





Design and Concept

Dr. Manzoor H. Memon Muhammad Musa

Technical Review

Dr. Manzoor H. Memon

Muhammad Siddique Ansari

Adeel Kadri

Muhammad Musa

Disclaimer

The artworks, photos and images used in the work belong to their respective owners. Manzil Pakistan does not have any claim or rights to the graphics used herein.





Table of Contents

Foreword	5
Message from the Board of Trustee	6
Message from the Chairman	7
Agenda	9
List of distinguished Speakers and Panellists	11
Inaugural Session	3
Mr. Aasim A. Siddiqui, Vice Chairman, Manzil Pakistan	5
Dr. Ishrat Hussain, Former Governor, State Bank of Pakistan	9
Chief Guest, H.E. Dr. Arif Alvi, President Islamic Republic of Pakistan	13
Power House Session	17
Public-Private Sector Institutional Harmony for Integrated Multimodal logistics in Pakistan	17
Thematic Session I	21
Optimizing Blue Economy: Issues and Challenges	21
Thematic Session II	35
Connecting Highways with Smart Hinterland Transport Network	35
Thematic Session III	49
Business Enabling Environment: Empowering Private Sector in Rail-Freight Business	49
Thematic Session IV	63
CPEC, Regional Connectivity & Domestic Commerce	63
Vote of Thanks	75
Ameena Saiyid OBE, Member, Board of Trustees, Manzil Pakistan	75
Sponsors	76
Media Coverage	77











Foreword

Manzil Pakistan took the initiative to organize the **1st Multimodal Logistics Conference** to bring together an ideal blend of industry stakeholders from manufacturing, distribution, logistics and Government authorities to stimulate dialogue for improving the multimodal logistics infrastructure in line with the industrial requirements based on the new trade policy.

The conference was designed to highlight the immense potential of the multimodal logistics sector and related services to cater to the domestics and international markets. With its diverse agenda, it highlighted current operational strategic issues, propose solutions, discuss best practices and identified various opportunities in this sector.

Manzil Pakistan extends heart-felt thanks for the praiseworthy commitment of the Pegasus staff and the Marine group personnel in making this event so efficacious and valuable. Though, it was the vision of the Vice Chairman Manzil Pakistan to enlighten, inform, and provide a debating plus networking forum for both public and private stakeholders in a pleasant, comfortable environment. But their admirable involvement helped us to transform his vision into reality by holding the Conference in an excellent professional environment. Furthermore, I want to appreciate from the depth of my heart, all the Manzil Pakistan staff that put their days and nights to make this conference a success.

Manzil Pakistan aim to prevent the conference from becoming a single time event but to make it a regular feature and pledge to reorganize the conference on annual or half yearly basis, as the need arises, to follow-up on all the promises and results of the previous debate.

Manzoor H. Memon (Dr.) Head of Research Manzil Pakistan





Message from the Board of Trustees

General (R) Syed Muhammad Amjad

"Endeavours like 'The Multimodal Logistics Conference 2022' assist the governments and the institutions in paving the roadmap for the growth of the country. I am proud to see Manzil Pakistan be its flag bearer."



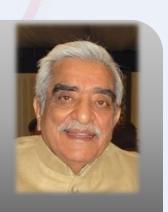
Rear Admiral (R) Hasan M Ansari

"If the aims of the conference are fulfilled, I see specially Pakistan's maritime industry develop in the near future. The MLC'22 will help us to point out the shortcomings of our maritime sector and suggest suitable remedies."



Najmuddin A. Sheikh

"As a member of the board of trustees I take great pride in the success Manzil has had in proposing and securing acceptance of policy initiatives designed to improve the economic and political climate in our beloved country. The 1st Multimodal Logistics Conference of 2022 was a singularly effective step forward and is a strong foundation for subsequent multimodal conferences that can build on this foundation."



Ali Raza Siddiqui

"The MLC22 is the need of the hour We need to revisit our policies in the logistics sector and make easements for the stakeholders. The conference is successful in providing the platform to do so. The banking sector also wishes to amplify their role in the conference, as an important institution that promotes ease of doing business."







Message from the Chairman

Being an emerging economy with ever-growing associated multidimensional challenges, Pakistan eagerly needs a transformation to integrate the multimodal logistics scenario in its stepping forward economy. The Multimodal logistics conference 2022 will play an important role as a stepping stone in the development of Pakistan's logistic industry. Such a platform has never been provided to the stakeholders. The key objective is to put



their opinions and ideas forward in front of the relevant authorities that have the wisdom and power to transform these ideas into reality for the betterment of the sector. Manzil Pakistan has come up with the innovative step with the development of Pakistan in their mind.

Manzil Pakistan has initiated and will keep pursuing different projects for the betterment of the country. The Multimodal Logistics Conference itself is not a one-time event. Manzil Pakistan bears it in their mind to reorganize the conference. As per the organization's idea, it will regenerate a series of thought provoking events on regular basis to follow-up on the debates conducted and ideas shared in the previous editions. I strongly believe that the conference will leave a positive footprint on the multimodal logistics sector of Pakistan and the country will greatly benefit from the fruits it bears.

Mr. Salim Raza

Chairman, Manzil Pakistan





MANZIL PAKISTAN WELCOMES YOU TO



1ST MULTIMODAL LOGISTICS CONFERENCE

2022

SERENA HOTEL, ISLAMABAD 10 MARCH 2022

ABOUT US

Manzil Pakistan is a Karachi based non-profit think tank dedicated to developing and advocating public policy that contributes to the growth and development of Pakistan. We believe in a modern, progressive and stable Pakistan that can ensure prosperity to each and every citizen. We promote enterprise, responsible governments, and institutions to deliver income and public goods to the people of Pakistan.

OUR PRESTIGIOUS CLIENTELE



GOVERNMENT OF PAKISTAN
MINISTRY OF COMMERCE



GOVERNMENT OF PAKISTAN
MINISTRY OF MARITIME AFFAIRS



GOVERNMENT OF PAKISTAN MINISTRY OF COMMUNICATIONS



TRADE DEVELOPMENT AUTHORITY OF PAKISTAN



PAKISTAN INSTITUTE FOR PARLIAMENTARY SERVICES

ADDRESS: SUITE 710-711, 7TH FLOOR, BUSINESS CENTRE, MUMTAZ HASSAN ROAD, KARACHI, 74000

TEL: +92 21 324 66 258, +92 21 324 66 259 **EMAIL:** INFO@MANZILPAKISTAN.ORG

www.manzilpakistan.org



Agenda





THE CHAIRMAN AND BOARD OF TRUSTEES OF MANZIL PAKISTAN

CORDIALLY INVITE YOU TO THE

1ST MULTIMODAL LOGISTICS CONFERENCE 2022

ON

THURSDAY, 10^{TH} MARCH 2022, 10:00 HRS. (SHARP) AT ISLAMABAD SERENA HOTEL (SHAMADAN HALL)

TIMING	SESSION	DETAILS
10:30 - 12:00 Hrs	Inaugural Session	Chief Guest: H.E. President of Pakistan "Instructions to be followed
12:00 - 12:15 Hrs	Networking & Coffee Break	
12:15 - 13:30 Hrs	Power House Session	Public-Private Institutional Harmony for Integrated Multimodal logistics in Pakistan
13:30 - 14:15 Hrs	Lunch & Prayer Break	
14:15 - 15:45 Hrs	Breakout Sessions	Breakout - 1 Optimizing Blue Economy: Issues and Challenges
		Breakout - 2 Connecting Highways with Smart Hinterland Transport Network
		Breakout - 3 Business Enabling Environment: Empowering Private Sector in Rail-Freight Business
15:45 - 16:00 Hrs	Networking & Coffee Break	
16:00 - 17:15 Hrs	TIR Session	CPEC, Regional Connectivity & Domestic Commerce
17:15 - 18:00 Hrs	Closing Session	Key Takeways and Vote of Thanks
18:00 - 18:30 Hrs	Networking	
		Program is subject to change

INSTRUCTIONS

- Invitees are requested to kindly ensure compliance of SOPs in view of COVID-19
- · Invitation card is non-transferable and valid for invitee only
- Please bring this card, original CNIC and COVID-19 Vaccination Certificate with you.
- Entry will be closed at 10:30 hrs.
- Mobile Phone, Camera, Hand Carry, etc. are not allowed
- Security Guards & Escorts are not allowed.











List of distinguished Speakers and Panellists

Inaugural Session



H.E. Dr. Arif Alvi President of Pakistan



Mr. Aasim A. Siddiqui Vice Chairman, Manzil Pakistan



Dr. Ishrat Hussain Former Governor State Bank of Pakistan

Power House Session



Mr. Habib-ur-Rehman Secretary / Chairman Ministry of Railways



Mr. Syed Hamid Ali Additional Secretary Ministry of Commerce



Mohammad Naeem Jan Khan Sr. Joint Secretary-II Aviation Division



Dr. Ishrat Hussain Former Governor State Bank of Pakistan



Mr. Aasim A. Siddiqui Vice Chairman, Manzil Pakistan





Thematic Session I:- Optimizing Blue Economy: Issues and Challenges



Cdre (r) Dr. Anjum Sarfraz
National Institute of Maritime
Affairs
Senior Research Fellow



Mr. Syed Aftab Hyder CEO Pakistan Single Window



Mr. Abdul Rasheed Jan Muhammad President All Pakistan Terminal Operators



Mr. Ahad Nazir
Head SDPI Centre for
Private Sector
Engagement
Sustainable Development
Policy Institute



Dr. Manzoor H. Memon, Head of Research, Manzil Pakistan

<u>Thematic Session II:- Connecting Highways with Smart Hinterland Transport</u> <u>Network</u>



Mr. Rana Asim Shakoor, Chairman, Fleet Operators Association of Pakistan (FOAP)



Mr. Syed Shakeel Shah Director, Central Asia Regional Economic Cooperation (CAREC) Institute



Mr. Shoaib Dogar,
Director Planning
National Highway Authority
(NHA)



Mr. Shoaib Khakwani, GM Analytics, National Logistics Cell (NLC)



Mr. Azfar Wasim,
Manager Research,
Centre for Smart Integrated
Logistics (SIL),
Bahria University, Islamabad





<u>Thematic Session III:- Business Enabling Environment: Empowering Private</u> <u>Sector in Rail-Freight Business</u>



Mr. Sergey Mytarev,
Principal Investment Officer
Global Transport Division
Infrastructure
International Finance
Corporation (IFC)



Mr. Muhammad Ishfaq Khattak, Chairman, Khyber Pakhtunkhwa Oil & Gas Co. Ltd.



