is required?

There is a huge risk to workforce, Vessels, Terminals, Equipment due to wrong container weight being provided for preparing the load list.

Effective date of this new process

It is an industry requirement from Maritime Safety Committee to be followed by all the stakeholders effective 1st July, 2016.

Current Status

There is no rule / process currently to ensure that the weight being provided by shipper for loading are accurate leading to huge risks to life.

VCW Process To be followed from 1st July 2016

Shipper needs to ensure they provide Verified Gross Mass weight of the container or a VGM certificate for every container before the load list cut-off.

It would be shipper's responsibility to ensure they provide the accurate weight and NOT a estimated weight of the container.

In absence of VGM from shipper (E-channel or a physical certificate), the container will not be loaded on the vessel.

Benefits

Load list prepared basis accurate weight means;

Proper stowage

Reduced risks of accidents

Reduced cost / penalties.

QICT CREATES HISTORY BY BEING THE 1ST TERMINAL IN PAKISTAN TO HANDLE 1 MILLION TEUS IN 2015

DP World Karachi (QICT) has indeed achieved a milestone by handling 1 million teus in one calendar year 2015. This indeed is a historic landmark for our organization and is a testament of our immense contribution to the ever growing and dynamic economy of Pakistan. This would not have been possible without the dedication and hard work of the entire staff of QICT. We also would like to take this opportunity to show our deepest gratitude to all our customers for placing their trust in us and their unflinching support to project us to this mammoth milestone. Since its inception in 1997 QICT has grown by leaps and bounds by constantly investing in expanding its infrastructure to provide state of the art container handling facilities coupled with exceptional customer service and world class container management systems. QICT has truly emerged as the market leader amongst all the terminals operating in Pakistan not only because of its operational expertise and state of the art facilities but also providing services beyond the gates to all its customers namely NLC container terminal, own CFS station, MTY parks and running a very successful Dry Port in Lahore where in imports and exports are delivered to the destination via trains. This is a true testament of our long term partnerships with Port Qasim Authorities, Port Qasim Custom Collectorate and Pakistan Railways without whose support this milestone achievement would not be possible.

Our DP World theme of innovation and creativity in 2015 is one to keep uppermost in our minds as we continue to add further impetus to our business. Our industry is in constant motion, with new technology coming on stream at a rapid pace, and forecasters predict an uncertain and potentially challenging year for our customers in the shipping industry. However with an open mind, a 'can do' attitude and by working together with all our stakeholders, we can beat our own customer service levels and take our company to even greater heights in the very near future.

About DP World



DP World has a portfolio of more than 65 marine terminals across six continents (1), including new developments underway in India, Africa, Europe and the Middle East.

DP World is one of the largest marine terminal operators in the world by throughput around the world, DP World handles more than 150,000 containers a day Put end to end, and the

containers we handle in a year would circle the world more than eight times

DP World operates more than 1,300 cranes across the world Combined globally and yard area covered is 1,374 hectares- the equivalent of almost 2,000 football pitches.

DP World has more than 55 kilometers of quay wall globally Almost six and a half billion washing machines would fit in the combined capacity of the containers they handle in a year.

DP World serves around 66,000 vessels a year - or nearly 180 a day and their team of over 36,000 people is truly global, made up of more than 90 nationalities.

Container handling is the company's core business and generates more than three quarters of its revenue. In 2014, DP World handled 60 million TEU (twenty-foot equivalent container units). With its committed pipeline of developments and expansions, capacity is expected to rise to more than 100 million TEU by 2020, in line with market demand.

In taking this customer-centric approach, DP World is building on the established relationships and superior level of service demonstrated at its flagship Jebel Ali facility in Dubai, which has been voted "Best Seaport in the Middle East" for 20 consecutive years.

Corporate Responsibility

GLOBAL VOLUNTEER WEEK - 2015

Since 2014, DP World has globally been celebrating Global Volunteer Week (GVW) second week of December which is aligned with the with the annual UN Global Day of Volunteering on the 5th December.

In the year 2015, GVW was held 6 - 11th of December.

Globally 44 projects were carried out @ DP World Terminals over 19 countries. 777 employees volunteered globally and 7100 people benefitted from our projects.

