



BAHRIA FOUNDATION Celebrates WORLD MARITIME DAY-2021



Messages

Syed Ali Haider Zaidi
Federal Minister of Maritime Affairs

IT is a matter of immense importance and great satisfaction that a global event — World Maritime Day is being marked with traditional zeal and fervour. I am highly pleased that Bahria Foundation has taken this literary initiative of publishing a special supplement on this important occasion.

Globally, the maritime sector has played a vital role in the economic development of many nations. Ports play a prominent role as 90 per cent of global trade is seaborne. Pakistan is no exception. Our country is blessed with a coastal belt stretching over 1050Km. With two ports in Karachi and a third port at Gwadar, Pakistan is ideally and strategically poised to become a regional economic hub. Blue Economy, if tapped prudently, may act as a catalyst for sustainable commercial growth, improving livelihood and creating jobs using ocean resources while preserving and protecting the health of oceanic ecosystem. The Ministry of Maritime Affairs (MoMA) is spearheading the concept of Blue Economy with the aim of realizing the benefits of thriving ocean economy for our nation. MoMA seeks to work with key stakeholders to develop a Blue Economy roadmap to drive progress and sustainable development in blue sectors of Pakistan.

World Maritime theme for the year 2021, "Seafarers at the Core of Shipping's Future" reflects a clear need to raise awareness of seafarers' vital role in world trade and increase their visibility. Covid-19 pandemic has illustrated, more than ever, that it is crucially important to ensure the functioning of the global supply chains and the facilitation of the safe and efficient operation of maritime transport. Through these difficult times, the world in general and maritime nations in particular have pertinently realised the importance of shipping services and seafarers to deliver vital goods, including medical supplies and food, which has been central in generating appropriate response and eventually overcoming this pandemic. Therefore, the professionalism and dedication displayed by the world's seafarers during these challenging times merits appropriate recognition and deserve much appreciation.

Pakistan through its well-recognised Institutions like Pakistan Marine Academy and many others in private sector, has placed special emphasis on training of seafarers, thus ensuring the future of seafaring against a backdrop of increased digitalization and automation. The crew change crisis in 2020 has highlighted seafarers' exceptional contribution as key and essential workers, being on the front line of delivering world trade through a pandemic and in ordinary times. Cognizant to the hardships being faced by seafarers, MoMA through DG Ports & Shipping have promulgated SOPs to facilitate change of crew for smooth operations of Merchant Ships. These SOPs were formulated to streamline the Sign On/Sign Off of Pakistani seafarers at national ports.

Pakistan have also strongly supported and acknowledged the efforts of IMO to address the difficulties faced by seafarers globally and facilitating the seafarers who have completed their contracts to repatriate back to their countries. MoMA has also offered its support and assistance to IMO for reaching out to other IMO member countries to lift travel restrictions for seafarers regardless of their nationality.

In the end, I would once again like to appreciate the contributions of Bahria Foundation in promoting the campaign of creating awareness about maritime potential of Pakistan and the human capital associated with this industry. I am highly optimistic that under the patronage of Pakistan Navy, Bahria Foundation will continue to amalgamate its capacity and resources to envision in capitalising Blue Economy projects, which will not only be beneficial for the organisation, albeit will help in staging a conducive environment for other stakeholders to join hands and play their part in national development and prosperity. ■



Admiral M Amjad Khan Niazi NI(M) S Bt
Chief of the Naval Staff

I AM pleased to note that this year Bahria Foundation is marking World Maritime Day with a renewed vigour. The day bears an important place in the maritime calendar, which calls to attention the importance of shipping safety, maritime security and marine environment.

The theme for this year, "Seafarers at the core of shipping's future", highlights the invaluable role they play now and likely in the future as well, which is indeed apt and timely. In a world that continues to reel under wide ranging fallout of Covid-19 Pandemic, the shipping industry too has been severely impacted, most notably by lockdowns and travel restrictions. The Ships' crews have had to endure extended stay onboard, withstand physical and psychological stresses of isolation, suffer ailment of an uncertain kind and even face up to unemployment. The situation is still desperate for many seafarers and the humanitarian crisis may have far-reaching consequences on global trade and safe navigation.