Mr. Saad Ehsanuddin Fast Track Access



Ms. Saba Anwar, Research
Economist
Pakistan Institute of
Development Economics
(PIDE)



Mr. Navid Iqbal Sheikh, Chairman, All Pakistan Dry Ports Association (APDPA)

Thematic Session IV: CPEC, Regional Connectivity & Domestic Commerce



Maj. Gen. (Retd) Dr. Zahir Shah Member (Infrastructure & Regional Connectivity) Ministry of Planning, Development and Special Initiative



Mr. Syed Muhammad Tariq Huda Member (Customs-Operations), FBR



Mr. Mustafa Hyder Sayed
Executive Director, Pak-China
Institute



Ms. Mahnoor Khan (On behalf of Mr. Asif Ali Khan) CEO & Partner Trees Technologies (Representing USAID PREIA)













Inaugural Session





Inaugural Session

H.E. Dr. Arif Alvi	President of Pakistan	
Mr. Aasim A. Siddiqui	Vice Chairman, Manzil Pakistan	
Dr. Ishrat Hussain	Former Governor State Bank of Pakistan / SAPM on Institutional Reforms and Austerity	



MR. AASIM A. SIDDIQUI



VICE CHAIRMAN
MANZIL PAKISTAN



Mr. Aasim A. Siddiqui, Vice Chairman, Manzil Pakistan

On behalf of Manzil Pakistan and All Pakistan Shipping Association, Mr. Aasim Azim Siddiqui welcomed all the guests and participants for the 1st Multimodal Logistics Conference 2022.

He also welcomed the speakers and honorable guests from multimodal chain, who joined hands and became part of the important public policy debate to generate a conclusive outcome by promising to



play an important role for making our country and the region prosperous.

He reiterated the exclusivity of the event with the aim to bring all the stakeholder both from private and public sector to initiate a public policy debate to benefit the country. He introduced Manzil Pakistan, the organizers of the event and declared that this 1st Multimodal Logistics Conference is the sequel of its core objectives. He further highlighted the aims and mission of his organization that Manzil Pakistan has been enthusiastically assisting the government and authorities in the policy

making since its establishment. He also shed light on the recent collaborations of Manzil Pakistan with notable government authorities and Institutions. Mr. Siddiqui said, on behalf of Manzil Pakistan, that:

"Pakistan eagerly needs a thematic change and complete remodeling to integrate the multimodal logistics scenario in its stepping forward economy. Manzil Pakistan is keen and eager to play an important role in developing and advocating public policy that contributes to the growth and development of Pakistan"

While representing All Pakistan Shipping Association (APSA), Mr. Siddiqui said that the association ranks among the top National associations of Pakistan and is the sole representative of the shipping service industry in Pakistan that also includes interconnectedness of services such as shipping agents, ports, shipping industry consultants, surveyors, chandlers, consolidators among other entities.

He further highlighted that, over the decades, APSA has evolved into a modern, customer-oriented organization and has been endeavoring towards fulfilling the needs and demands of the shipping industry way into the future.











Mr. Siddiqui explained the idea behind the concepts of the conference. "Being an emerging economy with ever-growing associated multidimensional challenges, Pakistan eagerly needs a thematic change and complete remodeling to integrate the multimodal logistics scenario in its stepping forward economy. Though, trade and multimodal logistics are two different sectors, but are perceived as lifeline for each one", he said.

Mr. Siddiqui shed light on the growing potential of international trade through CPEC but expressed his reservations on the fragmented state of the sector despite having a National Freight and Logistics Policy (NFLP) in place.

Before expressing his gratitude to the sponsors of the conference, Mr. Siddiqui felt it worth



mentioning that the conference is not a single time event rather a regular feature and pledged to reorganize the conference on annual or half yearly basis, as the need arises, to follow-up on all the promises and results of the previous debate.



DR. ISHRAT HUSSAIN



FORMER GOVERNOR STATE BANK
OF PAKISTAN / SAPM ON
INSTITUTIONAL REFORMS AND
AUSTERITY



Dr. Ishrat Hussain, Former Governor, State Bank of Pakistan / SAPM on Institutional Reforms and Austerity

Mr. Ishrat Hussain expressed his pleasure on speaking on the important subject of multimodal logistics and initiated his speech by outlining the institutional reforms that are to be undertaken in the field. He suggested that there should be a separation of powers between the ministry, the regulatory agencies and the operating entities. He pointed out the problems in the transition from one



mode to another and one of the reasons is the mindset that considers private sector an adversary. On the topic of private sector, he said that the government has decided to recognize the vital role of private sector in the growth of the country and the role is not going to limited to production and exchange of goods but also services because services amount to about 55% of the national income. He talked about NFLP and how it is benefiting in terms of enhancing the competitiveness of our exports, in reducing greenhouse emissions, in reducing the cost of doing business and in reducing the gap between the delivery of goods and services. He pointed out the 25% of the cost of the final product of Pakistan's exports is being borne because of the inefficiency in our supply chain in logistics and it can be reduced to be average which is 12-14% by implementing these reforms in public private participation. He spoke about the already existing hardware in our country, i.e. motorways, highways, ports, airports, etc. but also added that the hardware doesn't itself produce value and the value is produced by software which are the institutions.

"There should be a separation of powers between the ministry which is the policy making side, the regulatory agencies which should be totally autonomous and the operating entities which will have their own governing apparatus"

Mr. Ishrat Hussain spoke on the aviation sector and said that the government has decided to separate the civil aviation into two parts, one will be a regulatory body that will ensure the standards and consumer protection while the airport management will be looked after by a separate authority which will be operated through a transparent bidding process by the private sector.









This model is being followed everywhere in the world. He cited the case of Kualalumpur airport which generates more revenue by promotional activities in the airport premises than the transit fees. He assured that the separation would increase efficiency and provide a level playing field for the domestic aviation industry. He reminded that the PIA has accumulated loss of Rs. 450 billion over the last 10 years, so PIA is being split into two parts,

one would be holding company that would handle all the liabilities and the other will operate while shrinking the head count.



Speaking of Railway, he talked about Pakistan Railways that it used to carry 85% of the freight traffic in 1980's, but today it carries only 45% which is adding to the cost of doing business and traffic congestion on the roads. He focused on the need to go back to the larger share of freight and informed that in doing so, the government is restructuring the railways so that railways will only own the tracks and the third party will have access to them on the basis of bidding, will bring their own locomotives and will pay for the track access.

While speaking on NHA, he said that there will be corporatization of NHA. He further explained that it will have two parts one would enter into public private partnership for commercial revival and the other will work on areas with socioeconomic demands and they will not be financed by the government. On ports, he informed that the ports will lease out the hardware such as containers, etc.

He concluded his speech by reiterating his belief that the reforms will enhance the competitiveness of our exports and our domestic private industry.



H.E. DR. ARIF ALVI



PRESIDENT OF PAKISTAN



Chief Guest, H.E. Dr. Arif Alvi, President Islamic Republic of Pakistan

The President of Pakistan, His Excellency Dr. Arif Alvi bestowed the honor of inaugurating the conference and spoke a few valuable words. His excellency thanked and complimented Manzil Pakistan on organizing



such a successful conference that was the need of the time. The President shared his wisdom by saying that it is human nature to think that one knows it all, so it is necessary to hold consultations to keep things progressing. His Excellency appreciated the efforts of organizers for also planning post-conference follow up sessions on each mode of transport and run a roadshow with various chambers and associations across Pakistan to support the industry in reaching solutions for the challenges of this industry.

"Pakistan's growing international trade potential is at its doorstep on account of its regional connectivity and geo-strategic location making it an efficient multimodal hub for importers & exporters with its ideal connectivity to ocean routes for land locked countries of Central Asia. We need to take advantage with the implementation of a multimodal logistics strategy".

His Excellency concurred with Mr. Siddiqui on the aspect of Pakistan's growing international trade potential on account of its regional connectivity and geo-strategic location making it an efficient multimodal hub for importers & exporters with its ideal connectivity to ocean routes for land locked countries of Central Asia. Mr. President spoke on the role of nature in the well-being of country. He said that the nature can be helpful but also damaging at times. He spoke of how COVID-19 disrupted the global supply chains left the economies in stitches. Mr. President highlighted the benefits of CPEC projects we are already experiencing in shape of motorways that not only connect major cities of every province via optimal routes but also reduce the transit time and has also increased mobility of domestic trade e.g. farm produce now can reach more markets without wastage during transit.









He spoke on logistics and shared his thoughts on how the supply and demand of a commodity are always different in its place of production and its place of destination. He emphasized on easing supply chains and said that it would help develop the economy and the households. He said that the world is developing very swiftly and one competitor is surpassing the other by using newer ideas. Mr. President presented express examples of Walmart and Amazon on how they have used technological and strategical advancements to change the world and urged that we, as a nation, keep an eye on the developments made in the world and implement them on ourselves as soon as possible.



"If you tell a farmer about the scientific progress, he will never take it seriously. He will only realize it after witnessing his neighbor's field greener than his".

On the initiative of encouraging the private sector, Mr. President said that the government only needs to pave the way and the people will tread on it themselves. Mr. President highlighted the importance of human resource and how we are lagging behind others in the sector. He said that Pakistan has an abundance of human resource but they are not guided well enough and countries that have less human resource than Pakistan, have been able to capitalize on it just by guiding them. In this regard, he also highlighted the importance of women employment.

In the end, Mr. President said with the swift pace the world is moving in, one bad decision can push a country decades back and we should always be ahead of the curve.









Powerhouse Session





Power House Session

Public-Private Sector Institutional Harmony for Integrated Multimodal logistics in Pakistan

Dr. Ishrat Hussain (Moderator)	Former Governor State Bank of Pakistan / SAPM on Institutional Reforms and Austerity	
Mr. Habib-ur-Rehman	Secretary / Chairman, Ministry of Railways Additional Secretary, Ministry of Commerce	
Mr. Syed Hamid Ali		
Mr. Mohammad Naeem Jan Khan	Senior Joint Secretary-II, Aviation Division	
Mr. Aasim Azim Siddiqui	Vice Chairman, Manzil Pakistan	











The first session was the Power House Session on "Public-Private Sector Institutional Harmony for Integrated Multimodal logistics in Pakistan". The Session was basically a debate among the stakeholders of Multimodal logistics of Pakistan.



Former Governor State Bank of Pakistan, Dr. Ishrat Hussain moderated the session. From Railways sector, Mr. Habib-ur-Rehman, Secretary / Chairman, Ministry of Railways, joined the session. From Ministry of Commerce, Mr. Syed Hamid Ali, Additional Secretary, Ministry of Commerce,

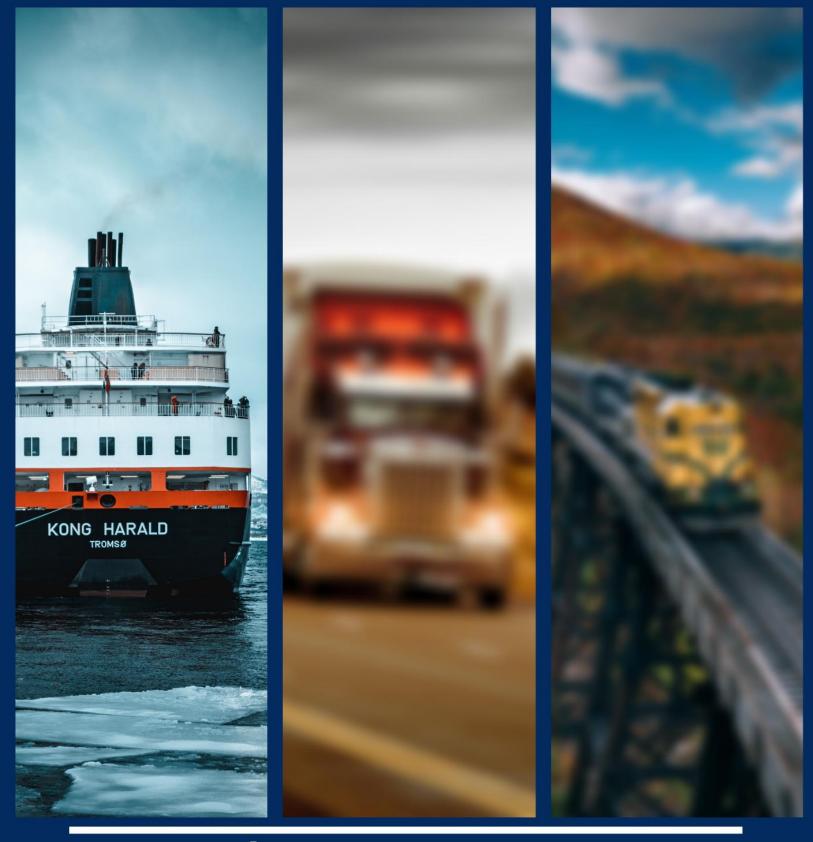
participated in the discussion. Mr. Mohammad Naeem Jan Khan, Senior Joint Secretary-II, Aviation Division, represented the aviation sector while Mr. Aasim Azim Siddiqui, Vice Chairman, Manzil Pakistan, represented the Private sector. Mr. Asad Rafi Chandna represented Ministry of Maritime Affairs and offered his input on the questions raised by the participants of the debate.