At QICT a number of activities were planned with the main aim to engage as many employees so that they may avail the opportunity to play their part in the community

Over the one week 220 employees volunteered across all 6 projects.

8th Dec - Sports Day @ Ibtida School

A sports day was organized at Ibtida School. The objective of the program was to make the day special for the Ibtida children and provide them a platform to show their talents/ skills in various sports thereby ensuring their right to development, leisure and recreation. The volunteers took on their respective teams cheering them on leading them to glory and gifts.

8th Dec - Health & Wellness Awareness program

A group of volunteers visited the adopted village and carried out a Health & Awareness Program. The primary objective of this awareness program is to "Keep people disease free through prevention". The diseases like diarrhea, malaria, dengue, hookworm, diabetics, high blood pressure etc get spread due to irregular lifestyle and lack of knowledge. The awareness program educated them how to

adopt a healthy lifestyle and how to prevent unwelcoming diseases.

8 - 13th Dec - Heath & Wellness Program

A large number of our employees volunteered from their seats. Staff from Billing, HelpDesk as well as the yard staff actively participated in the Program and gave a brief talk to Truckers, Customers & all visitors visiting our terminal from 8 - 13th. The program was conducted in all shifts day and night. A total number of 2000 handouts were distributed and a short talk on advantages of leading a healthy life.

9th Dec - Lunch @ St. Vincent Home - Drigh Road

25 Volunteers from QICT visited the Senior Citizens Home to spend the day and share a meal. The volunteers had a great time hearing interesting stories shared by the senior citizens. Lunch was served to them followed by sing songs, board games and casual chit chat. At the end of the day volunteers left making some new friends, with a promise to keep in touch and visit often.

11th Dec - Christmas Party @ Lemmons Home.

As the festive season is all about caring and sharing, 30 volunteers visited Lemmens Home which houses 50 displaced or orphaned girls. There volunteers arrived well equipped with Cheers, Gifts and an abundance of joy and happiness to share. Christmas Carols were heard while the girls impatiently awaited the arrival of Santa Clause who brought them gifts and candies. The Employees actively participated and had a fun time planning, participating and enjoyed bringing happiness in the lives of the little girls.

13th Dec - Beach Cleaning & Plantation with WWF

A huge number of 50 employees volunteered their time on a Sunday and made a trip to turtle beach. The activity was supervised and conducted by WWF-Pakistan. Pakistan's largest conservation organization, working to build a future in which humans live in harmony with nature.

After a presentation by the WWF Team, the volunteers were given the opportunity to plant Mangroove trees along the coastline. About 60 plants were planted by the volunteers. This was followed by a Transit Walk As the name suggests, this was a walk taken inside the mangroves forest to observe the beauty and purity of nature. Bird watching was another highlighted impact of this walk.

At the end of the program a beach cleaning activity was carried out by all volunteers, the objective of the beach cleaning was to clear out plastic and other garbage from the beach which helps clear the path of the turtle hatchlings; as they head to the water swallowing small garbage items, mistaking garbage as food.

THE SMART WAY OF MANAGING YOUR SHIPMENTS

DP World Karachi is proud to introduce a mobile Android application for customers, which is the first of its kind in Container Terminal History in Pakistan. Sit back and let the technology do the work for you. The application provides an array of choices to manage you shipments efficiently.

YOUR PROMISE OF SUCCESS, DELIVERED - THE MAERSK WAY!

An Interview with Mr. Arslan Khan, Country Manager & Managing Director - Maersk Pakistan

Maersk Line is the world's largest container shipping company. With 374 offices in 116 countries, Maersk has been active in Pakistan since 1995. What started off as a small company with a staff of around 60-70 people, has since expanded into an organization that owns the largest export & import market share of containerized cargo in Pakistan. The Voyage recently had the privilege of interviewing Mr. Arslan Khan, Country Manager & Managing Director of Maersk Pakistan now tasked to oversee the operations and further growth of Maersk Pakistan. With over 15 years of experience at Maersk and having experience of working in international markets, Arslan Khan brings valuable learnings and vision. He comes across as a highly energetic personality and has specialized experience of commercial shipping, his vision is to further develop the business in Pakistan Here is what he had to say:

1.How do you see the market for the shipping industry in Pakistan?