Tangible efforts are needed by all stake holders to support brave professionals who continue to deliver vital global trade. The dedication and professionalism of more than one and a half million seafarers worldwide deserve to be appreciated. Pakistan strongly supports and acknowledges the efforts of IMO to address the difficulties faced by seafarers globally, especially in facilitating movement of seafarers. I look forward to collaborating with all stakeholders to enhance the resilience and green credentials of shipping and placing seafarers, first and foremost.

I am of the firm view that Seas hold the key to the future wellbeing of mankind, and Pakistan being a bona fide maritime nation, is no exception. An all-encompassing coherent growth of maritime sector is the way to go as opportunities are abundant and virtually untapped hitherto. The impending operationalization of Gwadar port and the sea component of CPEC offer a great bonanza for the maritime community. I expect Bahria Foundation to contribute to this national effort whole heartedly and cognizably. It is time we strengthen our indigenous capacities by incorporating modern technologies and develop professionally competent human capital. I would like to see BF make its mark as a premier maritime services outfit of the country with a global outreach, in not too distant a future. The path to progress must consciously be environment friendly and promote an eco-system that is inherently Green.

Pakistan Navy is determined to protect our national maritime interests at all costs and ever ready to face the threats and challenges across the entire spectrum. It will continue its 24/7 vigil and complement international efforts to maintain a secure and legitimate maritime order at sea for unhindered maritime activities. Similarly, NHQ is primed to patronize and support development of Blue Economy at all levels. In this regard, BF needs to position itself to reap the benefits from conducive policy framework and explore new vistas, especially venturing into shipping business to restore our past glory. The tasks may be exacting but not insurmountable, as it is said "The strongest storm makes the best sailors".

Let us affirm that before the next year's Maritime Day port-call we would have made tangible, even though modest, progress. Best of luck and happy sailing. ■



Vice Admiral (Retd) Khan Hasham Bin Saddique HI(M)
Managing Director, Bahria Foundation

BAHRIA Foundation, established in 1982 as a subsidiary of Pakistan Navy, is engaged in diversified businesses ranging from Education to Estate. The primary purpose of the organisation is to undertake viable economic activities to generate jobs and welfare of naval personnel and populace at large.

However, Maritime Sector is a niche area which is not only a strategic priority but also offers the greatest opportunity to excel in Pakistan.

I am pleased to highlight some of the capabilities and future growth areas for the wider audience through this supplement on the occasion of world Maritime day. The day is important in many respects as it calls to attention the significance of shipping safety, maritime security and marine environment. This year's theme "Seafarers at the core of shipping's future", highlighting the invaluable contributions they make is indeed apt and timely especially in the face of Covid-19.

I am of the view that Pakistan's maritime sector has not quite lived up to the promise it showed in the 70s, primarily due lack of awareness and a persistent neglect. Globally though, the maritime related ecosystem better referred as Blue Economy in the modern lexicon is estimated to be \$1.5 trillion annually and continues to grow exponentially. The potential of Pakistan by all accounts huge whether it is shipping, coastal tourism, Fishing, Ship recycling, ship construction etc. and largely untapped. Given our strategic location, a secure and legit maritime order at sea thanks largely to the vigil at sea by the Navy and PMSA and impending operationalisation of CPEC are some of factors that provide an enabling environment. Bahria Foundation under the patronage of Pakistan Navy has set course on developing indigenous capabilities and contributing effectively to the national economy. We hope to make progressive gains by exploring all avenues in parallel and delivering quality services, leading eventually to the cherished dream of self-reliance. We look for mutually beneficial partnerships home and abroad in our quest for excellence. I am confident Pakistan's maritime sector can be the engine for growth and spearhead the efforts to attain the place we deserve in the comity of maritime Nations.

I wish the mariners the world over happy sailing and favourable winds in all their pursuits. ■



UMA in lead to provide quality shipping services

AN efficient international shipping industry is a vital constituent of any programme for an imminent sustainable green economic growth. The drive of the World Maritime Day is to endorse a worldwide understanding of the marine commerce. Secondly, it is a day for the delineation of the difficulties faced by the industry and delineation resolutions to these difficulties.