Mr. Habib-ur-Rehman highlighted the importance of encouraging the private sector in the railways and shed light on the endeavors of Pakistan Railways in the regard. Mr. Hamid Ali discussed his vision of regional connectivity and spoke about evaluating the commerce policy keeping in mind the ease of doing business. Mr. Naeem Jan Khan shared the fact that the majority of airborne cargo is international and the domestic airborne cargo is negligible while the aviation policies are being revised to make the sector optimal for trade. Mr. Aasim A. Siddiqui highlighted the need of inter-ministerial coordination and the hindrances that is caused by its absence. He also spoke on how the cargo is being handled presently and how it can be optimized.









Thematic Session I Optimizing Blue Economy: Issues and Challenges

Thematic Session I

Optimizing Blue Economy: Issues and Challenges

Cdre (r) Dr. Anjum Sarfraz	Senior Research Fellow, National Institute of Maritime Affairs (NIMA)	"Ports of Pakistan and Gwadar as Transshipment Hub"
Mr. Abdul Rasheed Jan Muhammad	President All Pakistan Terminal Operators (APTO)	"Port Corridors – Imperative for the Success of our Economy"
Mr. Syed Aftab Hyder	CEO Pakistan Single Window	"Pakistan Single Window (PSW) bringing efficiencies to all stakeholders in trade & transport"
Mr. Ahad Nazir	Head SDPI Centre for Private Sector Engagement, Sustainable Development Policy Institute	"Blue Economy and Sustainable Development: Challenges and Way Forward
Dr. Manzoor H. Memon	Head of Research, Manzil Pakistan	"Resurrecting the Obsolete: Policy and Law Perspective"











MODERATOR'S INPUT

Thematic Session I

Optimizing Blue Economy: Issues and Challenges



MR. MUHAMMAD MUSA

Research Assistant Manzil Pakistan

In the session, several optimistic and ambitious ideas were shared by the speakers which were applauded by the participants. The concept of transshipment and its potential in Pakistani ports was discussed at length. The ports are a significant asset for the country and it was highlighted that the development of ports will also result in the betterment of other industries that are linked to it. The attributes of National Freight and Logistics Policy (NFLP) were also among the most popular subjects. Speakers stressed on the importance of encouraging the private sector in developing the blue economy. It was suggested that the processes should be eased for the sector to operate more smoothly.

Ports of Pakistan and . . . Gwadar as Transshipment Hub



Commodore (r) Dr. Anjum Sarfraz

Senior Research Fellow, National Institute of Maritime Affairs (NIMA)

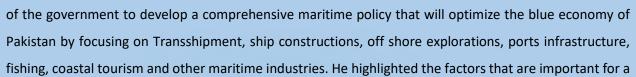


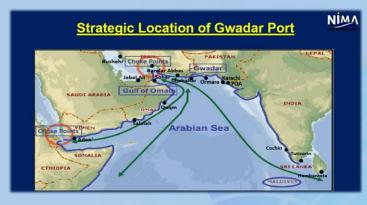
"Ports of Pakistan and Gwadar as Transshipment Hub"

by Cdre (r) Dr. Anjum Sarfraz, Senior Research Fellow,

National Institute of Maritime Affairs (NIMA)

Dr. Anjum Sarfaraz began his presentation by quoting the National Security Policy Blue Economy and reiterated the pledge





hub port. He shed light on the Terminal functioning and cargo handling capacities of Karachi Port and Port Qasim. Dr. Sarfaraz elaborated the main objectives, features and strategic location of Gwadar Port. He further explained the main Points of Concession Agreement GPA and PSA (Feb 2007).

Dr. Sarfaraz recommended that connectivity of KPT and PQA with the hinterland by rail be given priority. Ports and railway authorities may consider joint Venture. Gwadar Port to operate as a Transshipment Hub be given due importance. To start Transshipment, he suggested that the channel be dredged to 16.0m the cost of which is \$47 m approx. in 6 months, the SRO dealing Transshipment be amended to include LCL

cargo and Telecommunication especially Wi-Fi be improved in Gwadar port area.

Competitive Regional Ports for Transshipment				
Ports	Established	Draft/Quay Wall	Container Handled	
Port of Salalah (Oman)	1971 Deep draft ops 2015	Total berths – 18, Quay – 4417m Deepest draft – 18m	2016: 3,325,000 2017: 3,946,424 2018: 3,385,000	
Port of Sohar (Oman)	2004 Deep draft ops 2014	Total berths – 13, Quay – 6280m Deepest draft – 16m	2018: 7,976,000 2019: 7,684,250 2020: 7,745,678	
Port of Duqm (Oman)	2012 Deep draft ops 2016	Total berths – 20, Quay – 6000m Deepest draft – 18m	2020: RO379 million	
Jebel Ali (UAE)	1977	Total berths – 77, Quay – 17.62km Deepest draft – 17m	2016: 15,730,000 2017: 15,370,000 2018: 14,950,000	
Port of Hambantota (SriLanka)	2010 Deep draft ops – 2012	Total berths – 13, Quay – 2876m Deepest draft – 17m	2021: 1,206,425 2020: 420,421	
Port of Cochin (India)	1928 Deep draft ops – Feb 2011	Total berths – 16, Deepest draft – 14.5	2018-2019: 32 million tonnage 2020-2021: 31.5 million tonnage	
Port of Djibouti (Djibouti)	1998	Total berths – 18, Quay – 2829m Deepest draft – 18	2014: 856,064 2015: 910,615 2016: 987,189	



Port Corridors – Imperative for the Success of our Economy



Mr. Abdul Rasheed Jan Muhammad

President All Pakistan Terminal Operators (APTO)





"Port Corridors – Imperative for the Success of our Economy"

By Mr. Abdul Rasheed Jan Muhammad,

President All Pakistan Terminal Operators (APTO)

Mr. Abdul Rasheed Jan Muhammad commenced his speech by speaking on Pakistan's fortunate strategic location with the abundance of port corridors and its untapped trade potential

on account of poor integration with the region. He enumerated the objectives of regional integration which led to the infrastructural and legislative requirements of regional integration. Mr. Muhammad

emphasized on the achievements, potentials and the current standing of Pakistan's ports. For Port Qasim, he suggested that dredging be carried out, deepening and widening of the main PQA Channel to facilitate the trade for deeper draught vessels

PORTS	DRAUGHTS
JEDDAH	18m
MUNDRA	17.5m
JEBEL ALI	17.5m
SAPT	16.5m
DJIBOUTI	16.1m
NHAVA SHEVA	15m
PORT QASIM	13m

and to meet the competitive challenges. He emphasized on the need of continuous night navigation.

For Karachi Port, he pointed out that, at Oil Piers, priority is being given to Petroleum tankers which is depriving the private sector to bring non-petroleum tankers at Karachi Port since the waiting time is too long and there is huge uncertainty in berthing. He highlighted the need of appropriate Storage Space to be created at Deep Draught berths. Mr. Muhammad also pointed out the need to encourage the terminals in the private sector on BOT basis so that efficiency can be improved for discharging and loading. Better



coordination is needed between Karachi Port Trust and Port Qasim Authority to meet the dredging requirements of the ports and the terminals, was also among his recommendations. For Gwadar Port, he strongly suggested that necessary infrastructure is promptly developed and to encourage private sector to invest in Gwadar Port. He also emphasized for the need to focus on Road and Rail infrastructure connecting Gwadar to regional trade partners such as Afghanistan, China and Central Asian States.



Pakistan Single Window (PSW) Bringing Efficiencies to All Stakeholders in Trade & Transport



Mr. Syed Aftab Hyder

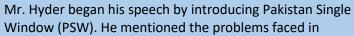
CEO Pakistan Single Window

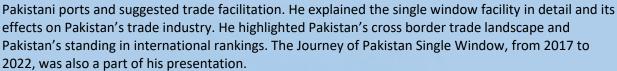


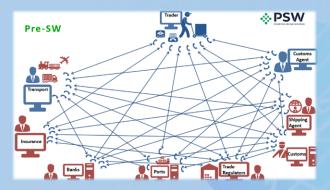
"Pakistan Single Window (PSW) bringing efficiencies to all stakeholders in trade & transport"

By Mr. Syed Aftab Hyder,

CEO Pakistan Single Window





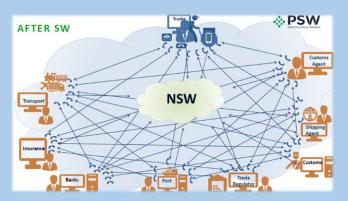


Mr. Hyder mentioned the PSW's current services, that include Online evidence of identity and Customs registration, Integration of Commercial banks, E-trade with department of plant protection, Single declaration and trade information portal. He also mentioned PSW's upcoming services that are, online processing of documents, Single registry for trade, Integrated risk management system, air and sea port community systems, and WeBOC transformation. He pointed

out the role of PSW in the efficiency of trade and transport.

At the end, Mr. Hyder elaborated the three bottom line principle of sustainable development of blue economy:

- Providing port services efficiently and Reducing the cost of doing business.
- Well-being of stakeholders including surrounding communities.
- Efficient use of natural resources,
 Decreased use of pollutants and
 Elimination/Reduction of paper documents.





Blue Economy and Sustainable Development: Challenges and Way Forward



Mr. Ahad Nazir

Head SDPI Centre for Private
Sector Engagement
Sustainable Development Policy
Institute





"Blue Economy and Sustainable Development: Challenges and Way Forward"

by Mr. Ahad Nazir, Head SDPI Centre for Private Sector Engagement

Sustainable Development Policy Institute

Mr. Ahad Nazir gave a brief account of the recommendations that are a part of the recent researches od SDPI on Blue Economy. He thanked all the speakers of his session for the technical inputs. He highlighted that from the perspective of sustainable development, one SDG has a direct impact and that is SDG 14. He talked about SDPI and said that it works on various issues like energy, economics, climate change, etc. In accordance



with the widespread focus of his institute, he chalked down a few factors that impact the blue economy;

- i- Waste management is a huge factor and blue economy cannot develop without it.
- ii- Tourism needs to be worked on as it is closely with other aspects.
- Provision of utility is also an impactful factor. Almost throughout the coastal line, lowest HDI pockets are situated, excluding Karachi. If we dig deep on the reasons for such bad HDI scores, we will find that the lack of utility provision is the reason. Even in Gwadar, till date, drinking water is expensive.

