

# STRATEGY DOCUMENT

ON THE IMPLEMENTATION AND ENFORCEMENT OF  
INSTRUMENTS OF THE INTERNATIONAL MARITIME  
ORGANIZATION (IMO) TOWARD FULFILLING  
PAKISTAN'S TREATY OBLIGATIONS



**2025 to 2035**

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# VISION AND MISSION STATEMENT

## Vision Statement

To achieve global recognition as a highly efficient, responsible, and forward-looking maritime administration of Pakistan, committed to the effective implementation and enforcement of IMO instruments in accordance with the III Code.

## Comprehensive Maritime Development Mission

Pakistan Maritime Administration is committed to establishing a world-class maritime sector that serves as a cornerstone of national economic growth while maintaining the highest standards of international compliance and operational excellence.

## Core Mission Elements:

### 1. International Compliance and Standards

- Ensure full compliance with all international maritime conventions duly ratified by Pakistan, including SOLAS, MARPOL, STCW, and other IMO instruments
- Systematically adopt and implement international standards across all maritime sector operations
- Maintain Pakistan's standing as a responsible maritime nation committed to global best practices

### 2. Regulatory Excellence and Safety

- Establish and maintain a robust regulatory framework that promotes safe, secure, and efficient shipping operations
- Ensure comprehensive protection and preservation of the marine environment through effective enforcement of environmental regulations
- Uphold the highest standards of maritime safety, security, and professional competence

### 3. Capacity Building and Human Resource Development

- Implement comprehensive capacity building initiatives across all levels of maritime administration
- Advance maritime education and training programs to ensure Pakistani seafarers remain globally competitive
- Foster continuous professional development and knowledge enhancement for maritime sector personnel
- Establish centers of excellence for maritime training and research

### 4. Infrastructure Development and Modernization

- Promote investment to expand Pakistan's merchant fleet under the national flag
- Develop world-class shipbuilding and repair infrastructure
- Drive comprehensive digitalization of maritime processes, documentation, and service delivery
- Modernize port facilities and maritime infrastructure to international standards

## 5. Technological Innovation and Integration

- Integrate modern technological solutions including Artificial Intelligence (AI) and automation in maritime operations
- Implement advanced monitoring and compliance systems for enhanced operational efficiency
- Promote research and development in maritime technologies
- Establish electronic platforms for seamless information exchange and reporting

## 6. Strategic Maritime Development

- Collaborate with the Government of Pakistan to create and implement a comprehensive maritime development strategy that contributes significantly to national economic growth
- Position Pakistan as a key maritime hub in the region through strategic planning and investment
- Foster public-private partnerships to accelerate maritime sector development

## 7. International Engagement and Cooperation

- Strengthen Pakistan's active participation in international maritime forums and organizations
- Build strategic partnerships with leading maritime nations for knowledge and technology transfer
- Represent Pakistan's interests effectively in global maritime policy development
- Contribute to regional maritime security and cooperation initiatives

## 8. Governance and Service Excellence

- Maintain strong governance by upholding the highest levels of integrity, transparency, and accountability
- Deliver efficient and effective maritime services driven by continuous innovation and technological advancement
- Ensure responsive and user-friendly service delivery to all maritime sector stakeholders
- Implement performance-based management systems for continuous improvement

### Strategic Commitment:

Through this mission, Pakistan Maritime Administration commits to transforming Pakistan into a leading maritime nation that not only meets its international obligations but also leverages its strategic geographical position to become a preferred destination for maritime trade, investment, and cooperation in the region and beyond.

**Our mission drives us toward the Maritime Pakistan Vision 2035, ensuring sustainable development of Pakistan's Blue Economy while maintaining unwavering commitment to safety, security, and environmental stewardship.**

# MESSAGE BY SECRETARY MOMA

The maritime sector is fundamental to the economic development of a nation. Pakistan, with its strategic location along the Arabian Sea and a coastline of over 1,000 kilometers, is uniquely positioned to play a key role in shaping regional maritime dynamics and establishing itself as a leading maritime hub that ensures both secure operations and sustainable economic growth. The maritime industry in Pakistan is essential to the country's socio-economic progress. The Government of Pakistan, through the Ministry of Maritime Affairs and the Pakistan Maritime Administration, is committed to advancing this sector by introducing various initiatives and reforms to boost efficiency, promote trade, and simplify business operations.

The Ministry is determined to sustain this momentum and has launched a forward-looking plan, the *Maritime Pakistan Vision 2035*, which was developed through extensive consultations with public and private stakeholders. This vision outlines specific, actionable steps to be implemented within a defined timeframe to elevate Pakistan's maritime capabilities and establish the country as a regional maritime leader.

Aligned with the Government of Pakistan's broader vision for 2035, this plan focuses on fostering the *Blue Economy* as a core driver of economic growth. It places a strong emphasis on improving logistics, infrastructure, and shipping operations, including transshipment activities in the maritime sector.

As a signatory to International Maritime Organization (IMO) conventions, Pakistan is obliged to enact and enforce laws that ensure the comprehensive implementation of international maritime standards, with a focus on maritime safety and environmental protection. In accordance with IMO Resolution A.1070 (28), known as the IMO Instruments Implementation Code (III Code), this strategy has been developed to fulfill Pakistan's international responsibilities as a Flag State, Port State, and Coastal State.

## **Strategic Benefits and Advantages of III Code Implementation**

The implementation of the III Code framework will deliver significant strategic advantages to Pakistan:

**Enhanced International Credibility:** Full compliance with III Code requirements will strengthen Pakistan's reputation as a responsible maritime nation, enhancing trust among international partners and facilitating greater participation in global maritime trade.

**Improved Maritime Safety and Security:** Systematic implementation will significantly reduce maritime accidents, enhance vessel safety standards, and strengthen maritime security protocols, protecting both Pakistani and international vessels in our waters.

**Economic Growth Catalyst:** Compliance will attract international shipping lines to use Pakistani ports and services, boosting revenue from port operations, maritime services, and related industries, directly contributing to national GDP growth.

**Environmental Stewardship:** Implementation ensures robust marine environment protection, preserving Pakistan's coastal and marine ecosystems while meeting international environmental obligations.

**Regulatory Harmonization:** Alignment with international standards will streamline Pakistan's maritime regulatory framework, reducing bureaucratic complexities and improving operational efficiency for all stakeholders.

**Capacity Building Excellence:** The framework will drive comprehensive capacity building across Pakistan's maritime sector, creating skilled professionals and establishing centers of excellence.

**Technology Integration:** Implementation will accelerate adoption of modern technologies, digitalization, and automated systems, positioning Pakistan at the forefront of maritime innovation. In line with these objectives, our **STRATEGY** for the Pakistan Maritime Administration outlines a comprehensive and efficient framework, encompassing all critical aspects necessary for the sustainable development of Pakistan's maritime sector.