Recently, the world has witnessed the capability for seafarers and shipping services to safeguard the effectiveness of the global supply chains. World seafarers' swift response, and eventually overcoming, the pandemic, could not happen without their professionalism and dedication. This is the reason International Maritime Organization (IMO) theme for 2021 "Seafarers at the core of shipping's future" reflects a clear need to raise the awareness of seafarers vital part in world trade and enhance their prominence. The timely crew relieving catastrophe in 2020-21, due to Covid-19, has underlined seafarers extraordinary involvement as key and indispensable workers on the front line of delivering vital cargoes through a pandemic as well as in ordinary eras.

Since the implementation of restrictions and border closures to combat the spread of Covid-19, UMA and her associate concern's GAC's crew change expertise has come to the fore. Its round-the-clock support for ship owners, managers and operators to ensure crew signing off or on, have the smoothest, safest and most comfortable transfers possible. Support with visas, travel and associated procedures, all within relevant Covid-19 guidelines, make sure every change-over goes without a hitch. Even help arrange swab tests (some with rapid results), transportation to and from test centers, related documentation and liaison with authorities.UMA has earned the prestigious place among the foremost promising agencies in the country. We at UMA aim to provide notably enhanced and proficient services in future as in the past.

UMA has the privilege to represent some of the prominent shipping lines such as Hyundai Merchant Marine Company Ltd, HAMBURGSUD, R.C.L., K.M.T.C, Swire & CEEKAY sailing in Pakistan. It is indeed the collective efforts of shipping agents and customs officials to have cargo and shipping operations running efficiently. The Company has established a policy of absolute command over tally and documentation, which further favors the client fulfilment. To provide exquisite, customized service provision, UMA assigns thorough professionals to manage foreign principals for unmatched service facility. UMA serves as an agent for liners, cargo containers, bulk freight, vessels, tankers and passenger cruise docking at the port. We intend to deliver timely services and perform better than yesterday while striving to be the leading shipping and logistic solution providers with unmatched exceptional quality for the customised needs to all our clients, principals, and potential patrons, while building long-term ethical confederation. As the CEO of UMA, I am privileged to have earned a vast experience and insightful perception to lead because of my father, Mr. Shams-ul-Haq (the founder of UMA).

Today the company besides delivering the customary duties, it administers all the port maneuvers through its appointed licensed stevedore associates and terminal operators uphold well-equipped containers terminals within the port limits and beyond. UMA is well-recognized by Bureau Veritas and has procured ISO-9001:2015 and ISO-9002 certification for its Quality Management System, hence the company envisions to effectively conduct UMA Quality Management Systems (QMS) to attain improved results at all levels. Timely service and reliability are our key focus, while carrying out services for Freight Forwarding Services for sea and air consolidating operator, FCL and LCL Sea Freight, Door-to-Door Services and special assignments. UMA's speciality is provision of services to importers of petroleum products, especially for the Ministry of Petroleum. We also attend



Sohail Shams
CEO, United Marine Agencies

to vessels calling at Pakistani ports for loading of molasses or chemicals. Besides this, UMA represents a number of shipping companies who operate their vessels for the discharge of palm oil and other vegetable products.

UMA provides complete door-to-door service to transport containers of FCL cargo within Pakistan. We also work with importers and traders who require the professional help in transporting their goods from Karachi to up-country destinations.

Our success is also due to the unflinching confidence that our Principals, our clients and patrons have reposed in us and our services for 29 years now, along with the TEAM UMA, who are key asset of the Company and undoubtedly play pivotal role in achieving all set targets. We prioritise speedy and trusted Consolidation & De-Consolidation to and from Pakistan. We cater our services to global destinations such as Far East, Europe, America and other location. UMA consents cargo for nearly most of the region of the world such as Far East, Australia, New Zealand, Red Sea, Europe, USA, Eastern Mediterranean, Western Mediterranean, West Africa, Gulf, South America, etc. UMA's speciality is provision of services to importers of petroleum products, especially for the Ministry of Petroleum. We also attend to vessels calling at Pakistani ports for loading of molasses or chemicals. With the advent of CPEC the CEO-UMA Mr. Sohail Shams optimistically anticipates improved prospects for the country and its shipping and trade industries. It is indeed in the process but definitely has the potential to change the world trade route interface beneficially for Pakistan as well as China. Almost 70 per cent of the total investment being made in connection with CPEC is related to the development of Gwadar port, which is going to be beneficial for Pakistan as well as China. Currently, China is exporting its goods to other parts of the world through traditional long routes, such as Suez Canal. According to an estimate distance between Europe and Eastern China will be reduced by 65 per cent through Gwadar, 78pc between Gulf and Eastern China, 50pc between Europe and Western China and 38pc between Gulf and Western China.