A. The shipping industry of Pakistan is on its way to prosperity as we see more business making its way into Pakistan. The textile industry has seen a year on year growth of 3-4%. For a considerable period, Pakistan saw a decline in the textile industry as business shifted to Bangladesh and other developing countries. However, as the market in those countries is now reaching saturation, we see this business returning home. Since 2007, our primary containerized exports from Pakistan have been rice and cement but with the foreseeable revival of the textile industry we see this changing. The economy of a country progresses when it offers value adding commodities in the market. Pakistan seeks to follow suit. As for the law and order perceptions about Pakistan that resonate internationally and impact investment, I feel that more needs to be done to convey the true and actually brighter

picture. To do my part, I make sure all foreign visitors that I receive take note of our improved economic and law and order conditions, our increased buying power and our changing lifestyle.

2.How do you rate ports and shipping infrastructure developments in Pakistan?

A.I believe there is a positive change that is coming forward. The development and expansion of the intra-country transit infrastructure will invariably bring about improved business conditions. In addition, the recent infrastructural developments in the shipping sector bring about a promise of prosperity. Having said that, there is still a long way to go in terms of the support that the state can extend to the shipping industry. The complexities of doing business with Pakistan relegate the full business potential that we have to offer to the world.

3.Where does the prime focus of Maersk Pakistan lie, in import or export?

A.We have a balanced focus on imports and exports. At present, we are not trading as much as we would like with the Intra Gulf and Far East sectors. Should this start, trade activity on this front has the potential to increase by as much as 30%

4.What makes Maersk different from other shipping lines?

A.Maersk delivers quality, values and high standard to our clients. Intrinsically, the core values of our founder are instilled and embedded in all activities that we undertake. It is these values that set us apart from the rest. In a nutshell, not only do we try and meet all the requirements of our customers, we do so while providing them excellent customer care. Furthermore, we place a lot of importance in readily adapting ourselves to the changing requirements of our clientele.

5.What can you tell us about the internal working environment at Maersk?

A.The internal working environment of the Maersk is drastically different from other organizations. We vehemently believe in transparency and candor in our ranks and files. I regularly interact with my team and encourage them to speak up in case they have any issues or concerns as I strongly believe that it is the mindset of the employees that makes the organization more functional, robust and productive. Other than this, Maersk prides itself in offering equal opportunity employment, which has our HR managers dealing with diverse ethnicities. We also make it a point to maintain a fun and friendly working environment, in line with our belief that employee satisfaction is critical to excellent output.

6.How many vessels does Maersk operate in Pakistan?

A.In 2000, when I joined Maersk, only one vessel, and that too a feeder, used to operate in Pakistan. Today in 2015, we have four mother vessels operating in and out of the country on a weekly basis, with each vessel offering services to dedicated locations. This is a substantial achievement in such a short span of time.

7.What expectations do you have from the Pak China Economic Corridor?

A.The economic corridor has the potential to exponentially enhance trade activities between nations. Depending upon the execution, Pakistan is set to reap humongous benefits from the megaproject. I think that the timeline is a key factor to success and the project should be delivered within the next few years. It is most definitely a step in

the right direction.

8.Does Maersk have any plan for Gwadar Port?

A.I have recently visited Gwadar Port. The government is taking a keen interest in developing the port to increase trade activities. However, for operators, security challenges have been a concern. However, having seen the facilities first hand, it seems that the Pakistan Army and security forces are high alert in the area and have effectively mitigated perceived threats. Although Maersk has not signed any formal contract with Gwadar Port yet, it will largely remain in our consideration in the times to come.

9.Can you cast some light on Maersk Corporate Social Activities in Pakistan?