This **STRATEGY**, covering the period from **2025 to 2035** (spanning **10 years**), addresses the unique challenges facing Pakistan's maritime administration. It sets out pragmatic goals across various domains, with a strong focus on ensuring strict compliance with safety and environmental regulations, while also encouraging the growth of Pakistan's shipping industry. To enhance the effectiveness of Pakistan's maritime administration, four key strategic directions have been identified:

- **Strengthening the regulatory framework** to ensure alignment with international standards;
- **Training and certification** for Pakistani seafarers to ensure global competitiveness;
- **Ensuring effective compliance** with safety and environmental regulations to safeguard maritime operations and the marine environment;
- **Establishing a robust monitoring and review mechanism** to evaluate and enhance maritime governance.
- The **STRATEGIC PLAN**, which spans from **2025 to 2035**, will be periodically reviewed throughout this **ten-year** timeframe. This document is designed to ensure that Pakistan meets its international obligations and responsibilities as a **Flag State, Port State, and Coastal State**, and it establishes a methodology for monitoring and assessing the effective implementation and enforcement of mandatory IMO instruments. Additionally, it focuses on continuously reviewing and improving Pakistan's organizational performance and capabilities in these roles.

The **Pakistan Maritime Administration** plays a pivotal role in aligning with the mission of the Ministry of Maritime Affairs. This **STRATEGIC PLAN** not only addresses Pakistan's international obligations but also emphasizes the developmental aspects of the maritime sector, positioning Pakistan as a modern, efficient, and internationally respected maritime nation.

## MINISTRY OF MARITIME AFFAIRS

## GOVERNMENT OF PAKISTAN

# STRATEGIC IMPLEMENTATION FRAMEWORK

## INTRODUCTION

This **National Strategy for the Implementation and Enforcement of IMO Instruments (2025–2035)** sets out Pakistan's comprehensive plan for meeting its international maritime obligations in accordance with the IMO Instruments Implementation (III) Code. The strategy defines how the State—through the Pakistan Maritime Administration—will not only enforce these obligations but also leverage them to strengthen national maritime governance, expand economic opportunities, and enhance Pakistan's standing in the global maritime community.

The strategy is designed to move Pakistan from a reactive compliance posture to a proactive, leadership-oriented approach in maritime affairs. By embedding IMO standards into national policy, law, and practice, Pakistan aims to ensure safe, secure, and environmentally responsible

shipping, while using compliance as a platform to attract investment, boost maritime trade, and create skilled employment.

As a coastal nation strategically positioned along vital international shipping lanes in the Arabian Sea, with major ports at Karachi, Port Qasim, and Gwadar, and a steadily expanding merchant fleet, Pakistan's full and effective implementation of IMO instruments is essential for both national benefit and regional stability. The State's ability to enforce these standards will improve the competitiveness of Pakistan's maritime sector, facilitate foreign trade, and enhance the credibility of the Pakistan flag.

## **Pakistan's Status as a Signatory/Party to IMO Conventions**

According to the official record, Pakistan is a signatory and party to the following key IMO conventions:

### **Core Safety and Security Conventions**

- **International Convention for the Safety of Life at Sea (SOLAS), 1974** – Party since 1980 (including all amendments up to 2024; full compliance with ISM Code, ISPS Code, and related systems).
- **International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978** – Party since 1984 (including the 2010 Manila Amendments; national certification aligned with international standards).

### **Environmental Protection Conventions**

- **International Convention for the Prevention of Pollution from Ships (MARPOL), 1973/1978** – Party since 1980 (all six annexes ratified and implemented).

### **Technical and Operational Conventions**

- **International Load Lines Convention, 1966** – Party since 1975.
- **International Convention on Tonnage Measurement of Ships, 1969** – Party since 1975.
- **Convention on the International Regulations for Preventing Collisions at Sea (COLREG), 1972** – Party since 1975.

### **Additional Ratified Conventions**

- **International Convention on Maritime Search and Rescue (SAR), 1979** – Party since 1986.
- **Maritime Labour Convention (MLC), 2006** – Party since 2015.
- **International Convention on Civil Liability for Oil Pollution Damage (CLC), 1992** – Party since 1995.

## **Strategic Tenure: 2025–2035**

The strategy will be implemented over ten years in three phases:

### **Phase I – Foundation Building (2025–2027)**

- Align national legislation fully with ratified conventions.

- Establish monitoring and enforcement mechanisms.
- Deploy digital compliance tracking systems.
- Strengthen institutional capacity across maritime agencies.

### Phase II – Enhancement and Integration (2028–2031)

- Integrate advanced technologies, AI, and automation into oversight.
- Achieve full III Code compliance certification.
- Position Pakistan as a regional leader in maritime governance.

### Phase III – Excellence and Innovation (2032–2035)

- Gain recognition as a model maritime administration.
- Lead regional cooperation initiatives.
- Export maritime expertise and best practices.
- Establish Pakistan as a preferred regional maritime hub.

## A-FOCUS AREA

The Ministry of Maritime Affairs, through the Pakistan Maritime Administration (hereinafter referred to as the "Pakistan Maritime Administration"), maintains a close and vital relationship with the International Maritime Organization (IMO). Within the Ministry, the Directorate General Port and Shipping Wing—also referred to as the Pakistan Maritime Administration—is responsible for implementing IMO instruments, which can be summarized as follows:

### 1. IMPLEMENTATION OF IMO CONVENTIONS (Ref: III Code, Common Section Paragraphs 4, 6 and 7).

While adherence to all IMO instruments to which Pakistan is a signatory is crucial, it is equally important to develop a clear and actionable strategy for compliance. This strategy should be aimed at demonstrating Pakistan’s adherence to the **IMO Instruments Implementation Code (III Code)**, reinforcing the country's commitment to upholding the highest standards of maritime safety, security, and environmental protection.

Pakistan has incorporated the requirements of all ratified international conventions into its domestic legislation, with respective enforcement agencies tasked to ensure strict compliance.

It is essential for Pakistan to remain aligned with international standards and best practices, aiming to position itself among IMO-compliant nations. Achieving and maintaining this status will strengthen global confidence in Pakistan’s maritime practices, enhance the credibility of Pakistan-flagged vessels, and facilitate their recognition in international trade, thereby enabling greater opportunities for the carriage of foreign trade and cargo under the national flag.

Furthermore, Pakistan is committed to keeping pace with the latest regulatory developments and actively contributing to the formulation of new maritime legislation.

### 2. FLAG STATE RESPONSIBILITY (Ref: III Code Part-2).

As a Flag State, Pakistan—represented by the Directorate General Port and Shipping Wing and the Mercantile Marine Department—has long been fulfilling its critical responsibility of overseeing its registered vessels. Acting on behalf of the Government of Pakistan, the Pakistan

Maritime Administration ensures that all ships flying the national flag comply with mandatory international maritime regulations.

While these responsibilities are already being diligently carried out, Pakistan remains committed to further strengthening its capacity and effectiveness in this domain. This includes ensuring that Pakistani-flagged vessels maintain all required certifications, undergo regular inspections and audits as per international maritime law, and that Pakistani seafarers meet and exceed the standards set by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) as well as the Maritime Labour Convention (MLC). By continually enhancing these measures, Pakistan seeks to reinforce safety, professionalism, seafarer welfare, and global confidence in its maritime operations.

### **3. COASTAL STATE RESPONSIBILITY (Ref: III Code Part-2).**

In Pakistan, the responsibilities of a Coastal State are inherently jurisdictional in nature, requiring close coordination between the Federation and the Provinces to safeguard the country's maritime interests. Effective implementation and enforcement of these obligations involve a collaborative approach in which federal and provincial entities work together to ensure compliance with international standards and to promote sustainable maritime governance.

