

# CONSOLIDATED SUMMARY REPORT OF THE RESULTS OF THE WTO TRADE FACILITATION NEEDS ASSESSMENT FOR PAKISTAN

DATE: 23 – 26 JUNE, 2008

VENUE: TDAP, KARACHI.

This week officials from various government agencies and private sector conducted assessments of the needs and priorities of our country in the WTO trade facilitation negotiations. This was conducted using a special guide based on the proposals in these negotiations and was facilitated by international experts. The results will assist our representatives to negotiate more effectively on the proposed measures, special and differential treatment and technical assistance and to assist in implementation of the final results of the negotiations. A copy of this report will be sent to the WTO Secretariat for purposes of quality control but will remain completely confidential unless permission is granted by our Government to release the results. This report reflects our situation as of today. It will be important for our stakeholders to continue to review and update this report as the negotiations progress and to keep up to date with our reforms.

## **THIS NEEDS ASSESSMENT WAS CONDUCTED BY REPRESENTATIVES FROM:**

- Ministry of Commerce (MoC)
- National Trade & Transport Facilitation Committee (NTTFC)
- Small Medium Enterprise Development Agency (SMEDA)
- State Bank of Pakistan (SBP)
- Pakistan Customs
- Federal Board of Revenue (FBR)
- Federation of Pakistan Chamber of Commerce & Industries (FPCCI)
- Pakistan Standards & Quality Control Authority (PSQCA)
- Pakistan Horticulture Development & Export Board (PHDEB)
- Ministry of Ports & Shipping
- Karachi Chamber of Commerce & Industry (KCCI)
- Pakistan Railways
- Karachi Port Trust (KPT)
- Pak Shaheen
- Ministry of Food, Agriculture & Livestock
- National Logistic Cell (NLC)
- Karachi Goods Carriers Association
- The Mariners International
- Port Qasim Authority
- Trade Development Authority of Pakistan (TDAP)

**FACILITATED BY OFFICIALS FROM** UNCTAD; (Aurelie Legrand, Tom Butterly, Ria Kerminen)

**NUMBER OF PARTICIPANTS:** (10 + 9 + 8) 27

**TOTAL MEASURES CONSIDERED:** (11 + 12 + 12) 35

## **PREPAREDNESS:**

☐ Already Compliant with (7 + 4 + 5) = 16	<b>46%</b>
☐ Partially compliant with (4 + 5 + 6) = 15	<b>42.7%</b>
☐ Not compliant with (0 + 3 + 1) = 4	<b>11.3%</b>
☐ Not applicable with (0 + 0 + 0) = 0	<b>0 %</b>

## **EXAMPLES OF MEASURES FOR WHICH WE ARE ALREADY IN COMPLIANCE:**

### **Group 1**

- **D1 Right of Appeal**  
Appeals can be made against rules for example some mentioned in Chapter XIX of Customs Act, 1969.
- **G1 Periodic Review of Formalities and Requirements**  
There is a legal framework in place and periodic reviews are carried out based on the requirements and Trade Facilitation.
- **H1 Prohibition of Consular Transaction Requirement**  
There is no such requirement in general but in some cases consular's transaction are required to avoid misuse of the PTA facility.

### **Group 2**

- **E1 Import Alert / Rapid Alert**  
When a contaminated consignment is received the concerned agency is informed and future consignments are cleared on receipt of NOC from the concerned agency. For how long the restriction is imposed is not clear.  
  
There is a risk management system in place in Customs which clears a supplier/country of risk alert once future consignments are found to be clean.
- **E2 Detention**  
Administrative arrangements exist for informing the importer or his authorized agent promptly.
- **E3 Test Procedure**  
Option of second test provided.  
  
List of accredited laboratories exists.
- **G1 (i) Option to return rejected goods to the importer**  
Importer is allowed to return the consignment to the exporter

### **Group 3**

- **G1 (f) Elimination of pre-shipment inspection**  
No legislative or administrative requirement.
- **J1 (b) Expedited shipments**  
Fully in compliance.
- **K1 Objective criteria for tariff classification**  
Legislative and administrative arrangements are in place to meet the basic standards.
- **M Customs cooperation**  
Legislation and administrative arrangements for exchange of information and documents are in place.  
  
Procedures to ensure requests made are in place.
- **G1 (g) Phasing out mandatory use of customs brokers**  
Already meeting the basic standards.