Mr. Nazir said that his basic expertise is in the field of energy sector, so according to him, Pakistan needs to encourage private sector into onshore and offshore wind energy powerplants, throughout the coastal areas. He briefed the participants that currently there is a small coastal area that has wind energy plants.

RECOMMENDATIONS (SECTORAL FOCUS)



ACTIVITIES FOR FISHERIES AND OTHER RELATED ITEMS



PRIVATE INVESTMENT IN RENEWABLE ENERGY (EASE OF PROCEDURE)



TOURISM SECTOR FOCUS



ECONOMIC
DEVELOPMENT COUPLED
WITH ENVIRONMENTAL
CONSIDERATIONS



ACCESS TO DATA AND INFORMATION

The full presentation can be viewed at: https://www.manzilpakistan.org/conferencepresentations2022.html



Resurrecting the Obsolete: Policy and Law Perspective



Dr. Manzoor H. Memon

Head of Research Manzil Pakistan



"Resurrecting the Obsolete: Policy and Law Perspective"

By Dr. Manzoor H. Memon

Head of Research, Manzil Pakistan



Dr. Manzoor H. Memon initiated his speech by speaking on the privately owned shipping companies in the country and how they had closed down due to Nationalization in 70s, denationalization in late 80s, and intense competition in 90s. He then highlighted the assurances and incentives made in the policy and their current state. However, these were taken back in 2011, and then again re-announced in 2016. It was assured that Ship building and ship repairs will be classified as Industry Category A under Investment Policy, but no SRO or other regulation is found related to notification of classification. He elaborated that Pakistan needs maritime policy to cope with the changes in global Shipping Industry Dynamics.

He spoke on Pakistan's maritime human resource and pointed out that, in early 90s, the seafarers from Pakistan stood around 18,000 serving on foreign vessels, however, over the time, the share of Pakistan has reduced considerably. He shared that Seafarers Employment Remittance Potential is 1.35 billion US dollars (using a compound annual growth rate (CAGR) of 6.2 percent over ten years.

He said that scrap obtained from shipbreaking is 2.21 times cheaper as compared to direct scrap imports. This means that Pakistan can save upto





USD 1.5 billion if it increases scrap collection in shipbreaking by 50 percent. He also raised a few important questions regarding the new maritime policy 2020.

To overcome the challenges, he recommended that Pakistan Merchant Marine Policy-2001, now 2020, be revisited and all the related policies be streamlined. Ports Master Plan / Central Port Authority should be drafted and all related port functions should be streamlined. Existing maritime laws like; The Bills of Lading Act-1856 and Carriage of Goods by Sea Act-1925 be reviewed and revised.





Thematic Session II
Connecting Highways with
Smart Hinterland Transport
Network

Thematic Session II

Connecting Highways with Smart Hinterland Transport Network

Mr. Rana Asim Shakoor	Chairman, Fleet Operators Association of Pakistan (FOAP)	"Coping with the Challenges in Trucking Industry of Pakistan"
Mr. Syed Shakeel Shah	Director, Central Asia Regional Economic Cooperation (CAREC) Institute	"Opportunities for Sustainable Trade through Efficient Regional Transport Network"
Mr. Shoaib Dogar	Director Planning National Highway Authority (NHA)	"Development of Infrastructure to Cater the International and Domestic Commerce"
Mr. Shoaib Khakwani	GM Analytics, National Logistics Cell (NLC)	"Advantages of TIR Carnet through Multimodal Transport for International Trade"
Mr. Azfar Wasim	Manager Research, Centre for Smart Integrated Logistics (SIL), Bahria University, Islamabad	"Innovations in Integrated Logistics and Opportunities for Pakistan"











MODERATOR'S INPUT

Thematic Session II

Connecting Highways with Smart

Hinterland Transport Network



MR. ADEEL KADRI

Senior Researcher Manzil Pakistan

The session revolved around the challenges and opportunities in the trucking industry of Pakistan. The most focused topic was the development of infrastructure for the betterment of the sector. Domestic commerce was also discussed at length along with the regional trade routes and strategies. All the debates were aimed at the improvement of Pakistan's road logistics performance and standings.

Coping with the Challenges in Trucking Industry of Pakistan



Mr. Rana Asim Shakoor

Chairman
Fleet Operators Association of
Pakistan (FOAP)





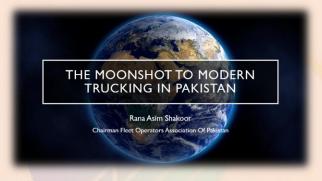
"Coping with the Challenges in Trucking Industry of Pakistan"

By Mr. Rana Asim Shakoor,

Chairman, Fleet Operators Association of Pakistan (FOAP)

Mr. Rana Asim Shakoor's focus was on the challenges faced by the trucking industry of Pakistan. He started his discussion by elaborating the contribution of trucking in Pakistan's trade and economy. He moved on to the current state of Pakistan's trucking industry and the impediments that it faces. He

particularized that the poor Image and the changed since 2018 increased to 300%. He sector is very relies on over-loading. Pakistan's trucking



sector suffers from revenue per ton has not while Globally it has also mentioned that the uncompetitive and He mentioned that sector is regionally

behind all countries in South East Asia except Bhutan as suggested by UNESCAP. The major impediments to the trucking industry as explained by Mr. Shakoor are blatant violation of Road Safety, 60 Tons vs 25

Tons Axle Load, Very Low Fuel Economy, High Turnaround Time and Inefficient Trucking Technology.

He recommended that the industry be granted access to competitive financing and the age limit on the life of truck and semi be defined. He also strongly recommended that the sector be regulated and the axle load regimes be enforced to the letter and spirit. He further suggested that



special emphasis should be given for developing the cold chain infrastructure. In the end, he reiterated the importance of trucking sector by saying, "Everything around here has been on a truck".



Opportunities for Sustainable Trade through Efficient Regional Transport Network



Mr. Syed Shakeel Shah

Director
Central Asia Regional Economic
Cooperation (CAREC) Institute



"Opportunities for Sustainable Trade through Efficient Regional Transport Network"

By Mr. Syed Shakeel Shah,

Director, Central Asia Regional Economic Cooperation (CAREC) Institute



Mr. Syed Shakeel Shah initiated his presentation by introducing the CAREC program. He demonstrated the CAREC designated rail corridors and talked at length on their potential. He shed light on the renewed focus on integrated transport with enhanced resilience against the global shocks, technological developments allowing development for multi-modal transport networks, trade and transit facilitation



under WTO agreements. Mr. Shah pointed out the opportunities for Pakistan when speaking on Sustainable Trade through Regional Transport Networks that included, CPEC-BRI (Belt and Road Initiative) connectivity, Access to Central Asia's landlocked economies via CAREC Corridors, Tourism potential along transport connectivity infrastructure and many other factors.

He recommended Proactive trade diplomacy to complement geo-economic strategy, Focused negotiations for market access and transit trade facilitation, Implementation of Quadrilateral Agreement on Transit though Ministry of Commerce, Integration of PSW (Pakistan Single Window) in Regional Single Windows, Data exchange agreement with Afghanistan and Central Asian countries for real time exchange of cargo data for transit and trade and Early implementation of TFA (Trade Facilitation Agreement) commitments for joint inspection at borders. He also suggested to fully operationalize Ghulam Khan

border to divert traffic load at Torkham, early completion of ITTMS (Integrated Transit Trade Management System) at Torkham and Chaman Border Crossing Points, improve train infrastructure, incentivize freight trains from Karachi to Torkham and fully utilize financing options for infrastructure improvement (CAREC/CPEC).





Development of Infrastructure to Cater the International and Domestic Commerce



Mr. Shoaib Dogar

Director
Planning National Highway
Authority (NHA)





"Development of Infrastructure to Cater the International and Domestic Commerce"

By Mr. Shoaib Dogar, Director Planning

National Highway Authority (NHA)

Mr. Shoaib Dogar spoke at length on Development of Road Infrastructure to Cater International & Domestic Commerce. He

started his presentation by sharing the NHA's mission, "To Promote national and regional integration through an efficient, reliable, safe and environment friendly road network for sustainable economic

growth and improved life standards". He spoke on the role of road infrastructure in promoting domestic and international trade, and enabling sustainable economic development. He highlighted that appropriate and resilient road, rail and port infrastructure, and Harmonized International Transport Facilitation Legal



Framework, are important elements in regional connectivity. On National Freight and Logistics Policy of Pakistan, he elaborated that it covers Road infrastructure, Rail Transport, Maritime, Air transport, Inland Waterways, Urban Transport, Rural Transport, Governance Structure, E-Logistics, Transit Trade Facilitation, Conventions and Agreements, Information Technology and Capacity Building.

Mr. Dogar explained the geographical connectivity and borders of Pakistan with the neighboring countries and the modes of connectivity with the Central Asian republics. He described, the details of CPEC along with the Eastern, Western and Central alignments, and also the completed CPEC projects. He explained



the essentials of CAREC and its benefits to Pakistan's economy.



Advantages of TIR Carnet through Multimodal Transport for International Trade



Mr. Shoaib Khakwani

GM Analytics National Logistics Cell (NLC)



"Advantages of TIR Carnet through Multimodal Transport for International Trade"

by Mr. Shoaib Khakwani, GM Analytics,

National Logistics Cell (NLC)



Mr. Shoaib Khakwani started his presentation by sharing the mission and organization of NLC. He continued by shedding light on the footprint of NLC across Pakistan including Trans Freight Stations,



Project Directorate, Project Management Unit, Border Terminal, Dry Port, Toll Plaza, Service Areas, Container Terminal and HQ NEFT. Mr. Khakwani enumerated the services offered by NLC including Road Freight, TIR Operations, Logistic Parks & Warehousing Services, Dry

Ports & Container Terminals, NLC Express Freight Train Service, Customs Clearance & Forwarding, Border Terminals, TIR Transportation, Multimodal Services, Chartering Services – Air & Sea, Supply Chain Network, Door to Door Delivery to all EU, Russia & CARs. He also shed light on the Iran/ Azerbaijan, Azerbaijan/ Uzbekistan, Kazakhstan, Tajikistan and Kyrgyzstan connectivity. Mr.



Khakwani highlighted the Benefits of TIR system, which are as follows:

- Globally applicable international customs transit guarantee system
- Faster Border Crossing Barrier free access to the world economy market
- Simple, reliable and hassle-free movement, boosting Regional Connectivity
- Minimum transport costs & Shortest Routes, Flexibility and reduced landed cost
- Development of regional value chain

Speaking of Multimodal log, he explained that it Involves trade shipments routing through Pakistan using Karachi Port and PQA (via sea), cross stuffing at customs designated terminals (NLC) and TIR ops (land routes).