The responsibility for fulfilling Coastal State obligations is shared among several specialized departments and agencies under the Ministry of Maritime Affairs, Ministry of Defence, Ministry of Climate Change, and other relevant bodies. The Pakistan Maritime Administration plays a pivotal role in overseeing the application of international conventions, including the International Convention for the Safety of Life at Sea (SOLAS) and the International Convention for the Prevention of Pollution from Ships (MARPOL). This oversight extends to regulating and monitoring ship-related activities to prevent marine pollution and to ensure maritime safety.

Collaboration among stakeholders is central to these efforts. The Pakistan Maritime Administration works closely with port authorities; the Mercantile Marine Department (MMD), responsible for the management and maintenance of lighthouses and lightships; the Pakistan Maritime Security Agency (PMSA); the National Institute of Hydrography (NIH); and the Pakistan Meteorological Department. Each organization undertakes specific functions within its jurisdiction—for example, under SOLAS, the PMSA leads Search and Rescue (SAR) operations in Pakistan's maritime zones, while under MARPOL, it plays a key role in oil spill response and marine pollution control.

While these responsibilities are being actively carried out, there remains scope for further strengthening inter-agency coordination, enhancing provincial engagement, and investing in modern technologies and infrastructure. Such improvements would ensure not only continued compliance with international conventions but also the long-term protection and sustainable use of Pakistan's coastal and marine resources.

### **4. PORT STATE RESPONSIBILITY: (Ref: III Code Part 4 – Port States, paragraphe 52-56).**

The Mercantile Marine Department (MMD), a subordinate organization of the Pakistan Maritime Administration, plays a central role in fulfilling Pakistan's Port State obligations. Its mandate extends beyond inspections of foreign-flagged vessels to include oversight of certain aspects of Pakistani-flagged vessels while in port, ensuring full compliance with international maritime regulations. These inspections and verifications are essential for maintaining safe navigation, protecting the marine environment, and safeguarding the welfare of seafarers. The State has taken concrete measures to ensure the efficient operation of Port State Control functions, including capacity building of surveyors, coordination with port authorities, and

adherence to established inspection regimes under relevant Memoranda of Understanding (MOUs) such as the Riyadh MoU. Pakistan Maritime Administration works in close collaboration with port authorities to oversee compliance with a range of international conventions and protocols. Under statutory obligations, port authorities are tasked with providing adequate Port Reception Facilities, ensuring safe handling and carriage of dangerous goods, and verifying the gross mass of containers in accordance with the Safety of Life at Sea (SOLAS) Convention.

While these responsibilities are being actively discharged, there is room for further improvement. Recommended measures include:

- **Enhancing inspection efficiency** through digitization of records, risk-based vessel targeting, and improved inter-agency coordination.
- **Expanding training programs** for MMD and port authority personnel to stay abreast of evolving IMO requirements.
- **Strengthening infrastructure** such as modernizing Port Reception Facilities and integrating pollution prevention systems.
- **Leveraging port facilities** for broader compliance purposes—ports can serve as hubs for monitoring, data sharing, training, and implementation of IMO-mandated safety and environmental measures. This would not only improve operational efficiency but also ensure greater alignment with international standards.

By pursuing these improvements, Pakistan can further consolidate its reputation as a responsible Port State, meeting its international obligations while promoting safe, efficient, and environmentally sustainable maritime trade.

## 5. EXPORT OF DANGEROUS GOODS (Ref: III Code Part 4 – Port States, paragraph 52-56).

The Mercantile Marine Department (MMD) verifies that goods being exported comply with the International Maritime Dangerous Goods (IMDG) Code through thorough inspections of both cargo and documentation. This process includes reviewing the shipper’s declaration, ensuring proper labelling and packaging, confirming that safety data sheets and transport documents meet IMDG requirements, and inspecting containers for correct stowage and segregation of hazardous materials. These checks ensure that dangerous goods are safely loaded and meet all regulatory standards for maritime transport.

While MMD is effectively performing these functions, there is scope to strengthen the framework through:

**Policy and Improvement Measures** – Introducing clear procedural guidelines for exporters, digitizing inspection records, and enhancing coordination between customs, port authorities, and MMD to streamline verification processes.

1. **Review of International Standards** – Assessing whether updates to the IMDG Code or its domestic implementation are required in light of emerging cargo types, packaging innovations, and new IMO safety protocols.
2. **Practical Measures for Compliance** – Conducting regular stakeholder workshops, establishing pre-shipment advisory services, and using port facilities as compliance checkpoints to identify and rectify deficiencies before cargo is loaded.

By combining effective inspections with targeted improvements, Pakistan can ensure continued compliance with the IMDG Code while enhancing safety, efficiency, and international confidence in its dangerous goods export regime.

## **6. RESPONSIBILITIES OF PAKISTAN AT INTERNATIONAL FORUM. (Ref III Code Part 1 – Common Areas, Objective and Strategy (Paragraphs 1 to 3)).**

### **a. PARTICIPATING PAKISTAN IN IMO (Ref III Code Part 1 – Common Areas Para 9)**

The Pakistan Maritime Administration, in collaboration with other stakeholders, supports the Ministry of Maritime Affairs in representing Pakistan at IMO meetings, conferences, and working groups. This participation is vital for contributing to the formulation and revision of international maritime conventions and standards, ensuring that Pakistan has an active role in shaping the global regulatory framework for the shipping industry.

### **b. INTERNATIONAL ENGAGEMENT. (Ref III Code Part 1 – Common Areas, Objective and Strategy (Para 3.1))**

Pakistan's engagement at the international maritime level must be proactive, strategic, and driven by a clear national perspective rather than functioning merely as a supporting role to other entities. A well-defined strategy for increased participation in the International Maritime Organization (IMO) and related forums should be developed, reflecting Pakistan's own priorities, interests, and policy objectives.

This approach should encompass:

- 1. Strategic IMO Participation** – Ensuring Pakistan's presence and active contribution in IMO committees, sub-committees, and working groups, with positions and interventions reflecting the country's maritime priorities and national interests.
- 2. International Engagement** – Participating in capacity-building initiatives, technical cooperation programs, and maritime safety and environmental protection projects under IMO auspices. Pakistan should also play an active role in international conferences, dialogues, and bilateral or multilateral maritime forums.
- 3. Increased Representation and Contribution** – Enhancing Pakistan's visibility and influence by presenting technical papers, proposing agenda items, and showcasing best practices from its maritime sector.
- 4. Strategic Outcome Planning** – Setting clear objectives for international engagements, identifying desired policy or operational outcomes, and evaluating the impact of Pakistan's participation to ensure alignment with long-term maritime goals.

By shifting to a results-oriented and Pakistan-focused engagement model, the country can strengthen its standing at the IMO and other international platforms, thereby advancing both national interests and global maritime objectives.

## **7. COMMUNICATION AND REPORTING. (Ref III Code Part 1 – Common Areas, Section: Communication of Information, para 7 to 9).**

The Pakistan Maritime Administration, in collaboration with the Ministry of Maritime Affairs, plays a key role in maintaining accurate records and sharing relevant information with the

International Maritime Organization (IMO) and other global maritime bodies. This includes submitting timely updates, notifications, and alerts related to Pakistan's maritime operations, safety incidents, environmental events, and legislative developments, in line with the reporting obligations set out under IMO instruments, UNCTAD requirements, and related UN conventions.