## **EXAMPLES OF MEASURES FOR WHICH WE ARE PARTIALLY IN COMPLIANCE:**

### **Group 1**

- **A1 Publication and Notification of Trade Regulations and of Penalty Provisions;**  
All rules & regulations are published in the gazette of Pakistan. Most of them are also available on the websites.

Information available at times are only partial (not all information is available).

Section 156 of Customs on penalties. List of penalties published.

- **A2 Internet publication of the elements set out in article X of GATT 1994;**  
Government of Pakistan offers most of regulatory procedures, trade guides and legal trade/guides, feasibilities through its various websites such as: [www.smeda.org](http://www.smeda.org), [www.iin.com.pk](http://www.iin.com.pk), [www.sbp.org.pk](http://www.sbp.org.pk), [www.ntfc.org](http://www.ntfc.org), [www.pakistan.gov.pk](http://www.pakistan.gov.pk), [www.fbr.gov.pk](http://www.fbr.gov.pk), [www.commerce.gov.pk](http://www.commerce.gov.pk)

- **F1 Disciplines on fees and charges imposed on or in connection with importation and exportation**

MoC and customs have no charges but the private operators (Private Port Authorities, shipping agents & forwarders, etc.) are charging exorbitant charges under different heads.

Study shows that transportation charges within the country are higher than charges paid for inter-country.

### **Group 2**

- **A1 Establishment of inquiry points**  
TDAP has an enquiry point for providing trade related (especially export) information.

MINFAL has a project NAFIS to provide agriculture related information.

Operational at initial stage.

PSQCA have an enquiry point for TBT.

Federal Board of Revenue has a website

- **L4 (c) Reduction / Limitation / Simplification / Adjustment – Transit**  
Transit goods are at present not subjected to inspection unless some contravention of transit agreement is suspected.

Delays could occur due to transport limitation.

Pre-arrival document processing carried out.

- **L4 (d) Promotion of regional transit agreements or arrangements:**

#### **L4 (e) Monitoring**

At present bilateral transit traffic agreements exist with Afghanistan, Iran, China and India. Scope of these agreements needs to be expanded and brought upto date. Bilateral agreements with other Central Asian Republics are required.

- **L4 (f) Bonded Transport Regime and guarantees / international, regional or national customs guarantee system**

There is an arrangement of a bond to be taken for the transit cargo based on the value of goods. The bond is released when the goods cross the border.

At present Pakistan has not ratified the TIR convention and does not have regional guarantee system.

- **L6 Discipline on restrictions to freedom of transit**

At present transport of Afghanistan Transit cargo is limited to Pakistan Railways and NLC. However, private bonded carriers are allowed to transport on obtaining NOC from NLC.

Movement of vehicles of one country to another country is restricted

### **Group 3**

- **C1 Provision of Advance Rulings**

There is a classification centre in Custom House Karachi for issuance for advance rulings concerning tariff classification of goods only.

As regards rulings for valuation, duty drawback and application of quotas, there is no formal setup for issuance of advance rulings. However, clarifications on these are issued on case to case basis by the Federal Board of Revenue.

Changes, if any, are generally not notified to the parties seeking advance ruling.

- **J1 (a) Pre-arrival processing**

Basic standards are being met partially at Karachi Port and Port Qasim where all containerized cargo clearance is being done through a risk based system called CARE. However, at the airports and dry ports the roll out of CARE system is yet to be achieved

- **J1 (c) (a) Risk Management / Analysis**

Basic standards are being met partially at Karachi Port and Port Qasim where all containerized cargo clearance is being done through a risk based system called CARE. However, at the airports and dry ports the roll out of CARE system is yet to be achieved.

- **J1 (c) (b) Authorized Traders**

Partial compliance. A very limited number of traders have been placed in the category of authorised traders e.g. M/s DHL

- **J1 (e) Separating release from clearance procedures**

The legislative and administrative arrangements are in place but the implementation of the basic standard is very limited. Certain importers having good profile are allowed to maintain prior deposit accounts with customs for debiting of duties and taxes.

- **J1 (f) Establishment and publication of average release and clearance times**

The legislative and administrative arrangements are in place but the implementation of the basic standard is very limited. Certain importers having good profile are allowed to maintain prior deposit accounts with customs for debiting of duties and taxes.