A.Giving back to the society is a core part of our values. We make a conscious effort to ensure that our carbon footprint is one of the lowest in the industry globally and the same holds true for Pakistan as well. In addition, Maersk Line maintains special annual reserves for corporate social activities. In 2014, we started a program with The Citizens Foundation to facilitate career counseling for underprivileged children. Moreover, we place a lot of importance on the inclusion of the disabled within our society and to that end Darul Sukoon remains one of our major donation beneficiaries. The spirit of giving back to the society is deep-seated within our employees as well, who have enthusiastically participated in blood donation drives organized in recent times by Fatimid Foundation and The Indus Hospital.



MOVE ONE COMESTO PAKISTAN

Movers and Packers is one of the oldest businesses in Pakistan which is yet to be discovered. Move One takes the pride is being one of the leading moving, packing, relocation, pet-transportation and logistics Company having offices around the globe. It has been established in collaboration with Freight Connection Pakistan (Pvt.) Ltd. which will run and operate this venture successfully in making the industry to grow to next level in Pakistan.

Moving is a very hectic activity which includes various stress processes from getting into another country or cross cultural stress while preparing to plan how to move your personal stuff and other non-monetary valuables. Therefore, it is not just termed as general cargo but it is known as House Hold Goods or Personal Effects.

By hiring a professional Packing team you can be on more comfortable side and focus on your immigration, house search, school search or cultural studies related to the country you are moving to. However Move One also provides these services to their clients for any place in the world. Move One has made moving & relocation easy as never before.

It has a professional team which keeps your valuables safe and transports it to another country. The Company assists its clients at their destination country with custom clearance and delivers their goods at doorstep. So, experience the customized services with Move One.



APSA ACTIVITIES

1) Distribution of Greeting cards

EID greeting Cards and cakes sent to the all Custom and concern authorities on EID-UL-AZHA by Chairman APSA.

2) NTTFC 22nd meeting

APSA Chairman Mr. Abdullah Farrukh attended NTTFC 22nd meeting held on 06-Oct'15, Chairman also discussed about hot issue long standing containers. For which DC custom Mr. Yousuf assured that they will improve their activity and get the boxes released as much as possible.

3) APSA presence at PIFFA joint meetings

Pakistan InterNational Freight Forwarders Association joint meetings with APSA held on 7-10-2015 at Beach Luxury hotel. Chairman APSA attended the meeting

4) Pakistan Regional Economic Integration Activity (PREIA)

The meeting with Pakistan Regional Economic

Integration Activity (PREIA) held on Tuesday 24th November, 2015 at 1300 Hours at Boat Club, Karachi.

5) Meeting with Ministry of Port & Shipping and Various Shipping Lines on Trade Disputes.

The Trade Dispute Resolution Organizations (TDRO) convened a meeting in Islamabad on Thursday the 19 November'15 at 1130 a.m. and invited APSA chairman which is accepted by the Chairman.

6) Meeting with Commonwealth Trade Adviser

The meeting between APSA Representatives and Customs official and Commonwealth Trade Adviser Held on Wednesday 2nd December, 2015 at Customs House.

7) Issuance of Shipping Agents Rules (SRO)

Shipping Agents Rules SRO issued by the FBR in favor of the Paper Merchant Association without

consulting shipping lines/agents. Some of the points were not in favor of shipping lines/agents. APSA and other association objected and decided to take legal action collectively from the APSA plat forum.

8) SOLAS (Safety of Life at Sea)

The meeting of SOLAS was held on 25th of April 2016 at KDLB office for discussing Verified Gross Mass (VGM) of carrier and terminal.

9) Meeting of the sub-committee of NTTFC at Customs House, Karachi

The first meeting of the sub-committee of NTTFC on LCL and abandoned cargo was conducted in the Conference Room, 12th Floor - Customs House, Karachi on 21st April, 2016. The participants highlighted the consequences of slow process of auction by the customs department.

APSA HIGHLIGHTS



Dubai (left to right): H.E. Mr. Mohammed Al Muallem, SVP & Managing Director-UAE Region of DP World and Mr. Aasim Siddiqui, Ex-Chairman APSA at TOC Middle East 2015 Conference Inaugural Session.