To further enhance reporting efficiency and accuracy, Pakistan is exploring measures such as:

- **Digitalization of Reporting Processes** – Establishing integrated, real-time data management systems to compile and transmit information directly to the IMO and other relevant bodies.
- **Capacity Building** – Training personnel in international reporting standards, formats, and emerging digital tools to improve the quality and timeliness of submissions.
- **Enhanced Coordination** – Strengthening inter-agency communication between federal, provincial, and port authorities to ensure all relevant data is captured and shared without delay.
- **Proactive Engagement** – Moving beyond compliance-based reporting to providing analytical insights, trend analyses, and recommendations that contribute to global maritime safety and environmental protection efforts.

By reinforcing its communication and reporting mechanisms, Pakistan can not only meet its international obligations but also position itself as a proactive contributor to the global maritime community.

## **8. COLLABORATION WITH IMO AND EXPERTISE EXCHANGE. (Ref III Code Part 1 – Common Areas, Section: Improvement (Paras 11 to 13))**

The Pakistan Maritime Administration actively engages with the International Maritime Organization (IMO) to seek technical support, expert advice, and capacity-building assistance across key maritime domains. This collaboration aims to strengthen safety, security, environmental protection, and operational efficiency within Pakistan's maritime sector.

Pakistan seeks to build and capitalize on expertise in areas such as:

- **Maritime Safety and Security** – including vessel traffic management, search and rescue coordination, and port security.
- **Environmental Protection** – pollution prevention, ballast water management, and sustainable shipping practices.
- **Digital Transformation and Artificial Intelligence (AI)** – integrating AI for predictive maintenance, vessel monitoring, compliance tracking, and maritime data analytics.

To achieve these goals, Pakistan will pursue targeted cooperation with IMO member states that have advanced capabilities in these areas, including (but not limited to) countries in Europe, East Asia, and the Middle East. This will involve knowledge-sharing partnerships, secondment opportunities, and participation in joint pilot projects.

The Pakistan Maritime Administration also ensures that its officers and relevant stakeholders actively participate in regional training initiatives, technical workshops, and simulation exercises organized by the IMO and partner agencies. Such engagement not only builds national capacity but also fosters long-term international partnerships that enhance Pakistan's standing in the global maritime community.

## 9. HARMONIZATION WITH GLOBAL BENCHMARKS. (Ref III Code Part 1 – Common Areas, Section: Scope, Paras 6 and 7)

The Ministry of Maritime Affairs, with the support of the Pakistan Maritime Administration, is committed to aligning Pakistan’s maritime legislation with the conventions, codes, and standards of the International Maritime Organization (IMO). This alignment ensures that Pakistani vessels can operate in international waters without regulatory barriers, thereby enhancing the country’s maritime presence and competitiveness.

To achieve this, Pakistan will undertake a comprehensive review of IMO instruments to identify those most relevant to national requirements and determine how their implementation can drive the growth of the maritime sector. This will be complemented by the adoption of best practices and internationally recognized standards—such as those from the International Organization for Standardization (ISO) and the Institute of Electrical and Electronics Engineers (IEEE)—particularly in shipping operations, shipbuilding, and ship repair.

By harmonizing domestic practices with global benchmarks, Pakistan can not only ensure compliance with international obligations but also enhance operational efficiency, safety, and the global standing of its maritime industry.

## 10. CONTINUOUS IMPROVEMENT AND ADAPTATION. (Ref III Code Part 1 – Common Areas, Section: Improvement, Paras 11 to 13).

The Pakistan Maritime Administration plays a pivotal role in ensuring that Pakistan remains aligned with the latest amendments to International Maritime Organization (IMO) regulations and other global maritime developments. This ongoing process supports the continuous refinement and adaptation of national maritime policies, operational frameworks, and enforcement mechanisms.

To achieve this, the Government—through relevant maritime bodies—will:

- **Foster Innovation** – Promote research, technological advancement, and digital solutions in the maritime domain, including the adoption of AI-based monitoring and compliance tools.
- **Modernize Training Facilities** – Upgrade maritime academies, simulation centers, and seafarer training institutes to meet evolving international standards.
- **Regular Policy Review** – Establish a structured mechanism to periodically review national maritime legislation in light of IMO amendments and emerging industry best practices.
- **Capacity Building** – Implement continuous professional development programs for inspectors, surveyors, and other maritime personnel to ensure skills remain current and relevant.
- **Stakeholder Engagement** – Facilitate regular dialogue between government agencies, industry representatives, and academic institutions to identify improvement areas and co-develop solutions.

Through these measures, Pakistan will maintain a dynamic and responsive maritime governance framework that adapts effectively to global changes while safeguarding national interests.

## B-ACTION PLAN

### (Ref III Code Part 1 – Common Areas, Section: Strategy (Paragraph 3))

In essence, the relationship between Pakistan Maritime Administration Pakistan and the International Maritime Organization is characterized by cooperation and adherence. Pakistan Maritime Administration works to ensure Pakistan's maritime activities and vessels comply with international regulations set by the IMO, promoting safety, security, and environmental protection in the global shipping industry.

This segment outlines targeted initiatives aligned with key priorities, ultimately steering toward the realization of this document's primary goal.

### a. ADAPTATION OF IMO TREATIES. (Ref III Code Part 1 – Common Areas, Part 2- Flag State)

#### ACTION PLAN:

Pakistan recognizes the need for an efficient and well-coordinated mechanism to adopt and implement IMO conventions in a timely manner, ensuring national legislation remains fully aligned with evolving international maritime standards.

#### Key Measures:

1. **Terminology Alignment** – Replace the term “treaties” with “conventions” in all relevant policy and legal references to reflect IMO terminology.
2. **Convention Review Procedure** – Establish a structured review process that synchronizes with Pakistan’s maritime priorities, ensuring that signing, ratification, and enforcement decisions are based on thorough needs assessment and legal analysis.
3. **Comprehensive Pre-Signing Analysis** – Prior to accession or ratification, conduct detailed evaluations of the operational, technical, and reporting obligations that may arise, ensuring readiness to comply.
4. **Continuous Tracking and Updating** – Vigilantly monitor new IMO conventions, amendments, and protocols as they come into effect, and integrate the most recent changes into Pakistan’s domestic legal framework without delay.
5. **Expedited Enforcement Mechanisms** – Strengthen administrative and institutional capacity to ensure rapid implementation and effective enforcement of newly adopted conventions.
6. **Internal Compliance Audits** – Perform regular internal evaluations to verify adherence to the latest IMO conventions and identify areas for further improvement.

By adopting this structured approach, Pakistan will be able to maintain an up-to-date maritime regulatory regime, enhance its credibility as a responsible maritime nation, and ensure full compliance with international obligations.

## **b. CAPACITY BUILDING AND TRAINING.** (Ref III Code Part 1 – Common Areas, Section: Improvement Para 12 )

### **ACTION PLAN:**

Pakistan recognizes that strengthening its maritime sector requires sustained investment in knowledge exchange, training, and professional development across all levels of the Pakistan Maritime Administration. The focus will be on **knowledge and expertise sharing** rather than limiting initiatives to conventional “competency development programs,” ensuring that both practical experience and technical insights are transferred effectively.