It simply elaborates enormity of the level of benefits of CPEC to the whole world, when fully developed Gwadar Port is likely to have a draft depth of 16 to 18 meters, more than 80 berths of Containerized cargo, RORO, clean and dirty bulk, LNG, Liner/Ferry and off-shore loading/unloading terminals. A draft depth of 18 to 20 meters means a mother vessel of 20,000 TEUs will be able to call at the port. Currently only feeder vessels of smaller size are calling at the port. Not only Pakistan and China will be the beneficiaries of CPEC and Gwadar deep seaport almost the whole world will benefit from it in the shape of reduced cost of goods due to shrinking distance between China and the world through Gwadar.

None of our neighboring countries has a port with 18 meters depth. Only recently, we conducted a litmus test of Gwadar by bringing in a ship with 14-meter depth. Our mission is indeed to make Pakistan prosper thus we are devoted to make efforts to achieve this objective. Currently, we have almost 300 people working tirelessly with us towards one great goal of providing world class shipping services in the country and for the global market. UMA holds importance towards employee satisfaction as much as it does for the client fulfillment. Besides serving to economy, UMA profoundly supports CSR with notable contribution to give back to the society and promote welfare and goodwill. We firmly believe that corporate sector can positively contribute and influence the environment through promotion of welfare.

The Aga Khan University hospital had initiated a programme for children with congenital cardiac disease under the title "Kids Mending Heart Campaign". It was started in 2016, which aims to provide utmost financial aid for surgical and medical care and procedures required for the treatment. UMA genuinely braces the noble cause ever since it had commenced. We have been the chief sponsors to various sporting competitions such as the UMA-Chief of the Naval Staff Open Golf Championship and has allied with the flagship event of Pakistan Navy for 11 successive years, as a prime sponsor.

In 2018, UMA sponsored an international event of UMA

CNS Asian Tour with winning prize money worth \$300,000. We have collaborated and held sports events for the promotion of golf sport in the country, thus 49th CISM World Military Sailing Championship 2016 was held in Pakistan. UMA proudly hosted the event as lead sponsors of the very International Championship. The experience, not only, lent an opportunity for Pakistan to depict optimistic appearance as an organizer for international sports, yet also, provided a platform for Pakistani Sailor to showcase their skills in the open sea of Karachi, competing with 12 other countries. We were also a major contributor of the Mini AstroTurf which was inaugurated at Abdul Sattar Edhi Hockey Stadium. UMA was also the lead sponsor of UMA-WWF Snow Leopard Golf Tournament played at Karachi Golf Course.

Mr. Sohail Shams strongly encourages entrepreneurship activities and extends his immense support to the budding entrepreneurs of Pakistan. We are a nation of 200 million people, blessed with immense talent and key posts in major banks and financial institutions of the world, a fact that is internationally recognised. Pakistan's youth is its' greatest asset, which needs to be mentored in the right direction, with a thoughtful, and consistent strategic effort to turn our untapped resources into actual possessions, by implementing modern research and development.

The year 2008 had hit the global economy hard with its fair share of consequences and Pakistan had face them as well. Young and experienced entrepreneurs should explore new markets and unchartered waters to fulfill the need of day. Currently new trends have started, and the trade scenario is steering towards the right course while showing signs enhancement, with the exports of our finished products increasing and more and more investors coming to Pakistan. We need to defy the archaic entrepreneurial approach and upgrade our knowledge, skill and strategy in order to accelerate export activities in the country. Novel entrepreneurs should adapt the new trends and technology to keep themselves abreast with the global market strategy and trends to foreknow an upbeat future. A country prospers and reaches its' glory with the mutual cordial collaborations and with unified effort, thus we need to sincerely collaborate with our local confederates to progress as guided by our religion as well.