Innovations in Integrated Logistics and Opportunities for Pakistan



Mr. Azfar Wasim

Manager Research
Centre for Smart Integrated
Logistics (SIL),
Bahria University, Islamabad





"Innovations in Integrated Logistics and Opportunities for Pakistan"

By Mr. Azfar Wasim, Manager Research, Centre for Smart Integrated Logistics (SIL), Bahria University, Islamabad

Mr. Azfar Wasim educated the participants on the global

efficient and integrated logistics is at its highest

2. Logistical processes are more

3. Comprehensive interdisciplinary knowledge is required Ensure quick ramp-up and growth in the sector

demand of efficient logistics and the challenges faced by Pakistan in meeting the said demand. He highlighted that Pakistan ranks 122nd on the logistics performance index while Iran stands at 64th, India at 44th and China at 26th. He also put weight on the dire need among the stakeholders to bridge the gap between the industrial working and deep understanding of integrated logistics mechanisms. He shed light on the aims and objectives of his institute which are:

- To converge relevant ongoing and future research efforts,
- To conduct industry focused applied research,
- To ensure collaborative and inclusive approach, and
- To produce research and consulting solutions for industry and policy makers.

He pointed out the Five Cross Domain Focus Areas, i.e. CPEC & Beyond, Maritime Logistics, Multimodal logistics, Industrial & Defense SC Zones and Integrated Industrial Zones. He said that the SIL provides a platform to the academia, industry and the government in order to ensure optimal results. Mr. Wasim also spoke of the esteemed clientele SIL has collaborated with and the services they offer.

In the end, he shared the details of the ongoing SIL projects which are,

- Logistics solution center V2V Comms Platform
- **Autonomous Identification**
- Packaging Laboratory
- Swarm Intelligence.



110

2012 2014

rank whilst Iran at 64th, India at 44th, and China at 26th

Germany is number One since the conception of 2007

The full presentation can be viewed at: https://www.manzilpakistan.org/conferencepresentations2022.html



122



Thematic Session III
Business Enabling Environment:
Empowering Private Sector in
Rail-Freight Business

Thematic Session III

Business Enabling Environment: Empowering Private Sector in Rail-Freight Business

Mr. Sergey Mytarev	Principal Investment	"IFC's experience in		
	Officer, Global Transport	financing private rail		
	Division Infrastructure,	businesses"		
	International Finance			
	Corporation (IFC)			
Mr. Muhammad Ishfaq	Chairman, Khyber	"Strategic role of ML1		
Khattak	Pakhtunkhwa Oil & Gas	for Private Sector		
	Co. Ltd.	under CPEC for		
		Economic Growth of		
		Pakistan across OBOR		
		corridors"		
Mr. Saad Ehsanuddin	Fast Track Access	"Role of Private Sector		
		in Promoting Trade		
		through Rail-Freight		
		Business in Pakistan "		
Mr. Navid Iqbal Sheikh	Chairman, All Pakistan	"Transforming Dry		
	Dry Ports Association	Ports into Cargo		
	(APDPA)	Logistics Parks"		
Law Til	35	ALCOHOL MANAGEMENT		
Ms. Saba Anwar	Research Economist	"Reforming Pakistan		
	Pakistan Institute of	Railways for the		
	Development Economics	future"		
	(PIDE)			











MODERATOR'S INPUT

Thematic Session III

Business Enabling Environment:

Empowering Private Sector in Rail-

Freight Business



MS. SABA ANWAR

Research Economist
Pakistan Institute of
Development
Economics (PIDE)

The session turned out to be extremely informative and constructive. Stakeholders of railway sector, including former bureaucrats, academics, international agencies and representatives from port associations attended the session. The speakers spoke about the potential of the railway sector and the impediments that are hindering the development of the sector. They also spoke on the world's best practices that have revolutionized the sector and how the practices can be implemented in Pakistan.

IFC's Experience in Financing • Private Rail Businesses • • •



Mr. Sergey Mytarev

Principal Investment Officer Global Transport Division Infrastructure International Finance Corporation (IFC)



"IFC's experience in financing private rail businesses"

By Mr. Sergey Mytarev, Principal Investment Officer

Global Transport Division Infrastructure

International Finance Corporation (IFC)



Mr. Sergey Mytarev gave a brief introduction of IFC that it is member of World Bank Group and it provides solutions in private sector development. He explained what IFC does and offers in terms of Investment, Upstream and Advice. In terms of Investment, he spoke that the IFC offers Equity, loans, Structured

Finance, Trade Finance, Syndications and Blended finance. He said that the IFC is the largest global development institution focused on the private sector in emerging markets and shared the commitments of IFC in the Financial year 2021. As for Global reach of IFC, he told the participants that IFC has 102 offices in 95 countries worldwide and 3,940 staff (55% based outside Washington D.C.). He said that IFC's transport practice commitment





volumes average around US\$800 million to 1.0 billion per year and IFC transport's committed portfolio is approximately US\$2.3 billion at the end of FY21. Speaking about railways, he shared that IFC has invested US\$4 bn in railway financing since 1993. The investment included rehabilitation of rail networks, general purpose freight rolling stock and rail-based cargo handling facilities. Mr. Mytarev spoke that IFC investments have supported the expansion of strong international and local private network and dedicated line operators in the new markets with solid track record of operations based on strong contractual framework and reliable cargo flows.

He presented some examples of IFC's successful collaborations such as, "MRS Logistica", "The Guinea Aluminum Corporation (GAC)", "Eastcomtrans" and "The Continental Warehousing Corporation (CWC)" along with the factors that were instrumental to the success of these projects. In the end, he shared the past sample investments done by IFC in different countries such as Gabon, Kenya, Guinea, Mozambique, India, Russia, Tanzania, etc.



Strategic Role of ML1 for Private Sector under CPEC for Economic Growth of Pakistan across OBOR Corridors



Mr. Muhammad Ishfaq Khattak

Chairman

Khyber Pakhtunkhwa Oil & Gas Co. Ltd.





"Strategic role of ML1 for Private
Sector under CPEC for Economic
Growth of Pakistan across OBOR
corridors"

By Mr. Muhammad Ishfaq Khattak,

Chairman, Khyber Pakhtunkhwa Oil & Gas Co. Ltd.

Mr. Ishfaq Khattak spoke about the Main Line 1 (ML-1) and its role in the economic growth of Pakistan. He talked at length about the prospects of upgradation of ML-1. He highlighted that the objectives of the upgradation is to increase Line capacity from 34 to 171 trains each way per day, to increase Freight trains payload from 1650 to 2,400 tons and to Reduce journey time of trains. Speaking on the status of the project, he shared with the participants that ML-1 Project has been declared 'Strategic' by 6th JCC, in Beijing. Framework Agreement on ML-1 has been signed on 15th May, 2017 during BAF in Beijing and MOU was also signed between NDRC/China and MPDR/Pakistan. He said that the project will provide a robust railway network essentially required for National Trade Corridor while the Transit times will be reduced by half and Congestions at ports and on roads will be eased. The project will also generate employment, facilitate transportation of goods to and from China and the region and reduce cost of doing business, he said. As for private sector, he highlighted that enhanced line capacity from 32 to 170 trains per day each way can be utilized by private freight operators and Pakistan Railways does not have the capacity to utilize even one third of the capacity. Traffic forecast for 2025/30 is encouraging for the private

sector involvement, he informed. 20/30 million tons can be moved through private train companies which is an encouraging sign for private sector, he added. He concluded his presentation by pointing out that unfortunately the project is now into its eighth year and still uncertainty prevails regarding its implementation.





Role of Private Sector in Promoting Trade through Rail-Freight Business in Pakistan

Mr. Saad Ehsanuddin

Fast Track Access



"Role of Private Sector in Promoting Trade through Rail-Freight Business in Pakistan"

By Mr. Saad Ehsanuddin

Fast Track Access



Mr. Saad Ehsanuddin apologized for being unable to attend physically as he was traveling abroad. He started his presentation by pointing out the inefficiencies of transport and logistics sector in Pakistan and how they affect the country. He highlighted that according to the world bank, the transport and logistics sector inefficiencies cost Pakistan's economy 4-6% of GDP loss and ADB country head concurs to the fact. He pointed out that if we calculate the annual losses in US dollars, we will find that we lose approx. 14-21 billion dollars annually. He put it in perspective by bringing up the power outages in 2013 that costed us 2% of the GDP yet the whole nation was up in arms. Transport sector, however, contributes very highly to our GDP and every year the sector has grown by 6.2% while the GDP growth has been 4.4%. he also pointed out that the road transport contributed USD 22.1 billion to GDP in 2017 and because of CPEC, the sector is going to enjoy a 1.24x multiplier. He emphasized the fact that the world is quickly shifting towards rail because according to world bank, 1 freight train is equivalent of 100 trucks and a gallon of fuel can transport a ton of goods for 250 miles using rail while road restricts it to only 90 miles. He further quoted the world bank that Pakistan's logistic sector's untapped potential is worth approx. USD 30.8 billion. He pointed out the benefits of encouraging private sector to join the government. He cited the revolutionary results and productivity witnessed in Latin America because of private sector involvement.

Mr. Ehsanuddin also shed light on the Track Access Project (TAP). The policy says that 100% of the investment be done by the private sector and 100% of the operational costs be borne by private sector. There shall be no investment from Pakistan Railways. It incurs great profits to the government and no costs to Pakistan railways. All the governments have been supportive of the initiative and Fast track holds one of the licenses issued.



Reforming Pakistan Railways for the future



Ms. Saba Anwar

Research Economist
Pakistan Institute of Development
Economics (PIDE)





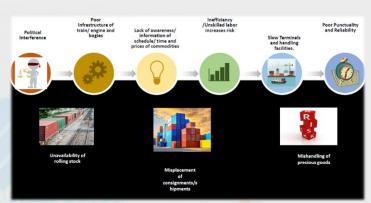
"Reforming Pakistan Railways for the future"

By Ms. Saba Anwar, Research Economist

Pakistan Institute of Development Economics (PIDE)

Ms. Saba Anwar spoke on the need of reforms in the Pakistan Railways to transform it for the future. She described the relation of revenue and operational expenditures of Pakistan Railways which showed that the expenses always end up higher than the revenue. She shared that the government directly controls 43% in the economy and decisions in these areas are dependent on the government. He

pointed out that according to a survey,
Political Interference, Poor Infrastructure
of train/ engine and bogies, Lack of
awareness/ information of schedule/ time
and prices of commodities, Inefficiency
/Unskilled labor increases risk, Slow
Terminals and handling facilities and
Unavailability of rolling stock are the main
reasons of the bad performance of
Pakistan Railways.



Ms. Saba Anwar recommended the following reforms to transform Pakistan Railways:

- Reliability of freight services and train infrastructure be improved.
- Tracking system by booking number be introduced.
- Time delays be addressed.
- Improve Human Capital be developed.
- Trains should handle large shipment/ consignments. Small cargo should be handled by local vehicles.
- Introduce shuttle service for booking, and other process.



The full presentation can be viewed at: https://www.manzilpakistan.org/conferencepresentations2022.html



Transforming Dry Ports into Cargo Logistics Parks



Mr. Navid Iqbal Sheikh

Chairman
All Pakistan Dry Ports Association
(APDPA)



"Transforming Dry Ports into Cargo Logistics Parks"

By Mr. Navid Igbal Sheikh,

Chairman, All Pakistan Dry Ports Association (APDPA)



Mr. Navid Iqbal Sheikh started his speech with a quote of Allama

Iqbal: "The Emerging world is shaped by visionary ideas, not by stone and steel". He briefed the participants on how the dry ports function and how they can be transformed into a cargo logistics parks. It can speed up the flow of cargo between ships and major land transportation networks, creating a more central distribution point. He mentioned the name of Sialkot dry port trust as an example.