### **Key Measures:**

1. **Inclusive Training Programs** – Develop and implement structured training initiatives for all personnel, from operational staff to senior officials, ensuring a shared understanding of international maritime regulations, IMO protocols, and national enforcement mechanisms.
2. **Partnership with IMO and International Experts** – Strengthen collaboration with the IMO and partner states to conduct targeted seminars, technical workshops, and simulation-based exercises, tailored to Pakistan’s specific maritime needs.
3. **Resource Allocation for Training** – Ensure adequate funding and institutional support for the implementation and monitoring of mandatory protocol provisions through capacity-building activities.
4. **Tailored Learning Curricula** – Design specialized training modules for Maritime Authority personnel to deepen expertise in areas such as safety management, environmental compliance, maritime security, and port state control.
5. **Knowledge Sharing Platforms** – Establish mechanisms, including digital portals and periodic conferences, for continuous knowledge exchange among stakeholders in the maritime industry.

By embedding a culture of learning and collaboration, Pakistan can build a skilled, informed, and adaptive maritime workforce capable of meeting evolving international standards.

## **c. INFORMATION EXCHANGE:** (Ref III Code Part 1 – Common Areas, Section: Communication of Information, Para 9)

### **ACTION PLAN:**

A robust and transparent system for information exchange between Pakistan Maritime Administration and the International Maritime Organization (IMO) is essential to ensure compliance, timely decision-making, and proactive engagement in global maritime initiatives.

### **Key Measures:**

1. **Direct Official Communication** – Replace the existing reference of “information sharing between DGPS and IMO” with a framework for direct communication between designated Pakistan Maritime Administration officials and the IMO.
2. **Active Participation in IMO Programs** – Encourage the IMO to share the latest regulatory updates, technical guidelines, and program announcements with Pakistan, and ensure Pakistan’s active participation in such initiatives.

3. **Compliance with GISIS Reporting** – Adhere strictly to IMO reporting requirements through the Global Integrated Shipping Information System (GISIS), ensuring data is accurate, up-to-date, and reflective of Pakistan’s maritime activities and compliance status.
4. **Regular Internal Briefings** – Organize periodic knowledge-sharing sessions and briefings for Pakistan Maritime Administration staff to disseminate the latest developments, updates, and best practices received from the IMO.
5. **Two-Way Knowledge Flow** – Ensure not only that Pakistan receives information from the IMO, but also that it contributes updates, insights, and technical expertise to support global maritime governance.

By institutionalizing this structured approach to information exchange, Pakistan can strengthen its role as an informed, engaged, and proactive member of the international maritime community.

**d. IMPLEMENTATION OF IMO CONVENTIONS, CODES, AND GUIDELINES: (Ref III Code Part 1 – Common Areas, Section: Scope (Paras 6 and 7))**

**ACTION PLAN:**

Pakistan is committed to ensuring that its maritime regulatory framework remains fully aligned with the latest International Maritime Organization (IMO) conventions, codes, and guidelines. This requires not only the adoption of updated standards but also the development of mechanisms to ensure effective, consistent, and industry-wide compliance.

**Key Measures:**

1. **Regulatory Framework Training** – Provide specialized training for Pakistani officials to enhance their understanding of IMO instruments, compliance requirements, and enforcement procedures.
2. **Constitution of Expert Teams** – Establish dedicated technical, legal, and subject-matter expert groups to review, interpret, and integrate relevant laws, rules, and regulations into national legislation.
3. **Industry Collaboration** – Engage experienced industry professionals to advise on practical measures for implementing IMO conventions effectively within Pakistan’s maritime sector.
4. **Regular Review and Updating** – Continuously assess and revise Pakistan’s maritime regulations to reflect the latest amendments to IMO conventions and associated instruments.
5. **Compliance Directives** – Issue clear and binding instructions to all relevant stakeholders, including shipowners, operators, and port authorities, to ensure full adherence to IMO requirements.
6. **Monitoring and Enforcement** – Implement dedicated monitoring mechanisms, including inspections and audits, to verify ongoing compliance.
7. **Awareness and Outreach** – Conduct targeted awareness programs and workshops to ensure all maritime stakeholders fully understand and comply with IMO standards.

Through these measures, Pakistan will not only meet its international obligations but also strengthen the safety, efficiency, and environmental responsibility of its maritime industry.

**e. CONTINUOUS IMPROVEMENT:** (Ref III Code Part 1 – Common Areas, Section: Improvement Paras 11 to 13)

**ACTION PLAN:**

Pakistan Maritime Administration is committed to an ongoing process of improving its maritime governance framework to ensure sustained alignment with evolving International Maritime Organization (IMO) standards. This requires systematic evaluation, stakeholder engagement, and adoption of innovative tools and practices.

**Key Measures:**

1. **Enhanced Monitoring System** – Develop and implement a robust, technology-driven monitoring framework—designed in collaboration with technical teams—that integrates real-time data collection, compliance tracking, and automated reporting. This system will enable the early identification of deficiencies, improve decision-making, and ensure timely corrective actions.
2. **Stakeholder Feedback Mechanism** – Establish formal channels for shipowners, operators, port authorities, and seafarer representatives to provide feedback on the implementation and effectiveness of IMO regulations in Pakistan.
3. **Regular Policy Evaluations** – Conduct scheduled reviews to identify gaps and areas for improvement in the integration of IMO standards into national legislation and operational practices.
4. **Capacity and Infrastructure Modernization** – Support the continuous upgrading of maritime training facilities, simulation centers, and research institutions to align with international best practices.
5. **Promotion of Research and Innovation** – Encourage applied research projects in partnership with universities, industry, and technology providers, focusing on maritime safety, environmental protection, and efficiency enhancements.

By combining advanced monitoring systems, technical expertise, and active stakeholder involvement, Pakistan can ensure that its maritime framework remains dynamic, adaptive, and in full harmony with global benchmarks.

**f. GLOBAL COOPERATION BEYOND IMO:** (Ref III Code Part 1 – Common Areas, Section: Scope Paras 7, 9 and 12)

**ACTION PLAN:**

Pakistan recognizes the importance of expanding its international maritime engagement beyond the International Maritime Organization (IMO) to build stronger alliances, attract investment, and promote its compliance credentials on the global stage.

**Key Measures:**

1. **Government-to-Government (G2G) Agreements** – Pursue targeted bilateral agreements with key maritime nations to accelerate project implementation, streamline regulatory cooperation, and enhance mutual recognition of certifications and compliance regimes.

2. **Investment Promotion** – Actively showcase Pakistan’s compliance status with global maritime standards as a foundation for attracting investment in port infrastructure, shipbuilding, logistics, and related maritime industries.
3. **Regional Dialogue and Conferences** – Participate in and host regional maritime forums, trade shows, and policy dialogues aimed at addressing shared challenges, fostering innovation, and promoting Pakistan’s maritime sector as a competitive regional hub.
4. **Broader Intergovernmental Engagement** – Strengthen cooperation with intergovernmental bodies outside the maritime domain, including trade, environment, and transport organizations, to integrate maritime priorities into broader development agendas.
5. **Regional Maritime Partnerships** – Collaborate with regional maritime organizations to develop joint projects, share technical expertise, and coordinate responses to environmental and security challenges unique to the region.

Through these initiatives, Pakistan can build a diverse network of international partnerships that enhance its strategic influence, economic potential, and maritime competitiveness.

## C-MONITORING AND EVALUATION

(Ref III Code Part 2—Flag State Section: Evaluation and Review, Paras 42 to 44)

To ensure that Pakistan’s maritime governance framework remains effective and responsive to international obligations, a structured monitoring and evaluation mechanism will be implemented. All relevant operational and monitoring agencies will be required to develop **Key Performance Indicators (KPIs)** in alignment with the strategic focus areas and action plan outlined in this document. These KPIs will be finalized in consultation with relevant stakeholders to ensure accuracy, practicality, and measurability.