Our Prophet Muhammad (peace be upon him) was the best leader the world has ever had, and his teachings signifies attributes of a great leader. Integrity and honesty should be implemented when being in the trade service and realize the human resource is our greatest strength. The noteworthy success of the company has just been a result of smooth communal cooperation of Pakistan Customs. I expect to see improved and enhanced performance and function deliver from the custom department for the benefit of our country. I regard the efforts of Custom department for safeguarding from the prohibitions and letting the goods enter our country. ■

Green Ship Recycling in Pakistan — a step in the right direction

Overview

PAKISTAN'S Ship Breaking Industry is the world's third largest industry of this sector, which was established in 1973 and was located at Gaddani across a 10-km-long beachfront about 50km Northwest of Karachi.

The Sustainable Development Policy Institute of Islamabad (SDPI) estimated that over 850,000 people are employed directly and indirectly within this sector. Gaddani Ship Breaking Yards has the capacity to produce more than 2 Million Metric Tons of steel per year. It consists of 135 plots, managed by different companies and the Baluchistan Development Authority (BDA) acts as the regulatory body.

During FY 2017 - 2018, this industry produced approximately 1.6 Million Metric tons of total Steel for consump-

Bahria Foundation — a trusted partner in maritime sector

THE Bahria Foundation was established in January 1982 by the Government of Pakistan as a trust under the Endowment Act 1890. The Foundation is engaged in diversified activities through its four Business pillars, namely:

- a. Bahria Education & Training Services (BEATS)
- b. Maritime Works Organisation (MWO)
- c. Commercial Business (CB)
- d. Bahria Estate (BE)

Our Vision is to be a leading enterprise focusing on Blue Economy with global outlook with an aim to contribute to national economy and promote well-being of a large segment of society. We believe in providing quality, reliable and efficient services to our customers and clients.

The maritime economy also known as the Blue Economy is an integral part of any economy, as it depends on the ocean for inputs to strengthen and boost production processes. More than 80 per cent of Pakistan's trade is Sea borne, yet despite dependency on sea for trade, there has been a great lag in projecting Pakistan as a maritime nation in global context. Thus, 'sea blindness' augmented with 'lack of will and institutional capacity' has greatly contributed towards the present situation.

Bahria Foundation inter alia aims to be at the forefront of our expanding Blue Economy, contributing to the social uplift, national progress and education. Bahria Foundation is actively engaged in high-end Blue Economy projects through its subsidiary companies, functioning under the Business Pillar of Maritime Works Organization (MWO). Bahria Dredging Company Limited (BDCL), Bahria Transshipment Hub of Pakistan Limited (BTHP), Bahria Classification Society (BCS) and Bahria Marine Services (BMS) are the main segments under MWO.

Bahria Dredging Company Limited (BDCL) Pakistan is extremely fortunate to have three major ports i.e. Karachi Port, Port Muhammad Bin Qasim, Gwadar Port and few fish harbours. Considerable dredging efforts



Commodore (Retd) Malik Iftikhar Ahmed SI (M)
Chief Executive Officer Bahria Transshipment Hub of Pakistan



Vice Admiral (Retd) Waseem Akram HI (M), S.Bt
Deputy Managing Director (Commercial Business)