He said that the existing dry ports would be transformed into cargo Logistics Park after the indulgence of the new facilities such as upgradation of warehouses as per modern designs, provision of reliable transportation, Packaging facilities, Consolidation services, Storage facilities for finished goods, Grading and branding facilities, Parking and general repair maintenance facilities, Upgradation of safety measures by installing the different modern safety equipment's, making it assessable to market/industry by allied transport services, , Freight forwarding and custom clearance services, Banking and insurance services, Rental offices spaces and Container services.

Some of the major benefits of cargo logistic parks which can be reaped with better management are lower the cost of doing business, will reap the benefit of economies of scale, creation of jobs, low capital investment by local businesses, open of new markets to local businesses particularly, enhance the



national and internal trade, benefit to government in terms of tax collection, Direct competition with the national and multinational giants, less heavy duty vehicles on the road resultant less carbon emission, better control on pilferages, improve the production of the industry, recognition of place/city as the business hub of particular product, save tremendous time in different ways.

The full speech can be viewed at: https://www.manzilpakistan.org/conferencepresentations2022.html





Thematic Session IV

CPEC, Regional Connectivity & Domestic Commerce

Maj. Gen. (Retd) Dr. Zahir Shah	Member (Infrastructure & Regional Connectivity) Ministry of Planning, Development and Special Initiative	"Issues and Challenges of Regional Connectivity through CPEC"
Mr. Syed Muhammad Tariq Huda	Member (Customs- Operations), FBR	"Developing Seamless Customs Clearance for Domestic and Cross Border Cargo"
Mr. Mustafa Hyder Sayed	Executive Director, Pak- China Institute	"Opportunities and Prospects of Mutual Economic Gains through Regional Connectivity"
Ms. Mahnoor Khan (On behalf of Mr. Asif Ali Khan)	CEO & Partner Trees Technologies (Representing USAID PREIA)	"Regional Transit Trade Routes from Pakistan to Central Asian Republics (CARs) and Europe"











MODERATOR'S INPUT

Thematic Session IV

CPEC, Regional Connectivity & Domestic Commerce



MR. SIDDIQUE ANSARI

Manager Policy and Programs Manzil Pakistan

CPEC holds the key to Pakistan's economic future but in order to reap its fruits, the country must overcome the shortcomings that hinder the development of the project and prevent it from reaching its full potential. The speakers in the session focused on such issues and proposed different solutions along with the world's best practices that can be implemented. The potential of Pakistan's trade in the Central Asian Republics through CPEC was also highlighted.

Issues and Challenges of Regional Connectivity through CPEC



Maj. Gen. (Retd) Dr. Zahir Shah

Member (Infrastructure & Regional Connectivity)





"Issues and Challenges of Regional Connectivity through CPEC"

By Maj. Gen. (Retd) Dr. Zahir Shah, Member (Infrastructure & Regional Connectivity)

Ministry of Planning, Development and Special Initiative

Dr. Zahir Shah firstly thanked Manzil Pakistan for inviting him to share his thoughts. He reminded the audiences that he was part of the planning commission from 2014-2015 when MoU between China and Pakistan for economic collaboration was signed. He said that one of the core areas of CPEC was transport infrastructure which was thought to connect china to Pakistan

He touched upon the strategic implications of CPEC. It was also initially envisioned that a motorway system from Peshawar to Karachi was to be built and many of the segments have already been constructed. He pointed out another initial aim that was to connect Peshawar to Karachi via rail but no breakthrough has been made in this regard. He said that energy was also seen as a point of development and a lot of investment has been done in this regard with many of the energy projects realized but the anticipated gas pipeline projects weren't realized. Another vision that couldn't be realized, was the increase in magnitude of transit trade in Gwadar and the reason for it was the security issues in the region, but he assured that efforts are being to overcome the obstacles. Mr. Shah shared his vision that a lot of rail and road networks will radiate from Pakistan mainly because of the interest shown by the Central

Asian republics. He highlighted the importance of single window operations. He outlines that, in order to work here, everyone demands to be facilitated and government is making efforts to meet the demands. He wrapped up his speech by reiterating that CPEC can work as a catalyst for regional integration and China has the capacity and will to see it through.





Developing Seamless Customs Clearance for Domestic and Cross Border Cargo



Mr. Syed Muhammad Tariq Huda

Member (Customs-Operations)
FBR



"Developing Seamless Customs Clearance for Domestic and Cross Border Cargo"

By Mr. Syed Muhammad Tariq Huda,
Member (Customs-Operations), FBR



Mr. Syed Muhammad Tariq Huda spoke on the importance of seamless and smooth customs clearance to benefit Domestic cross border cargo. He emphasized that Government Policy, Connectivity to the World, Size of population, Culture and Location are the Factors that determine trade potential. He elaborated on the Multi-lateral trade agreements such as Quadrilateral Traffic in Transit Agreement (QTTA)-1995, Transit Transport Framework Agreement (TTFA)-1998, CAREC – 2010 and TIR – 2015 as well as Bi-lateral agreements such as Afghanistan-Pakistan Transit Trade Agreement (APTTA)– 2010 and Pakistan-Uzbekistan Transit Trade Agreement (UPTTA)– 2021. He emphasized the trade potential of Pakistan and pointed out that the international trade (Imports/Exports) of land locked countries around Pakistan is US\$1100 billion and Pakistan can attract a fair and significant share by offering them the seaport access they have been desperately seeking. He said that US\$100 billion of transit trade injects approx. US\$ 5 billion to the transit country's economy and Pakistan has an opportunity to be that transit country. He also added that optimal utilization of its transit potential can add upto US\$ 15 bn annually to Pakistan's economy.

Mr. Tariq Huda shed light on the latest efforts by Pakistan Customs to tap the true transit trade potential and talked about the Quadrilateral Transit Trade Agreement which was signed in 1995 by Ministry of Communication, the Rules for implementation of this agreement are being prepared. The module for the Sea leg for a TIR journey is being developed on fast track, he added. He explained that the Digital TIR is



the paperless form of TIR regime and MoU has been signed with International Road Union for initiation of pilot of digital TIR. He shared the achievement of developing the WeBOC module for Uzbekistan Transit Trade in record time of 4 months. He also announced that the regime for Afghan Transit Trade has been eased out through elimination of compulsory examination and introduction of auto-assessment and Revolving Insurance Guarantee.

The full presentation can be viewed at: https://www.manzilpakistan.org/conferencepresentations2022.html



Opportunities and Prospects of Mutual Economic Gains through Regional Connectivity



Mr. Mustafa Hyder Sayed

Executive Director Pak-China Institute





"Opportunities and Prospects of Mutual Economic Gains through Regional Connectivity"

By Mr. Mustafa Hyder Sayed,

Executive Director, Pak-China Institute

Mr. Mustafa Hyder Sayed spoke at length on the prospects and benefits of CPEC. He started off by explaining the bare layout of the corridor. He highlighted that according to a World Bank Report (2020), Pakistan's GDP will increase by up to 6.43

percent till 2030 "courtesy the steady pace of CPEC". He also pointed out that the export rate of Pakistan is expected to increase by 14% annually due to CPEC. China has provided a 1 billion USD grant to the Joint Working Group on socioeconomic development of CPEC to carry out projects in six key sectors including; agriculture, health, education, drinking water supply, poverty alleviation, vocational and technical education, he said. CPEC projects have been significantly helpful for the Human resource and youth in Pakistan as they have helped to generate around 80, 000 jobs, inaugurated vocational training institutes and sewing institutes in Thar and Gwadar, and has resulted in over 23,000 Pakistani students obtaining an education in China. He highlighted the prospects of CPEC for landlocked Central Asian countries as it offers them access to regional markets, including Pakistan, China, India, and the countries of West Asia.

Mr. Sayed explained the concept of SEZ's and pointed out the reasons behind their successes and failures. He busted the myths of Chinese debt traps that circulate in the common population that deteriorate the public's trust on China. He cited an article published in the Atlantic (2021) that rebuts the claim that China finances infrastructural development in underdeveloped nations with the ambition of taking over their

assets when they default on their loan repayments. He also pointed out that Pakistan's total debt is 120 billion USD, out of which a mere 6 billion USD (or 5 percent) is owed to China. He concluded his speech by proving that CPEC has helped rebrand Pakistan in the region by removing the stigma of being a dangerous country.



The full presentation can be viewed at: https://www.manzilpakistan.org/conferencepresentations2022.html



Regional Transit Trade Routes from Pakistan to Central Asian Republics (CARs) and Europe



Ms. Mahnoor Khan (On behalf of Mr. Asif Ali Khan)

CEO & Partner Trees Technologies

(Representing USAID PREIA)





"Regional Transit Trade Routes from Pakistan to Central Asian Republics (CARs) and Europe"

By Ms. Mahnoor Khan (On behalf of Mr. Asif Ali Khan) CEC & Partner Trees Technologies (Representing USAID PREIA)



Ms. Mahnoor Khan started her speech with the historical background of the connectivity routes of the region. She extensively elaborated the landscape and the geography of the Central Asian Republics. She highlighted the geographical advantages that Pakistan enjoys because of its multiple deep sea ports at the Arabian sea, connectivity with the primary neighbors and the Apex south position providing easier access

to Central Asian countries such as Turkmenistan, Tajikistan, Kyrgyzstan, Uzbekistan and Kazakhstan.

She walked the participants through the features of CPEC, Pakistan's connectivity with each Central Asian Republic and the Quadrilateral Trade Transit Agreement (QTTA), in extensive detail. Ms. Mahnoor suggested that Pakistan's regional trade and transport

Pakistan (Karochi Port) to	Routes in Use	Shortest Route	Preferred Route
Afghanistan (Kabul)	Via i-Torkham= l,692 km ii-Chaman= l,406 km lii-Ghulam Khan= l,644 km	Via Cha <mark>man</mark> I,406 km	Via i-Torkham = 1,692 km li- Chaman = 1,406km
Tajikistan (Dushanbe)	Torkham-Shirkhan Bandar-Dushanbe = 2,250 km	Ghulam khan-Khost-Kabul = 2,190 km	Via PRC Sost-Kulma pass-Dushanbe = 2,597 km
Krygystan	(Ib)Khi-Torkham-Sherkhan Bander- Dushanbe-Isfara-Osh-Bishkek= 3,571 km	Karachi-Khunjarab-Toru <mark>gart-</mark> Naryn-Bishkek = 2,535 km	Karachi-Khunjarab-Torugart-Naryn- Bishkek= 2,535 km
Kazakhstan (Almaty)	Khi-Torkham-Sher khan Bander-Isfara- Lugovoye-Bishkek-Almaty= 3,725 km	Karachi-Khunjarab-Torugart- Korday-Almaty= 2,916 km	Karachi-Khunjarab-Torugart-Korday- Almaty= 2,916 km
Uzbekistan (Tashkent)	Karachi-Torkham-Hairatan-Termez- Tashkent = 2,763 km	Karachi-Torkham-Hairatan- Termez-Tashkent = 2,763 km	Karachi-Torkham-Hairatan-Termez- Tashkent = 2,763 km
Turkmenistan (Ashgabat)	Gawadar-Chaman-Torgundi-Khushka- Ashgabat = 2,412 km	Gawadar-Chaman-Torgondi- Ashgabat = 2,423 km	Karachi/Gawadar-Chaman-Torgundi- Khushka-Ashgabat = 2,235 km/2,412 km
Russia (Moscow)	i- Via Prc-Krg-Kaz = 5,462 km Ii- Via Iran-Aze = 3,451 km	Via Iran-Aze = 3,45 l km	Via Prc-Krg-Kaz = 5,462 km
Turkey (Istanbul)	Via Iran= 5,202 km	Via Iran= 5,202 km	Via Iran= 5,202 km

targets can be achieved only with close regional cooperation in policy making and timely completion of existing infrastructure projects along with satisfactory implementation of projects e.g ML-1, TIR, BCP



modernization, and long-term maintenance. She pointed out that Europe is being accessed via sea already and increased shipping cost can be optimized in time and costs with the use multimodal rail/road routes. She suggested that all the stakeholders work together to avoid duplication of procedures. She suggested that Pakistan should improve its perception as a costly transit country.