- a. **KEY PERFORMANCE INDICATOR:** (Ref III Code Part 1 – Common Areas, Section: Improvement (Paras 11 to 13).

### KPI 1: IMO Convention Implementation Efficiency

Metric	Target	Baseline (2025)	Measurement Frequency	Responsible Agency
<b>Primary Legislation Amendment Rate</b>	95% of required amendments submitted within 12 months of IMO adoption	Current: 60% average	Bi-annual	Pakistan Maritime Administration
<b>Maritime Rules Integration Rate</b>	98% of amendments integrated into domestic rules within 9 months	Current: 70% average	Quarterly	Pakistan Maritime Administration
<b>Executive Order Implementation Rate</b>	100% of applicable amendments implemented within 6 months	Current: 80% average	Monthly	Pakistan Maritime Administration

### KPI 2: International Reporting and Communication Excellence

Metric	Target	Baseline (2025)	Measurement Frequency	Responsible Agency
<b>IMO Reporting Compliance Rate</b>	100% of mandatory reports submitted by prescribed deadlines	Current: 85%	Monthly	Pakistan Maritime Administration
<b>GISIS Data Accuracy Rate</b>	99% accuracy in submitted data with zero material discrepancies	Current: 90%	Quarterly	Pakistan Maritime Administration
<b>Report Quality Score</b>	Average score of 4.5/5.0 based on IMO feedback mechanisms	Current: 3.8/5.0	Bi-annual	Pakistan Maritime Administration
<b>Response Time to IMO Queries</b>	95% of queries responded within 15 working days	Current: 70% within 30 days	Monthly	Pakistan Maritime Administration

### KPI 3: Capacity Building and Training Effectiveness

Metric	Target	Baseline (2025)	Measurement Frequency	Responsible Agency
<b>Personnel Training Completion Rate</b>	95% of relevant personnel complete IMO-related training annually	Current: 60%	Annual	All Maritime Agencies
<b>Training Impact Score</b>	25% improvement in post training assessment scores	Current baseline TBD	Post-training	Pakistan Maritime Administration
<b>International Training Participation</b>	80% increase in Pakistani participation in IMO training programs	Current: 20 participants/year	Annual	Pakistan Maritime Administration
<b>Knowledge Retention Rate</b>	90% pass rate in annual competency assessments	Current: 75%	Annual	All Maritime Agencies

### KPI 4: Compliance Monitoring and Enforcement Efficiency

Metric	Target	Baseline (2025)	Measurement Frequency	Responsible Agency
<b>Flag State Inspection Compliance Rate</b>	98% of Pakistani vessels pass flag state inspections	Current: 92%	Quarterly	Pakistan Maritime Administration
<b>Port State Control Deficiency Rate</b>	Reduce PSC deficiencies by 40% compared to 2025 baseline	Current: 2.1 deficiencies per inspection	Monthly	Mercantile Marine Department
<b>Convention Implementation Score</b>	4.8/5.0 average score across all ratified conventions	Current: 4.2/5.0	Annual	Pakistan Maritime Administration
<b>Audit Compliance Rate</b>	100% compliance with internal and external maritime audits	Current: 90%	Post-audit	All Maritime Agencies

### KPI 5: Stakeholder Engagement and Coordination

Metric	Target	Baseline (2025)	Measurement Frequency	Responsible Agency
<b>Inter-Agency Coordination Meeting Frequency</b>	100% of scheduled quarterly coordination meetings held	Current: 75% completion rate	Quarterly	Pakistan Maritime Administration
<b>Stakeholder Satisfaction Index</b>	4.5/5.0 average satisfaction rating from industry stakeholders	Current: 3.8/5.0	Bi-annual	Pakistan Maritime Administration
<b>Recommendation Implementation Rate</b>	85% of stakeholder recommendations incorporated within 6 months	Current: 50%	Bi-annual	Pakistan Maritime Administration
<b>Industry Participation Rate</b>	90% participation rate in maritime sector consultations	Current: 65%	Per consultation	Pakistan Maritime Administration

## KPI 6: Technology Integration and Innovation

Metric	Target	Baseline (2025)	Measurement Frequency	Responsible Agency
<b>Digital Platform Utilization Rate</b>	95% of maritime processes digitalized	Current: 40%	Quarterly	Pakistan Maritime Administration
<b>System Downtime</b>	Less than 2% annual downtime for critical maritime systems	Current: 8%	Monthly	Pakistan Maritime Administration
<b>Data Processing Efficiency</b>	90% reduction in manual data processing time	Current baseline TBD	Quarterly	Pakistan Maritime Administration
<b>AI/Automation Implementation Score</b>	4.0/5.0 score for AI integration in compliance monitoring	Current: 1.5/5.0	Bi-annual	Pakistan Maritime Administration

## KPI 7: International Recognition and Leadership

Metric	Target	Baseline (2025)	Measurement Frequency	Responsible Agency
<b>IMO Committee Participation Rate</b>	85% participation in relevant IMO committee meetings	Current: 60%	Annual	Ministry of Maritime Affairs
<b>Technical Paper Contributions</b>	Submit 12 technical papers to IMO annually	Current: 3 papers/year	Annual	Pakistan Maritime Administration
<b>Regional Maritime Leadership Index</b>	Rank among top 3 in South Asian maritime governance	Current: 5th position	Annual	Pakistan Maritime Administration
<b>International Partnership Score</b>	20 active bilateral maritime cooperation agreements	Current: 8 agreements	Annual	Ministry of Maritime Affairs

### KPI Monitoring Framework

#### Data Collection Methods:

- **Automated Systems:** Digital dashboards for real-time monitoring
- **Regular Reporting:** Monthly, quarterly, and annual reports from all agencies
- **External Validation:** Third-party assessments and IMO audit results
- **Stakeholder Feedback:** Structured surveys and consultation feedback

#### Review and Adjustment Mechanism:

- **Quarterly Reviews:** Adjust targets based on performance trends

- **Annual Assessments:** Comprehensive evaluation with stakeholder input
- **Mid-term Review (2030):** Major KPI framework adjustment if required
- **Continuous Improvement:** Monthly performance analysis and corrective actions

#### Accountability Framework:

- **Primary Responsibility:** Pakistan Maritime Administration
- **Oversight:** Ministry of Maritime Affairs
- **Reporting:** Federal Cabinet and Parliament (Annual)
- **International Reporting:** IMO and relevant international bodies

#### Success Criteria:

- **2027 Milestone:** 80% of KPIs meeting or exceeding targets
- **2030 Milestone:** 90% of KPIs meeting or exceeding targets
- **2035 Target:** 95% of KPIs consistently exceeding targets with Pakistan recognized as a model maritime administration

#### **b. EVALUATION.** (Ref III Code Part 1 – Common Areas, Section: Improvement (Paras 11).

All relevant operational and oversight agencies must establish monitoring criteria aligned with their KPIs and action plans as outlined in this strategy document. Based on these parameters, the Directorate General Ports & Shipping (Pakistan Maritime Administration) and other subordinate bodies under the Ministry of Maritime Affairs will conduct periodic evaluations to assess the impact of the adopted IMO conventions on Pakistan’s maritime sector.