## **EXAMPLES OF MEASURES FOR WHICH WE ARE NOT IN COMPLIANCE:**

### **Group 1**

N/A

### **Group 2**

- **G1 (e) Single Window/ One time Submission**

Pakistan has initiated work on establishing a single window. Contract for introducing the system is expected to be awarded within 2008. It will take 2 to 3 years for the portal to be established. It will first serve the Customs and will gradually be linked to other public and private sector organizations.

- **I1 Co-ordination of activities and requirements for all border agencies – a. Internal Agency coordination**

- **L5 (a) Improved coordination and cooperation for transit**

Different agencies do not coordinate to carry out inspection at one time

- **I1 Co-ordination of activities and requirements for all border agencies – b. Cross Border coordination**

- **L5 (a) Improved coordination and cooperation amongst authorities for transit**

Juxtaposed border posts do not exist. At some border crossings there are large distances between the border posts. At a few border crossings juxtaposed customs posts could be established.

At adjacent border crossings there is some coordination of timing. But in some cases weekly holidays on different days.

### **Group 3**

- **J1 (d) Post-clearance audit**

Administrative measures not in place so the basic standard is not being met.

A post clearance directorate of customs has been established and work is in progress to put in place post clearance audit mechanism. However, the scheme has not been rolled out

## **EXAMPLES OF BARRIERS TO IMPLEMENTATION OF THE PROPOSED MEASURES:**

### **Group 1**

- **A1 Publication and Notification of Trade Regulations and of Penalty Provisions;**

Lack of coordination between different agencies.

Lack of understanding and Communication among the stakeholders.

The information is not updated within desired / stipulated time.

- **A2 Internet Publication of the elements set out in Article X of GATT 1994;**

Timely updates not available. Lack of capacity of that organization.

Lack of administrative will; Lack of will is associated with system security issues.

Lack of funds for systems maintenance and availability of appropriate / trained manpower.

- **F1 Disciplines on Fees and Charges imposed on or in connection with importation and exportation**  
No regulatory authority.  
  
No legislations.  
  
Private sector control / domination.  
  
Sectors are unorganized.

## **Group 2**

- **A1 Establishment of Inquiry Point**  
Lack of coordination and awareness of requirements
- **I1 Coordination of activities / requirements for all border agencies – a. Internal Agency coordination**  
**L5 (a) Improved coordination and cooperation for transit**  
Lack of will.
- **I1 Coordination of activities / requirements for all border agencies – b. Cross Border coordination**  
**L5 (a) Improved coordination and cooperation amongst authorities for transit**  
Terrain at border crossings  
  
Political and security situation
- **L4 (c) Reduction/Limitation /Simplification / Adjustment – Transit**  
Because of lack of agreements with Central Asian Republics the transit to these countries is at present restricted
- **L4 (d) Promotion of Regional Transit Agreements or Arrangements**  
**L4 (e) Monitoring**  
The existing agreements are not fully consistent with scope of the proposals
- **L4 (f) Bonded Transport Regime and guarantees / international, regional or national customs guarantee system**  
Pakistan does not yet have regional guarantee system
- **L6 Discipline on restrictions to freedom of transit**  
Limitation of movement of transit goods on private vehicles
- **G1 (e) Single Window / One time Submission**  
It is long term and complex project that require time for implementation

## **Group 3**

- **C1 Provision of advance rulings**  
Lack of Institutional / administrative arrangements  
  
Lack of professional capacity
- **J1 (a) Pre-arrival processing**  
Inadequate IT infrastructure

- **J1 (c) (a) Risk management / analysis**

Absence of IT infrastructure

Insufficient data interface among the stakeholders

## **EXAMPLES OF LOCAL ACTION WE CAN TAKE TO OVERCOME THESE BARRIERS:**

### **Group 1**

- **A1 Publication and notification of Trade Regulations and of Penalty Provisions;**

Lack of coordination between different agencies.

Lack of understanding and Communication among the stakeholders.

The information is not updated within desired / stipulated time.

- **A2 Internet publication of the elements set out in Article X of GATT 1994;**

Timely updates not available; Lack of capacity of that organization.

Lack of administrative will; Lack of will is associated with system security issues.

Lack of funds for systems maintenance and availability of appropriate / trained manpower.

- **F1 Disciplines on Fees and Charges imposed on or in connection with importation and exportation**

No regulatory authority.

No legislations.

Private sector control / domination.

Sectors are unorganized.