The full presentation can be viewed at: https://www.manzilpakistan.org/conferencepresentations2022.html



VOTE OF THANKS

AMEENA SAIYID OBE



MEMBER, BOARD OF TRUSTEES, MANZIL PAKISTAN



Vote of Thanks

Ameena Saiyid OBE, Member, Board of Trustees, Manzil Pakistan

Ms. Ameena Saiyid extended her profound thanks to the President of Pakistan, H.E. Dr. Arif Alvi for addressing the august house with intellect. She shared her past memory of a conference she had attended in Makli which was attended by architects and Dr. Arif Alvi was chief guest there as well. He had delivered such a thoughtful speech that an Australian participant expressed his wish to hear similar wisdom from their own President. She thanked all the speakers, distinguished



guests and the participants. She also thanked the sponsors, namely, USAID, PIBT, JS bank and Faysalbank for making the event successful. Ms. Saiyid felt the need to point out a few takeaways from the conference. She spoke of the need to highlight the importance of regional integration and connectivity which has a direct link with the economy. "The important thing is to streamline all these efforts and operations so that goods and services can move quickly and reach their destination in shorter time", she said.

She pointed out that the feat of connecting Pakistan with the Central Asian countries and Europe, which was discussed at length, can only be achieved by facilitating border operations rather than obstructing them. She reiterated Dr. Ishrat Hussain's words on the separation of powers and expressed her agreement that policy making, operations and regulatory bodies should be separated so that there is no conflict of interest. She emphasized on the role of young generation in the development of Pakistan. She appreciated the serial myth busting carried out by Mr. Mustafa Hyder Sayed on CPEC. At the end, Ms. Ameena Saiyid specially thanked Mr. Aasim A. Siddiqui for organizing such a well-arranged conference and announced it to be an annual affair.









Sponsors















Media Coverage

BUSINESS

Founded by M.A. Zuberi

Friday, 11 March, 2022

National growth

Alvi says logistics sector can play key role

Conference here on said. Thursday.

U.S. Agency for multimodal logistics sce- Ex-Governor State Bank of International Development nario in its stepping forward (USAID), Pakistan economy. He further Keeping in view the importinternational Bulk Terminal emphasized that despite tance of China Pakistan.

nomic growth.

Dr. Arif Alvi has said that technology-based logistics conference to bring all without presence of logistics and freight system is one of stakeholders both from the sector can play a key role in the basic ingredients to private sector and public inclusive national growth by achieve desired economic authorities to initiate a pubmaking economic dividends growth by leveraging acces- lic policy debate to benefit accessible to large segment. sibility. Pakistan's regional the country. He said this while inaugu- connectivity is poised with The conference featured rating Pakistan's first tremendous potential due to panel discussions and spe-

Addressing the inaugural The conference with session, Asim A. Siddiqui, cussion "Public-Private theme of "Trade Growth of Vice Chairman of Manzil Sector Institutional through Pakistan shared the theme Harmony for Integrated

Manzil Pakistan has taken Commerce". -PR

ISLAMABAD: President He said, a modern and the lead to organize this

Multimodal Logistics its geo-strategic location, he cialized sessions, on different sectors of the trade transport industry. A panel dis-Multimodal Logistics" was and concept of the conferorganized by Manzil ence with the audience. Pakistan, a Karachi-based He said that Pakistan Dr. Ishrat Hussain, former think tank in collaboration eagerly needs a thematic Advisor to the Prime with All Pakistan Shipping change and complete Minister on institutional Association (APSA) while remodelling to integrate the Reforms & Austerity and

(PIBT), JS Bank and Faysal having a National Freight Economic Corridor (CPEC), Bank Ltd contributed as and Logistics Policy regional connectivity for the partner in conference. (NFLP) in place, the sector future of domestic commerce The President lauded the is still fragmented and poli- and foreign investments in organizers for taking this ini- cies in relation to its integra- Pakistan was discussed in an tiative to highlight the tion require considerable exclusive session "CPEC, importance of logistics sec- deliberation by public Regional Connectivity for tor in national trade and eco- authorities; therefore, Trade & Domestic











Friday, 11 March, 2022



اسلام آباد: صدرعارف علوی کیساتھ پہلی ماٹی ماڈل لاجسٹکس کا نفرنس کے شرکا فانتظمین کا گروپ فوٹو

دنیا تیزی سے ترقی کررہی ،خودکوہم آہنگ کرنا ہوگا: صدر

آئی ٹی،زراعت کے شعبول میں آگے بڑھنے کے وسیع مواقع موجود ہیں:خطاب

خواتین کوبااختیار بنانے سے ترقی کی راہیں تھلیں گی:خطاب ہی پی اے وفد سے گفتگو

اسلام آباد (این این آئی، صباح نیوز، اے پی پی) صدر مملکت عارف علوی نے کہا ہے کہ سپائی چین الدخکس کے شعبے میں تیزی سے ترقی ہورہی ہے، دنیا میں ہونے والی ترقی ہے نودکو ہم آبگ کرنا ہوگا۔ ہمر مملکت فافرادی قوت کے ذریعے ہم ترقی کے مواقع ہے بے بناہ فوائد حاصل کر سکتے ہیں۔ گرشتہ روزیہاں' پہلی ممندا فرادی قوت کے ذریعے ہم ترقی کے مواقع ہے بیاہ فوائد حاصل کر سکتے ہیں۔ گرشتہ روزیہاں' پہلی ماٹی ہاؤل لاجشکس' کا نفرنس سے خطاب میں صدر نے کہا ہے کہ دنیا میں کار وہار کے منع مواقع بڑھ رہ ہیں، وسط ایشیا کے ممالک گوادر بندرگاہ کے ذریعے اپنے سامان کی ترسل چاہتے ہیں۔ انہوں نے کہا کہ انفارمیشن فیکنا لو بی اور زراعت کے شعبوں میں آگے بڑھنے کے وسیع امکانات موجود ہیں، حکومت نے منبطہ انکوں کو بحال کیا ہے جس سے 900 ارب روپے جبکہ ذری صنعت سے وابستہ لوگوں کو نیک مائن کی صنعت کو بحال کیا ہے جس سے 900 ارب روپے جبکہ ذری صنعت سے وابستہ لوگوں کو نیک مائن کی صنعت کو بحال کیا ہے جس سے 900 ارب روپے جبکہ ذری صنعت سے وابستہ لوگوں کو نیک مائن کی موات کے دریان انتحاد کیا کہ نیک کیا ہوئی کی افتا می ملک میں وسیع پیانے پر اقتصادی ترقی کی نئی را ہیں تھلیں گی ہنوا تین کوان کے حقوق کے باری اقد امات سے منعلی وہنے ہوئی نین پر شخمیل ہے جو موجودہ قوا نین کے بار سے میں آگی پیدا کرے گا۔ تاہ کہا کہ پورٹل خوا تین کے بار سے میں آگی پیدا کرے گا۔ تاہ کہا کہ پورٹل خوا تین کے بار سے میں آگی پیدا کرے گا۔ تاہ کہا کہ پورٹل خوا تین کے بار سے میں آگی پیدا کرے گا۔ کا باکادہ سٹیفن ٹوئیگ سے گفتگو میں کہا کہ دولت مشتر کہ کے رکن مما لک کے درمیان تعاون کو مزید فروغ دیئے کیا دریان تعاون کومزید فروغ دیئے کا لوگوں کوش خودارادیں۔ خوادرادی می تعارف کومزید فروغ دیئے کے لئے سلامتی کوئس کی قرار دادوں پرعملدرا تمزید کرتے میں کا کوئوں کا فرون کومزید فروغ دیئے کے لئے سلامتی کوئس کی قرار دادوں پرعملدرا تمزید کی تعارف کی مقدرہ بھارتی مقدہ بھارتی مقدہ بھارتی مقبوضہ تشمیر

Pakistan OBSERVER

Eves and Ears of Pakistan

Widely Read and Trusted Daily

Founded by Zahid Malik (Sitara-I-Imtiaz)

Friday, 11 March, 2022

Logistic reforms vital to tap region's trade opportunities: Alvi

SLAMABAD

President Dr Arif Alvi on Thursday said to fully tap the trading opportunities offered by increasing regional integration, Pakistan needed to reform its logistic infrastructure besides developing human resource.

The regional countries are eager to transport their goods to Gwadar port, and hence Pakistan needs to put in place a smooth supply-chain system at the earliest," he said in his address here at the First Multimodal Logistics Conference 2022. President Alvi mentioned that Uzbekistan had shown keen interest in transporting its commodities through Pakistan, while Turkmenistan and Iran were interested in the supply of natural gas.

In this regard, he said an efficient cargo sys-



tem in Pakistan was vital to substantially improve the supply-chain system, thus benefiting both the producer and consumer countries.

consumer countries.

"Pakistan has immense opportunities knocking at its doorstep and we need to take advantage with the implementation of a multimodal logistic strategy," he said. He mentioned that the government had done a splendid job in improving the farming, industry,

and textile sectors during the pandemic, however, mentioned the need for a smooth supply chain sys-

To bridge gaps between the manufacturer and consumer, he said, the policies needed to formulated in consultation with government functionaries and the private sector.

President Alvi said getting adjusted to changing trends, overcoming supply chain disruptions, and relying on two or more modes of transportation could substantially improve the logistics sys-

He said multimodal transportation required more communication and collaboration and emphasized training to turn country's huge youth bulge into a productive human resource to achieve the goals.—APP

Patriot

Friday, 11 March, 2022

Logistic reforms vital to tap region's trade opportunities: President Alvi



SLAMABAD: President Dr. Arif Alvi in a group photo zers of the 1st Multimodal Logistics Conference 202

By Staff Reporter

ISLAMABAD: President Dr Arif Alvi on Thursday said to fully tap the trading opportunities offered by increasing regional integration, Pakistan needed to reform its logistic infrastructure besides developing human

resource.
"The regional countries are eager to transport their goods to Gwadar port, and hence Pakistan needs to put in place arliest," he said in his tem, thus he hard the First producer an

d that tunities knockin and we need to comdistan, i Iran said. He mention ply of emment had on in improving the try, and textile s kistan

no bridge gaps between the manufacturer and consumer, he said, the policies needed to be formulated in consultation with government functionaries and the private sector.

adjusted to changing trends, overcoming supply chain disruptions, and relying on two or more modes of transportation could substantially improve the logistics system.