#### **c. REVIEW.** (Ref III Code Part 2—Flag State Section: Evaluation and Review, paras 42 to 44)

To ensure Pakistan’s maritime framework remains aligned with both international and domestic obligations, a structured review process will be carried out regularly. This will include the following components:

- **Audits under International Conventions** – Conduct audits as mandated by relevant IMO instruments and other applicable international agreements to verify compliance and assess readiness for external verification processes.
- **Audits under Domestic Legislation** – Perform audits in accordance with national maritime laws, regulations, and ministerial directives to ensure consistent enforcement at the domestic level.
- **Annual Preparedness Review** – Undertake an annual assessment of Pakistan’s capacity to incorporate and enforce mandatory IMO instruments into domestic legislation. This will include examining:
  - Primary legislation amendments
  - Updates to secondary legislation
  - Implementation through Executive Orders
- **Executive Structure Review** – Regularly evaluate the effectiveness of the executive framework and enforcement mechanisms through audits, stakeholder feedback, and trend

analysis, ensuring that all processes support the proper implementation of international and domestic maritime regulations.

- o **Stakeholder Feedback** – Engage industry stakeholders, including shipowners, port authorities, and seafarer representatives, to assess the practical implications of implemented regulations and identify areas requiring improvement.
- o **Reference to Relevant Annexes** – Ensure that the responsible agency reviews the necessary annexes of relevant conventions and national frameworks annually to guide the review process and maintain compliance accuracy.

By combining international and domestic audit requirements with a structured review mechanism, Pakistan will be able to maintain a high level of regulatory compliance, operational efficiency, and credibility in the global maritime community.

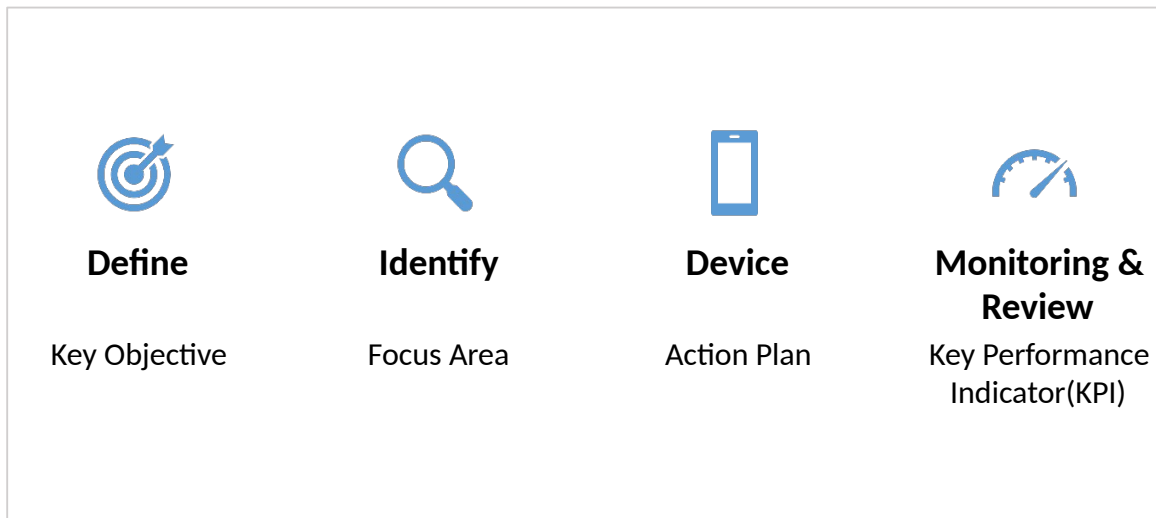
**Annex-I:** Acting and monitoring agencies for Flag, Coastal and Port State responsibilities.

**Annex-II:** Review of legislative framework and enforcement structure (Template).

**Annex-III:** List of Records to be maintained under III-Code (Template).

**Annex-IV:** Qualifications and Capacity Building of Officers and Assistants (Template).

**The essence of this Document**



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**ANNEX-I: ACTING AND MONITORING AGENCIES FOR FLAG, COASTAL & PORT STATE RESPONSIBILITIES**

Acting and Monitoring Agency(ies)	IMO instruments	Main national laws/regulations the body has responsibility
<b>Acting and monitoring agency for flag state responsibilities:</b>		
<p><b>Acting and Monitoring Agency for Flag State Responsibilities:</b> The Ministry of Maritime Affairs (MoMA) and the Pakistan Maritime Administration will establish a Technical Committee consisting of technical staff from both Pakistan Maritime Administration and the Mercantile Marine Department (MMD) to oversee the effective implementation of flag state responsibilities.</p>	<ul style="list-style-type: none"> <li>- SOLAS and Codes</li> <li>- MARPOL and Codes</li> <li>- STCW, ICLL, ITC, COLREG</li> </ul>	<ul style="list-style-type: none"> <li>- Pakistan Merchant Shipping Ordinance (PMSO) 2001, as amended</li> <li>- Allocation of SROs, as amended</li> <li>-</li> </ul>
<b>Coastal State roles as acting and monitoring departments</b>		
<p><u>Acting and monitoring agency:</u> Director General Port and Shipping, Pakistan</p>	<ul style="list-style-type: none"> <li>- SOLAS and its Codes</li> <li>- MARPOL and its Annexes</li> <li>- STCW, ICLL, ITC, COLREG</li> </ul>	<ul style="list-style-type: none"> <li>- Pakistan Merchant Shipping Ordinance (PMSO) 2001, as amended</li> <li>- Allocation of SROs, as amended.</li> </ul>
<p><u>Acting and monitoring agency:</u> Director General Port and Shipping and Mercantile Marine Department</p>	<ul style="list-style-type: none"> <li>- SOLAS Ch. V, Reg. 4</li> </ul>	<ul style="list-style-type: none"> <li>- Pakistan Merchant Shipping Ordinance (PMSO) 2001, as amended</li> <li>- Light House Act 1927.</li> <li>- Navigation, Collision and Accident Rules 2003</li> <li>- Various Rules under the Pakistan Merchant Shipping Ordinance (PMSO) 2001</li> </ul>
<p><u>Acting agency:</u> Karachi Port Trust (KPT), Port Qasim Authority (PQA), Gwadar Port Authority (GPA) <u>Monitoring agency:</u> Directorate General Port &amp; ShiPping Wing (DGPS)</p>	<ul style="list-style-type: none"> <li>- SOLAS Ch. V</li> <li>- MARPOL</li> </ul>	<ul style="list-style-type: none"> <li>- Pakistan Merchant Shipping Ordinance (PMSO) 2001, as amended</li> <li>- Karachi Port Trust Act 1886, Port Qasim Authority Act 1973 and Gwadar Port Authority Ordinance, 2002.</li> <li>- Various Rules/SOPs/Executive Orders from the concerned organization.</li> </ul>
<p><u>Acting agency:</u> Pakistan Maritime Security Agency (PMSA), Port Authorities. <u>Monitoring agency:</u> Directorate General Port &amp; ShiPping Wing (DGPS).</p>	<ul style="list-style-type: none"> <li>- SOLAS Ch. V, Reg. 7</li> <li>- MARPOL</li> </ul>	<ul style="list-style-type: none"> <li>- Pakistan Maritime Security Agency Act, 1994.</li> <li>- Allocation of Rule</li> </ul>
<p><u>Acting agency:</u> Naval Hydrographic Office (PNHO). <u>Monitoring agency:</u> Directorate General Port &amp; ShiPping Wing (DGPS)</p>	<ul style="list-style-type: none"> <li>- SOLAS, Ch. V, Reg. 4 and Reg. 9</li> </ul>	<ul style="list-style-type: none"> <li>- Pakistan Merchant Shipping Ordinance (PMSO) 2001, as amended</li> <li>- Pakistan Territorial Waters and Maritime Zones Act, 1976</li> <li>- Various Rules/SOPs/Executive Orders from the concerned organization</li> </ul>
<p><u>Acting agency:</u> Pakistan Meteorological Department, Pakistan Maritime Security Agency (PMSA) <u>Monitoring agency:</u> Directorate General Port &amp; ShiPping Wing (DGPS)</p>	<ul style="list-style-type: none"> <li>- SOLAS Ch. V, Reg. 5</li> </ul>	<ul style="list-style-type: none"> <li>- Pakistan Merchant Shipping Ordinance (PMSO) 2001, as amended.</li> <li>- Pakistan Maritime Security Agency Act, 1994.</li> <li>- Allocation of Business Rules, 1961, as amended</li> </ul>
<b>Port State roles as acting and monitoring agency</b>		