### **Group 2**

- **A1 Establishment of Enquiry Points**

Trade information portal should be established in Ministry of Commerce with links to other website. It should have expert staff to answer to enquires on 24 hours basis.

Coordination effort is required.

- **G1 (e) Single Window/One-Time Submission**

Training in development and use of electronic documents in various public and private sector organizations will be required

- **I1 Coordination of activities and requirements of all Border Agencies – a.. Internal Agency Coordination**

**L5 Improved coordination and cooperation for Transit**

Needs to be driven from top with necessary follow up measures

- **I1 Coordination of Activities and Requirements of All Border Agencies – b. Cross Border Coordination**

**L5 (a) Improved coordination and cooperation among authorities for Transit**

Coordination in working hours and weekly holidays of cross border stations may be improved and that can be done bilaterally.

Wherever possibility of juxtaposed station exists these may be established.

- **L4 (c) Reduction/Limitation/Simplification/Adjustment - Transit**  
Enter into bilateral transit traffic agreements. Time required will depend upon mutual understanding between the concerned countries
- **L4 (d) Promotion of regional transit agreements or arrangements:**  
**L4 (e) Monitoring**  
To pursue improvement and implementation of the agreements
- **L4 (f) Bonded Transport Regime and Guarantees/International, Regional or National Customs Guarantee System**  
Pursue the ratification of TIR Conventions
- **L6 Disciplines on Restrictions to Freedom of Transit**  
Allow private sector to participate in transport of transit goods

### **Group 3**

- **J1 (c) (a) Risk management / analysis**  
Strengthening administrative /institutional and legislative arrangements  
  
Procurement of IT equipments  
  
Creation of IT interface among stakeholders

### **TOP NATIONAL MEASURES: (What can be done locally to address barriers?)**

### **Group 1**

- **A1 Publication and Notification of Trade Regulations and of Penalty Provisions;**  
Sharing of success stories of other (successful / developed) nations and incorporating their best practices.  
  
Prompt publication and circulation of regulations.  
  
Seminars / workshop for raising awareness.
- **A2 Internet Publication of the elements set out in Article X of GATT 1994;**  
Introduction of IT awareness program for all starting from the senior management. Inhouse training can be arranged for training of the technical staff.  
  
SMEDA example to offer regulatory procedures, trade guides and legal trade/guides, feasibilities. [www.smeda.org](http://www.smeda.org) offering ***all under one window concept*** can be followed.

- **F1 Disciplines on Fees and Charges imposed on or in connection with importation and Exportation;**  
Establishment of Regulatory Authority

Promotion of organized sector

## **Group 2**

- **L4 (d) Promotion of regional transit agreements or arrangements:**  
To pursue improvement and implementation of the agreements
- **G1 Single Window / One time submission**  
Training in development and use of electronic documents in various public and private sector organizations will be required.
- **L4 (c) Reduction / Limitation / Simplification / Adjustment – Transit**  
Enter into bilateral transit traffic agreements. Time required will depend upon mutual understanding between the concerned countries.
- **L4 (f) Bonded Transport Regime and guarantees / international, regional or national customs guarantee system**  
Pursue the ratification of TIR Conventions
- **A1 Establishment of inquiry point**  
Trade information portal should be established in Ministry of Commerce with links to other website. It should have expert staff to answer to enquires on 24 hours basis.

Coordination effort is required.

## **Group 3**

- **C1 Provision of advance rulings**  
Requirement of more time to implement the basic standards (advance rulings, pre-arrival procedures, risk management analysis, authorized traders, post clearance audit and separating release and clearance procedures
- **G1 (f) Elimination of pre-shipment inspection**  
Special authority for PSI
- **G1 (g) Phasing out mandatory use of customs brokers**  
Role of Custom Brokers to be recognized as professional service providers

## **OUR TOP TECHNICAL ASSISTANCE NEEDS:**

### **Group 1**

- **A1 Publication and Notification of Trade Regulations and of Penalty Provisions;**  
Conducting of skill based training and work on technical assistance
- **F1 Disciplines on Fees and Charges imposed on or in connection with importation and exportation**  
On-going training and capacity building related to methodology and regulations governing the charges fixed by various port authorities / shipping lines in line with international best practices.

- **L2 Strengthened Non-Discrimination**  
Training and exchange of information bilaterally / multilaterally.

Regular bilateral (multilateral) conferences / meetings to sort out transit and other related issues.