Dubai (left to right): Mr. Steve Cameron-Managing Director of Cameron Maritime Resources, Mr. Lars Jensen-CEO & Partner of SeaIntelligence Consulting, Mr. Aasim Siddiqui, Ex-Chairman APSA, Mr. S.N. Srikanth, Founder & Senior Partner of Hauer Associates and Mr. Mohammed Adnane Ouzzine, Financial Adviser from Ministry of Economy and Finance Kingdom of Morocco at TOC Middle East Conference 2016.



Shanghai: Mr. Aasim Siddiqui, Ex-Chairman All Pakistan Shipping Association (APSA) organised booth for association at Intermodal Asia Exhibition & Conference 2016.



Shanghai (left to right): Mr. Alexander Lisin - Director Russian Intermodal Logistics Association exchanging views with Mr. Aasim Siddiqui on CPEC and other international railway networks connecting China.



Shanghai (left to right): Mr. Aasim Siddiqui met Mr. Ifeng Wan - Secretary General for Cold-Chain Logistics Professional Committee of China Communication & Transportation Association (CCTA) and discussed the future prospects and opportunities for APSA members across China-Pakistan Economic Corridor (CPEC)



Shanghai (left to right): Mr. John Fossey, Contributing Editor of WorldCargo News, Mr. Aasim Siddiqui and Mr. Tim Power - Managing Director of Drewry at Intermodal Asia 2016



DP WORLD
Karachi

Pakistan's Gateway to the World

QICT

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.



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- Air Cargo
- Travel & Tours

62 years
of Experience

The Pak Shaheen Group continues to retain a vanguard position as Pakistan's leading integrated multi-service business conglomerate. Successors to Bird & Company, U.K., The Group's origins trace operations to beginning as ship agent from Karachi. A little after Pakistan's independence (1947) saw the group sail on a successful voyage through sheer dint of hard work and dedicated efforts.

In a journey that has spanned over 62 years. The group finds a nationwide presence with locations at Karachi, Lahore, Faisalabad, Rawalpindi, Islamabad, Sialkot and Multan. As a dynamic Group and charged with the vision to always move ahead, we strongly believe in maintaining a high level of discipline, consistency, quality and technological advancement. Our vision beyond 62 entails looking at new emerging trends in international maritime operations and all related services with a very specific focus - to render the fruits of breakthrough technology to a wider spectrum of clients.

As a Group, our operations are through Karachi Port, Port Bin Qasim, Lahore Dry Port, Faisalabad Dry Port and every sea port and airport in Pakistan. Thus, our area of operations touches every mode of transportation with every kind of haulage. Be it air, sea or land, we find a dynamic presence in the country's maritime operations and related activities. As a Group we lay vital importance to human resources. Professional Directors combine their business vision and acumen with the strength of an able and dynamic team of a skilled and experienced workforce.

pak shaheen (Pvt.) Ltd.

in widespread brokerage services to ship-owners and users of bulk and specialized vessels, equipped with logistics services.

Established in 1972 Pak Shaheen Limited is Custom Licensed for Ship Agency, represents The Torvald Klavens Group in PAKISTAN. Involved effectively



Established in 1981 Pak Shaheen Container Services is the first private off-dock container freight station of the country owns large fleet of material handling equipments. The company has CFS facility at both Karachi Port and Port Bin Qasim.



Established in 1987 Tran-World Cargo Dispatch Company is licensed Stevedore to perform both at Karachi Port & Port Bin Qasim. Specialize in RORO, Break-Bulk and Bulk vessels.



Established in 1988 as IATA Registered Travel Agency



Established in 1990 as a IATA agent & NVOCC. Company is effectively involved in Ocean Freight, Airfreight, Land Transport and Transit Trade.



almost every part of the country with its owned fleet of brand new prime movers fitted with GPS tracking systems.

Established in 1993, originally was a joint venture with American President Line-APL as a first private bonded carrier in Pakistan. The company enters into a new joint venture in 2006 with Gulfair Limited, of Sharjah. Serves containerized and non-containerized cargo transportation, both bonded and general to



Pak Shaheen Agencies is a well-known name in Heavy Port & Material handling equipments in Pakistan.



Southern Agencies (Pvt.) Ltd.

The company has been the liner agent for CMA-CGM (a French shipping line) from 1987 - 2007. Currently company is in Joint Venture with CMA-CGM Pakistan.



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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