He said multimodal transortation required more commuication and collaboration and mphasized training the counry's huge youth bulge into a proluctive human resource to chieve the goals.

ductive human resource to achieve the goals. Dr Ishrat Hussain, former Adviser to Prime Minister on Institutional Reforms and Austerity said inefficiency of the supply chain could be overcome

etorms in institutions.

He mentioned that the reforms
arried out in Civil Aviation
authority, Pakistan International
rilines, Pakistan Railways, and
fational Highway Authority
ever aimed at the improvement
for experience services.

of consumer services.

To improve the efficiency o public organizations, he said i was important for the ministrie to work on policies only, while the regulatory bodies could function autonomously.





National Courier

Friday, 11 March, 2022

PAKISTAN'S FIRST MULTIMODAL LOGISTICS CONFERENCE CONCLUDES

Logistics sector to play pivotal role in inclusive growth: Arif Alvi

From Our Correspondent

ISLAMABAD: By making economic dividends accessible to large segment of the indends accessible to large segment of the indends accessible to large segment of the indendity of the indends accessible to large segment of the indendity of the





Friday, 11 March, 2022

Logistics sector may play pivotal role in inclusive growth: President

Pakistan's first Multimodal Logistics Conference concludes



Friday, 11 March, 2022

ئیکنالوجی سے ترقی تیز رفتار فیصلہ سازی ست ہے:عارف علوی

خواتین کوان کے حقوق بارے آگا ہی جیلنے ہے صدر کی سیکرٹری جنرل ہی بی اے سے گفتگو

اسلام آباد (خصوصی نیوزر پورٹر) صدر مملکت ہوسکتی ہے۔صدر مملکت نے کہا کہ پاکستان ایک

ڈاکٹر عارف علوی نے کہا ہے کہ سپال کی چین اہم موڑ پر کھڑا ہے اور اس کی توجوان سل دنیا کی لا مسلکس کے شعبہ میں تیزی سے ترتی ہور ہی ہے، توجہ کا مرکز بنی ہوئی ہے۔ انہوں نے وزارت دنیا میں ہونے والی ترقی سے خود کو ہم آ ہنگ کرنا ۔ قانون کوخواتین کے حقوق سے متعلق قانون سازی ہوگا، آج پاکستان کی ترقی کے لئے بے شار مواقع کے پیسٹرز آویزاں کرنے، پورٹل پرقوانین کی آڈیو موجود ہیں، ہنر مندافرادی توت کے ذریعے ہم ترتی متعارف کرانے ، ان کے ظامے کے ساتھ ساتھ کروروین از برادر از روز کرداری این کا می این برای اور اردودون زبانوں شدان کی دستیا کی کے مواقعوں ہے بہنا فوائد حاصل کر کیے جی ۔ ڈاکٹر عارف علوی نے'' کیکل فکن موڈل لاشنگس'' کو چیٹنی نیائے کا مشورہ دیا۔ صدر نے خواتمین کی كانفرنس سے خطاب كرتے ہوئے كہا كدونياش الماك پر قبضے كے ساتھ مراتكى كے خلاف ال کاروبار کے نے مواقع بڑھ رہے ہیں، ٹیکنالوبی کے شخط کے لئے قوانین کے نظافہ پرزور دیا۔انہوں سین مان کارور داشت کاروری مردان اور کارور در استان و کارور کارور کارور کارور کارور کارور کارور کارور کارور کار فیرمرکاری تنظیموں کے نمائندوں اور کے سیار کری جزال مسلمین فوقک ہے بات چیت دیگر نمایاں شخصیات نے شرکت کی۔ کا نفرنس سے کرتے ہوئے کہا ہے کہ دولت مشترکہ کے رکن سٹیٹ بینک آف پاکتان کے سابق گورز ڈاکٹر ممالک کے درمیان تعاون کومزیدفروغ دیے کیلئے عشرت حسین اورمنزل پاکتان کے وائس چیئر مین پارلیمانی وفود کے تباولوں کو بڑھانے کی ضرورت عاصم مدیقی نے بھی خطاب کرتے ہوئے کا نفرنس ہے۔ کا من وعلقہ پار ٹیمانی ایسوی ایشن کی انگرزیکٹر میں شرکت پر صدر مملک کا شکر یہ ادا کیا۔ علاوہ سیسٹی کے قائم مقام چیئر پر من یا ن لذ کر میٹر رائم ازیں صدر مملکت واکثر عارف علوی نے گزشتہ روز'' این اے شاندانہ گلزار خان ، سیکرٹری قومی اسبلی انساف واج پورگ'' کی افتاق تقریب سے طاہر حسین مجبر کامن ویلتھ پار لیمانی الیوی ایشن خطاب کرتے ہوئے کہا ہے کہ خواتین کو ہافتیار المحل ڈیس اور عکومت کے اللی حکام بھی اس موقع بنانے اور ان کی مالی شوایت کے لئے جاری پرموجود تھے۔اسموقع پرسلیفن ٹونگ نے صدرکو اقدامات سے ملک میں وسیع پیانے پر اقتصادی پاکستانی ماہرین تعلیم، طلبا اور اراکین پارلین کے رقی کی نی راہیں کھلیں گی، خواتین کوان کے حقوق ساتھ اپنی بات چیت کے بارے میں آگاہ کیا۔ ك بارك يش آگاى ايك چيلغ ب- تا بم ميذيا انبول في خواتين كو بااختيار بنانے كے ليے اورمنبرك ذريع مسلسل پيغام رساني مدوكار ثابت پاكتان كاقدامات كوجى سرابا





PAKISTAN TODAY

Friday, 11 March, 2022

President calls for modernising goods supply sector

Central Asian States are eager to join the Belt and Road Initiative and to take benefit from Pakistan's ports.

President Dr Arif Alvi has said that the government is daking steps to facilitate the goods supply sector for its modernisation, adding timely digitisation and identifying opportunities an catapult Pakistan to progress.

Addressing the 1st Multimodal Logistics Conference on Thursday, the president said that development in the IT sector will bring an exponential revolution in the overall economy of the supply of ratural system, thus benefiting both the producer safety to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide a gateway to Central Asian States to its provide and the contral provide and the contral provides and the provide and the provides and the provides and the provides and the provide and the provides and the provid

Asian Telegraph

Friday, 11 March, 2022



Economic Development

President for logistic reforms to explore region's trade opportunities

Pro-women initiatives to open up avenues for massive economic development: President

Pro-women initiatives to open up avenues for massive economic development: President

ISLAMBAD

strain or Thursday said to fully astrading opportunities offered by increasing
to proportunities offered by increasing
to an opportunities of the opportunities opportunities of the opportunities of the opportunities opportunit

The Financial Daily

International

Friday, 11 March, 2022



Modernise goods supply

sector: Alvi

Section: Alvi

BLAMMAD Problem Dr. Mrl

Alvin and the first personnel of the section of the first problem of the first personnel of the section of the first personnel of the section of the section of the first personnel of the first





Print Publications

Pakistan Today

https://www.pakistantoday.com.pk/2022/03/10/president-calls-for-modernising-goods-supply-sector/

Daily National Courier

https://dailynationalcourier.com/logistics-sector-to-play-pivotal-role-in-inclusive-growth-arif-alvi/

The Financial Daily

https://epaper.thefinancialdaily.com/epaper/edition/1328/the-financial-daily-epaper-11-03-2022%09/page/8

Daily Jehan Pakistan

https://www.jehanpakistan.com/epaper/detail_news.php?news=%2Fepaper%2Fepaper%2Fislamabad%2F110322%2FP8-14.jpg

Daily The Spokesman

https://dailyspokesman.net/live/logistics-sector-may-play-pivotal-role-in-inclusive-growth-president/

Daily The Patriot

https://dailythepatriot.com/logistic-reforms-vital-to-tap-regions-trade-opportunities-president/

The Asian Telegraph

https://www.theasiantelegraph.net/president-for-logistic-reforms-to-explore-regions-tradeopportunities/

Daily Khabrain

http://epaper.dailykhabrain.com.pk/epaper?station_id=12&date=2022-03-11&page_id=158946

Business Recorder

https://epaper.brecorder.com/2022/03/11/4-page/921702-news.html

Pakistan Observer

https://pakobserver.net/logistic-reforms-vital-to-tap-regions-trade-opportunities-alvi/

Daily 92 News

https://www.roznama92news.com/efrontend/web/index.php/?station_id=2&page_id=5&is_common =&xdate=2022-3-11&n=n11,

Daily Nawa-i-Waqt

https://www.nawaiwaqt.com.pk/E-Paper/karachi/2022-03-11/page-5





Online Newswires

Urdu Point

https://www.urdupoint.com/en/pakistan/logistic-reforms-vital-to-tap-regions-trade-1481917.html

Daily Islamabad Post

https://islamabadpost.com.pk/logistic-reforms-vital-to-tap-regions-trade-opportunities-president/

Business Plus

https://businessplus.com.pk/logistic-reforms-vital-to-tap-regions-trade-opportunities-president/

CPEC Info

https://cpecinfo.com/logistic-reforms-vital-to-tap-regional-trade-opportunities-under-cpec-president-alvi/

The Asian Telegraph

https://www.theasiantelegraph.net/president-for-logistic-reforms-to-explore-regions-trade-opportunities/

Sabah News

https://sabahnews.net/english/news/to-fully-tap-trading-opportunities-offered-by-increasing-regional-integration-pak-needs-to-reform-its-logistic-infrastructure-president/

Radio Pakistan

https://www.radio.gov.pk/10-03-2022/development-in-it-sector-to-bring-exponential-revolution-in-overall-economy-president

The Azb

https://theazb.com/logistics-sector-may-play-pivotal-role-in-inclusive-growth-president-alvi/

News Update Times





https://newsupdatetimes.com/logistics-sector-may-play-pivotal-role-in-inclusive-growth-president-alvi/

Teleco Alert

https://www.telecoalert.com/2022/03/11/logistics-sector-may-play-pivotal-role-in-inclusive-growth-president-alvi/

Pro Pakistani

 $\frac{https://propakistani.pk/2022/03/10/president-stresses-reforming-logistic-infrastructure-to-fully-tap-trade-opportunities/$

Niba News

https://nbianews.com/logistics-sector-may-play-pivotal-role-in-inclusive-growth-president-alvi/

Customs News

https://customnews.pk/2022/03/10/logistics-sector-may-play-pivotal-role-in-inclusive-growth-president-alvi/

Diplomatic News

https://diplomaticnewspk.blogspot.com/2022/03/logistics-sector-may-play-pivotal-role.html

DM Urdu

http://dmurdu.com/single_page.php?newsid=1473#.Yin9Uc6ZvYM.whatsapp

APP English

https://www.app.com.pk/national/logistic-reforms-vital-for-pakistan-to-tap-regions-trade-opportunities-president/

APP Urdu

https://urdu.app.com.pk/urdu/299123













1ST MULTIMODAL LOGISTICS CONFERENCE 2022

SERENA HOTEL, ISLAMABAD 10 MARCH 2022



MANZIL PAKISTAN

710-711, 7TH Floor, Business Centre, Mumtaz Hassan Road, Karachi 74000, Pakistan

Tel: +92 21 324 66 258-9

Email: info@manzilpakistan.org

www.manzilpakistan.org



Reach us at Linkedin



Find us on Facebook