## **Group 2**

- **G1 (e) Single Window/One-Time Submission**  
Training in use of international standards and data models for concerned public and private sector personnel.

## **Group 3**

- **J1 (a) Pre-arrival processing**  
IT training of Customs staff and other stakeholders in supply chain.
- **J1 (c) (a) Risk management/analysis**  
Capacity building to issue advance rulings
- **J1 (d) Post-clearance audit**  
Technical support for accelerated simplification of Customs procedures to make them user friendly
- **J1 (c) (b) Authorized traders**  
Technical assistance for determining the criteria for authorized traders
- **J1 (f) Establishment and publication of average release and clearance times**  
Technical assistance to develop the system of calculating the clearance/release time

## **OUR TOP TEN PRIORITIES OF MEASURES TO BE SUPPORTED IN THE NEGOTIATIONS:**

### **Group 1**

1. **A1** Publication and Notification of Trade Regulations and of Penalty Provisions;
2. **F1** Disciplines on Fees and Charges imposed on or in connection with importation and exportation

### **Group 2**

1. **A1** Establishment of inquiry point
2. **G1** Single Window / One time submission
3. **L4 (c)** Reduction / Limitation / Simplification / Adjustment – Transit
4. **L4 (d)** Promotion of regional transit agreements or arrangements:
5. **L4 (f)** Bonded Transport Regime and guarantees / international, regional or national customs guarantee system

### **Group 3**

1. **J1 (a)** Pre-arrival processing
2. **J1 (c) (a)** Risk management/analysis
3. **J1 (d)** Post-clearance audit
4. **M** Customs cooperation

## **10 priorities:**

1. L4(d) Promotion of regional transit agreements or arrangements
2. G1 Single Window / One time submission
3. J1(c)(a) Risk Management / analysis
4. J1(d) Post-clearance audit
5. F1 Discipline on fees and charges imposed on or in connection with importation and exportation
6. A1 Publication and notification of trade regulations and of penalty provisions
7. A1 Establishment of inquiry points
8. M Customs cooperation
9. J1(a) Pre-arrival processing
10. L4(c) Reduction / Limitation / Simplification / Adjustment – Transit

## **RECOMMENDATIONS (to negotiators) FOR THE WAY FORWARD:**

### **Group 1**

- **A1 Publication and notification of Trade Regulations and of Penalty Provisions;**  
Time & technical assistance on capacity building is required.

Pakistan needs time and require technical assistance. However, compliance in most of the areas may be achieved through national efforts and expertise.

- **B2 Prior consultation and commenting on new and amended rules;**  
Interested parties should be limited to national. If there is a bilateral / multilateral issue than inter-governmental coordination may be established.

### **Group 2**

- **G1 (e) Single window/one-time submission**  
Implementation will be gradual and in stages.
- **I1 Coordination of activities and requirements of all Border Agencies – a.. Internal Agency Coordination**  
Its implementation will take time therefore five years time may be given to comply.
- **I1 Coordination of Activities and Requirements of All Border Agencies – b. Cross Border Coordination**  
Political and security situation may be kept in mind.
- **L4 (c) Reduction / Limitation / Simplification / Adjustment – Transit**  
This proposal should not include single window and authorized trader.
- **L4 (d) Promotion of regional transit agreements or arrangements:**  
Private sector participation in managing and monitoring the agreement would not be feasible.

### **Group 3**

- **G1 (f) Elimination of pre-shipment inspection**  
It is recommended that the negotiator should seek special authority in exceptional circumstances where pre-shipment inspection may be required.
- **G1 (g) Phasing out mandatory use of customs brokers**

The objective of the Standard should be only providing a choice, whether self-clearance or using a Custom Broker because the standard seems to be seeking to reduce the role of the Custom Broker.

- **J1 (a) Pre-arrival processing**
  - a. To fully meet the basic standard, more time would be needed in Pakistan given the status of infrastructure.
  - b. Nothing in these provisions shall affect the right of Members to conduct examinations where necessary or to maintain appropriate border control with the use of risk management.
  
- **J1 (c) (a) Risk Management / Analysis**

To fully meet the basic standard, more time would be needed in Pakistan, given the status of IT infrastructure.
  
- **J1 (c) (b) Authorized Traders**

We require more time to become fully compliant
  
- **J1 (d) Post-clearance audit**

To fully implement the basic standard sufficient time will be required in view of the existing status.
  