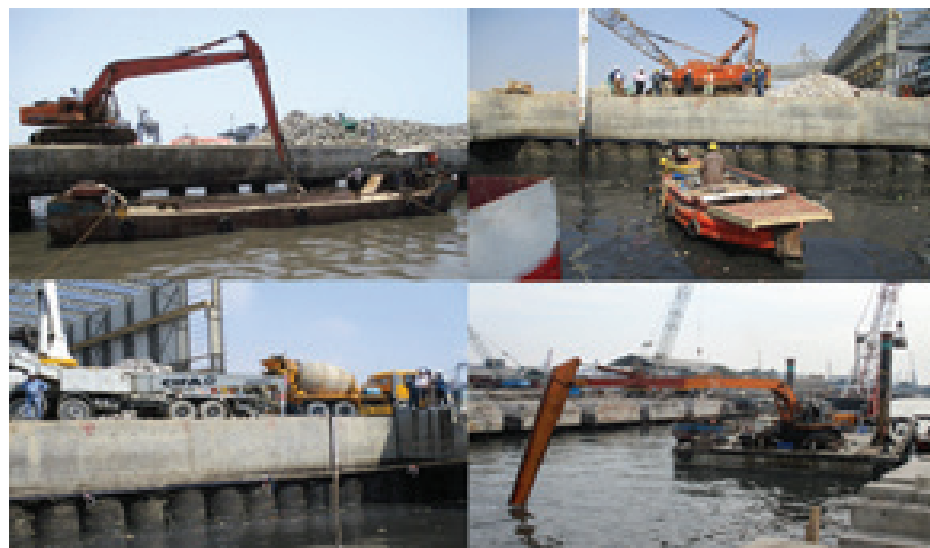
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are required for maintaining the designed depths in navigation channels and terminals/basins. Regular maintenance dredging is carried out in all the ports/harbours along with capital dredging for new projects. To meet enormous dredging requirements, ports and private sector in Pakistan have only modest dredging capabilities, which are just enough to meet the maintenance dredging needs. Acquisition and maintenance of dredging fleet requires handsome financial strength. Private Companies in Pakistan possess small sized dredgers and barges which can carry out dredging at small scale. A large quantity of dredge volume is available in ports and harbours in Pakistan for which high tech, large size and reliable dredging platforms are required. Resultantly, major dredging projects in our ports and harbours have always been undertaken through International Companies thereby draining huge Foreign Exchange.

In order to provide focused attention and to achieve self-reliance in dredging, Bahria Foundation instituted Bahria Dredging Company Limited (BDCL) in January 2018. The company is equipped with a blend of experienced dredging, survey/technical expertise of retired Naval officers and market professionals. Till acquisition of high tech/expensive dredging machinery, joint ventures with elite international companies are being undertaken. A number of projects have been undertaken despite possessing limited resources, BDCL has expanded its approach and ventured into various marine works besides core business of dredging. We can proudly state that BDCL has established its name in dredging and marine works market. Salient projects to the credit of BDCL include Dredging, Laying of Geotextile, Stone Pitching and GROUTING work at KS&EW site, Repair of damaged Pakistan Refinery Limited Crude Oil pipeline (PRL) in creek, Repair and Rehabilitation of cooling pit at K-Electric Korangi Power Complex and repair of trestle of SSGC terminal at PQA. Owing to its growing reputation and recognition, BDCL was entrusted with an extremely challenging project involving dredging, recovery of Sunken Caisson and its onward shifting to Barrage gate at Sukkur. Considering wide scope of dredging in the inland waterways, Govt of Punjab Irrigation

Bahria Foundation — a trusted partner



Department and WAPDA have also approached to address some of their issues involving cleaning of water channels, repair/maintenance of power plants tunnels etc. Besides dredging, BDCL is also carrying out marine related feasibility studies and survey activities.

Bahria Transshipment Hub of Pakistan Limited (BTHPL) Bahria Foundation has partnered with prominent Freight Forwarder Group having a strong background in shipping and freight forwarding business (the "Investor Group"), to set up a Container Freight Station (CFS) facility, in the name of "Bahria Transshipment Hub of Pakistan Limited" (BTHPL). It has been registered as a Public Limited Company in 2014 and a subsidiary of Bahria Foundation. BTHPL has been established on seven acres land on Northern By-Pass at Mauripur, Karachi and situated at an ideal location of a signal free corridor for easy movement of heavy vehicles from Karachi Port and Port Muhammad Bin Qasim.

BTHPL has been fully geared up to handle FCL &

LCL cargo of Pakistan's imports and exports as well as would be ready to handle transshipment business at a later stage subject to completion of all regulatory, infrastructure and commercial requirements. The vision is to become one of the leading CFS stations in Pakistan. We are determined to cater the growing containerized trade in Pakistan, which will facilitate local /regional consolidation and de-consolidation. This business will be further expanded to Port bin Qasim, Gwadar Port and Dry Ports in major cities of Pakistan in future.