<p><u>Acting &amp; monitoring agency:</u> Ministry of Maritime Affairs, Directorate General Port &amp; Shipping Wing (DGPS in collaboration with Mercantile Marine Departments (MMD Karachi and Gwadar).</p>	<ul style="list-style-type: none"> <li>- SOLAS and Codes</li> <li>- MARPOL and Codes</li> <li>- STCW, ICLL, ITC, COLREG</li> </ul>	<ul style="list-style-type: none"> <li>- Pakistan Merchant Shipping Ordinance (PMSO) 2001, as amended</li> <li>Various Rules/SOPs/Executive Orders from the concerned organization.</li> </ul>
<p><u>Acting agency:</u> Karachi Port Trust (KPT), Port Qasim Authority (PQA), Gwadar Port Authority (GPA)</p> <p><u>Monitoring agency:</u> Directorate General Port &amp; Shipping Wing (DGPS).</p>	<ul style="list-style-type: none"> <li>- SOLAS Ch. VI &amp; VII</li> <li>- MARPOL</li> </ul>	<ul style="list-style-type: none"> <li>- Pakistan Merchant Shipping Ordinance (PMSO) 2001, as amended</li> <li>- Karachi Port Trust Act 1886, Port Qasim Authority Act 1973 and Gwadar Port Authority Ordinance, 2002.</li> </ul>

### **Development and Promulgation of Legislation Arising from IMO Instruments for Directorate General Port & Shipping Wing (DGPS)**

Pakistan follows a dualist approach to the implementation of international law, meaning that international obligations under treaties or conventions do not take effect domestically unless they are incorporated into national legislation. In Pakistan, the legislative power to implement international treaties and conventions, including those from the International Maritime Organization (IMO), lies with the Federal Government.

The development and promulgation of legislation in Pakistan based on IMO instruments involves the following process:

1. **Authority to Ratify and Implement Conventions:** The Ministry of Maritime Affairs (MoMA), in coordination with the Directorate General Ports and Shipping (Pakistan Maritime Administration), is responsible for ratifying and implementing IMO conventions such as SOLAS, MARPOL, and STCW. Upon ratification, MoMA ensures the incorporation of these international obligations into Pakistan's domestic legal framework.
2. **Drafting of Legislation:** Based on the obligations from IMO instruments, relevant authorities, including Pakistan Maritime Administration and Mercantile Marine Department (MMD), initiate the process of drafting new legislation or amending existing laws. This process includes consultations with legal experts, industry stakeholders, and various governmental agencies.
3. **Approval Process:** The drafted legislation is submitted to the Ministry of Law and Justice for legal vetting and is then forwarded to the Federal Cabinet for approval. It is then tabled in the Parliament for further debate and final approval by both houses. Once passed, it is signed into law by the President of Pakistan.
4. **Publication and Enactment:** After receiving presidential assent, the law is published in the Official Gazette of Pakistan, making it enforceable as part of Pakistan's domestic legislation.
5. **Implementation and Enforcement:** The DGPS along with MMD and other related agencies, ensures the implementation and enforcement of the newly enacted legislation. This includes developing detailed guidelines, ensuring compliance, and monitoring adherence through regular audits and inspections.

For maritime matters, Pakistan's Merchant Shipping Ordinance (MSO), 2001 serves as the primary legislative framework. Most IMO instruments are incorporated as subsidiary legislation under the MSO, 2001. Executive orders may also be issued by relevant authorities to ensure effective implementation and compliance with IMO regulations.

This structured process ensures that Pakistan meets its international obligations under IMO conventions while aligning them with the country's domestic legal framework.

### Step-1

- Participating in IMO meetings and monitoring changes in IMO Conventions; resulting in New instrument or amendments.
- Keeping note of the date since when the instrument becomes binding (comes into force, instrument of accession deposited)

### Step-2

- Review of National Legislation
- Whether a provision is there in the existing primary legislation
- if yes; Then review /work on secondary legislation
- If no: work towards the amendment of the Act

### Step-3

- Review of secondary legislation
- Whether substantive provisions are covered in the existing secondary legislation
- If yes: Then nothing further to be done for secondary legislation, and such amendments in the IMO instrument may be affected by way of amendments to the existing Executive Order.
- If no: Amendment to the Secondary legislation shall be issued

**Chart1:National Legislative Process for IMO Instruments**

Sl. No.	IMO Instruments (& amendments)	Step-1	Step-2	Step-3

**Table 1: Template for review of IMO instruments/amendments in line with the chart-1 (June & December month of each year)**

**ANNEX-III: LIST OF RECORDS MAINTAINED UNDER III-CODE**

<b>Name of the Acting or Monitoring Agency: The Directorate General of Shipping</b>				
<b>Sl. No</b>	<b>Type of Record (Examples)</b>	<b>Retention Period</b>	<b>Location of Record</b>	<b>Date of Last Update</b>
1	Register of Ships			
2	RO Agreement & Monitoring of Recognized Organizations			
3	Casualty Investigation Reports			
4	List of Approved Maritime Training Institute			
5	Report of Port State Control			
6	Flag State Inspection analysis			
7	Report of PSC Abroad of Pakistani Ships			
8	List of Exemptions to Ships			
9	Port Reception Facilities Assessment Reports			
10	Register of Bunker Suppliers			
11	List of Authorized Flag / Port State Inspectors			
12	List of Casualty Investigators			

**ANNEX-IV: QUALIFICATIONS AND CAPACITY BUILDING OF OFFICERS AND ASSISTANTS**

**Name of the Acting and Monitoring Agencies: The Directorate General of Shipping**

<b>(i) Qualification &amp; Training</b>	<b>(ii) Min. Desired Qualification as per the RR Rule</b>	<b>(iii) Advance Long/Short Terms Training</b>	<b>(iv) (Example) ISO 9001:2015</b>	<b>(v) (Example) ISM Auditor</b>	<b>(vi) (Example) ISM lead Auditor</b>	<b>(vii) (Example) Casualty Investigators</b>	<b>(viii) (Example) AECS</b>	<b>(ix) (Example) IMSAS Auditor Course</b>
No. of Officers	All							
No. of Assistants	All							