- **J1 (e) Separating release from clearance procedures**

Time to be sought until the procedures are developed and implemented

**Remarks:** Workshops and conferences like this one should be made a routine till we achieve requisite compliance. The present methodology of the group discussions were thought provoking especially with the meaningful contribution of *Aurelie Legrand, Tom Butterly and Ria Kerminen* who comprehensively explained the whole exercise to help the participants of the individual groups to express their opinions to reach their own conclusions. All the participants of the workshop wish to place their gratitude on record for the official workshop facilitators.

#### **COMMITMENTS WE CAN MAKE TODAY**

1. Continue review to update needs assessment findings.
2. Capital Based Support Group (CBSG) to comprise the following:
  - JS (WTO), Ministry of Commerce
  - Head WTO Cell, TDAP
  - Project Director TTFP, Ministry of Commerce
  - Executive Secretary, NTTFC
  - Representative, FBR
  - Representative, Ministry of Ports & Shipping
  - Representative, Ministry of Communications
  - Representative, Ministry of Food and Agriculture
  - Representative, Planning & Development Division
  - Representative, Customs Agents Association
  - Representative, KCCI
  - Representative, PIFFA
  - Representative, Pakistan Shippers Council
3. NTTFC Secretariat should serve as CBSG focal point.
4. CBSG should meet regularly to update need assessment.

5. Establish better communication between CBSG focal point and Pakistan WTO Geneva Mission.
6. Next edition of Compilation of Member's Textual Proposals to be communicated by Pakistan WTO Geneva Mission to Ministry of Commerce & NTTFC Secretariat immediately on its publication
7. Review text of present need assessment by all stakeholders within 2 weeks of issue of next edition of Compilation of Members' Textual Proposals and its receipt from Pakistan WTO Geneva mission.
8. Aim to implement the electronic Customs clearance procedures based on risk management parameters in the quickest possible time throughout Pakistan at all Customs stations.
9. Develop IT interfaces among various stakeholders in the supply chain.
10. Compile analysis and publication of relevant Customs / release data.

### **LIST OF PARTICIPANTS:**

#### **Group 1**

Waheed Alam	National Trade & Transport Facilitation Committee (NTTFC)
Muslim Raza	Small Medium Enterprise Development Authority (SMEDA)
Jam Shafiq-Ur-Rehman	State Bank of Pakistan (SBP)
Masood Ul Hassan Qureshi	Ministry of Commerce (MoC)
Muhammad Imran Ashraf	Federation of Chamber of Commerce & Industries (FPCCI)
Zia-Ur-Reman	Pakistan Horticulture Export & Development Board (PHDEB)
Engr. Riyaz A. Memon	Pakistan Standards & Quality Control Authority (PSQCA)
M. Khalid Khan	Karachi Goods Carriers Association (KGCA)
Mumtaz Ali Khoso	Federal Board of Revenue (FBR)
Dr. Ali Raza	Federal Board of Revenue (FBR)

#### **Group 2**

Javaid Mansoor	National Trade & Transport Facilitation Committee (NTTFC)
Capt. Amjad Ali	Ministry of Ports & Shipping
Nasir Mehmood	Karachi Chamber of Commerce & Industry (KCCI)
M. Junaid Qureshi	Pakistan Railways (PR)
Imtiaz Sheikh	Federal Board of Revenue (FBR) / Pakistan Customs
Basit Hussain	Federal Board of Revenue (FBR) / Pakistan Customs
Zia Ullah Khan	Karachi Port Trust (KPT)
Ahsan ul Haq Siddiqui	Pak Shaheen
Shoaib Bashir Khan	Ministry of Food, Agriculture & Livestock
Lt. Col. Farooq	National Logistic Cell (NLC)
Ashiq Hussain Khan Niazi	Karachi Goods Carriers Association (KGCA)

#### **Group 3**

Capt. Irfan Naqvi	The Mariners International (TMI)
M. Altaf Mehmood	Pakistan Railways (PR)
Capt. M. Alim Shaikh	Ministry of Ports and Shipping
Wajid Ali	Federal Board of Revenue (FBR)
Abdul Sattar Narejo	Karachi Ports Trust (KPT)
Syed Hamid Ali Shah	Port Qasim Authority (PQA)
Yasmin Masood	Ministry of Commerce (MoC)
Uzma Usman	Trade Development Authority of Pakistan (TDAP)