The terminal's core service is handling of Import Full Container Loads (FCL) / Less Container Loads (LCL) of both; Import and Export consignments. The cargo handling is carried out in a secured and cost-effective way with latest machinery, experienced staff and online reporting, within a Custom bonded area with storage capacity of around 1500 TEUs containers. Efficient handling is ensured by utilizing trained manpower, latest equipment's with international standard storage facility.

Our Mission oriented services are being ensured through a dedicated management team, highly experienced and professional work force, which are committed towards continuously striving for excellence in both operations and customer services. Salient features of BTHPL terminal includes:

IT Department is equipped with experienced professionals and sophisticated computer systems, which ensures to provide accurate & timely reports to its customers through email & EDI Messages.

CFS SHED Our 18,000 Sq. Ft indoor shed having capacity to store palletized cargo in a 7m high narrow aisle racking system with computerized cargo tracking system.

Empty Container Yard Large storage area for empty containers.

Hazardous Cargo Dedicated space for handling and storage of Hazardous Cargo is available in the YARD, which is segregated by CLASS, as per IMO Standard for safe handling of Hazardous cargo.

Dedicated Pakistan Customs Staff Pakistan Custom preventive and appraisal staff is available at the terminal round the clock, Direct WAN Link with Karachi Custom House for on-line data interchange with Pakistan Customs Data Base.

Top Notch Security We at BTHPL understand the importance of security measures, protocols and procedures that allow us to maximize cargo safety. Our terminal Security systems and personnel are designed and suitably trained to meet the highest technological, safety and security standards.

Bahria Classification Society (BCS) BCS is incorporated under section 42 of Companies Act, 2017, as a subsidiary of the Bahria Foundation. BCS provide services designed to help clients in Pakistan and later around the world in achieving their business goals, through Classification and Marine Consultancy, while optimizing safety and quality, and protecting the environment.

To this end, we set, uphold and apply high technical standards of design, manufacture, construction, maintenance, operation and performance across many sectors to the benefit of many businesses. BCS on its path in establishing itself as a world class classification society. This will, in con-

junction apply its expertise to other industry sectors which formed the basis for establishment of the current Industry and Management Systems business streams — resulting in today's wide-ranging services.

Bahria Marine Services (BMS) BMS is a joint venture signed between BF and DTA Maritime LLC with an objective to set up Shipping Agency business in Pakistan. BMS was registered in SECP on November 2020. To start, has commenced offering Shipping & Technical Services; inter alia ship agency, crew technical repair and maintenance services, owning and chartering vessels, ship bunkering, oil spill response facility, under water maintenance, ship chandelling and ships' husbandry services. Furthermore, opportunities to provide services of Sea Marshals through Bahria Security Systems & Services (BSS&S) to the merchant ships calling Pakistan ports would be explored. In addition to setting up a Green Ship Recycling Yard in/ around Gaddani area, BF is contemplating to establish a waste management plant in vicinity as mandated by IMO Hong Kong International Convention (HKIC) guidelines and regulatory requirements. BMS will bring outside expertise for developing of Green Yard and Waste disposal plant and site survey has already been conducted by BMS team. BDA has been approached to allocate the land to BMS.

Coastal Tourism Pakistan is blessed with a pristine coastline stretching from Creek areas in the East to Gwatar bay off Jiwani in the West. However, there is no worthwhile tourist resort anywhere along the coast. Given the growing trend and importance of tourism BF is planning to set up Beach Resort & Recreational Facility. There are many potential sites along the coast which are under consideration such as Gwadar, Ormara, Sonmiani etc. The resort will be a project of international standards having such attractions like water sports, recreational and leisure activities. It is envisioned that the project would be a boon for local community and contribute to national/local economy while creating awareness of about life, provide sustainable ecotourism and propagate positive image of moderate Pakistan. There are quite a few renowned parties in Pakistan who can be potential partners to BF. The resort facility will be an invaluable addition to Pakistan's landscape and promote local and international tourism. ■

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Regulatory Requirements pertaining to HSE, coupling with the poor and conventional methods of ship breaking and a lack of Government support extended to the industry. Pakistan's ship breaking industry has enormous potential; however, the lack of conformance to the Hong Kong International Convention (HKIC) is a major challenge towards unlocking the industry's potentials.

Present State of Affairs in Pakistan

Pakistan is not yet the signatory to the 2009 Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships. The global regulatory environment surrounding the recycling industry has been growing steadily wherein numerous stakeholders around the world including, IMO and EU have imposed stringent regulations for the safe and sound recycling of vessels.

The aforesaid is gaining great support within the global ship-

Green Ship Recycling in Pakistan

owning community, and International Standards with reference to Ship Breaking are also getting stringent. Aforesaid, recycling is a key concern for Pakistan, as current trends within the industry point to the eventual closure of those yards who are not Green or HKIC Certified. Ship owners in Europe and the Far East are also demanding their ships to be recycled at a "Green Recycling Facility" or HKIC certified recycling yards.

Role of Bahria Foundation

Bahria Foundation (BF) is mandated to act as a Catalyst in Pakistan's Blue Economy, therefore, BF is currently embarking on various Maritime related projects to boost the blue economy of the country. With regards to this, BF, in the wake of these challenges, is nothing short of a light at the end of the tunnel. BF is embarking to set up a state-of-the-art Green Ship Recycling Facility in Pakistan and outsourcing foreign resources and investments with a commitment to developing a safe environment for the foreign investors.

BF has the commitment and capacity to revitalise the Ship Breaking Industry by bringing in expertise in the Green Ship Recycling business and establishing the writ of the HKIC. Reviving the ship breaking industry in Pakistan will have various advantages, namely, it is a proven source of sustainable employment for skilled and unskilled workforce; cheap source of raw material for the steel industry and a sure shot proponent of downstream businesses, therefore saving a bundle in FOREX etc.

Corrective Measures

In order to immediately improve the safety standards for both

workers and the environment, the following measures are required, which are by no means exhaustive:

1. Controlled Storage Area of Oily Block/Machinery with effective drainage.
2. Workers to be provided with appropriate PPE (Personal Protective Equipment).
3. Proper on-board recycling preparations.
4. Dedicated Hospital and Mobile Health Unit.
5. Proper accommodations for workers.
6. Regular training of workers.
7. Water treatment facilities.
8. Impermeable floors.
9. Asbestos treatment.
10. Safe working conditions.
11. Downstream waste management.

Conclusion

International shipping transports comprise more than 80 per cent of global trade, as it is the most efficient and cost-effective method of transportation. Global shipping facilitates aid the commerce and social standing of nations. Shipping industry's security and proficiency is regulated by the IMO by regulating the areas of ship design, construction, equipment, manning, operation and disposal.

The IMO's framework in the disposal of retired ships ensure that this vital sector remains safe, environmentally sound, energy efficient and secure. Hong Kong International Convention provides a detailed roadmap in this aspect. It is the moral responsibil-



Conventional ship breaking yard.

ity of all global dwellers in general and coastal states in particular, to remain compliant of all HKIC measures.

Bahria Foundation, cognizant of its responsibilities towards the shipping industry is already playing its part by providing specialized security services to Seafarers, boat building, anti-marine pollution activities, Off-Dock Container Terminal for Transshipment and marine patrolling services. BF strongly advocates an eco-friendly ship breaking industry and is actively pursuing partnerships with other maritime stakeholders like Karachi Shipyard & Engineering Works, Baluchistan Development Authority, Ministry of Maritime Affairs, Karachi Port Trust, Port Qasim Authority, Gwadar Port Authority, Pakistan Maritime Security Agency, Pakistan National Shipping Corporation and above all Pakistan Navy.

BF stands committed to Green Recycling in Pakistan and is ready to play its part towards the eco-friendly disposal of ships in Pakistan in-line with the dictates of IMO in future. ■



Green Ship Recycling yard.



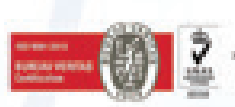
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