

**MINUTES OF SECOND MEETING OF NTTFC  
HELD ON 20<sup>TH</sup> MAY 2002**

Second meeting of NTTFC was held at 10:00 hours on 20<sup>th</sup> May 2002 in the Committee Room of the Ministry of Commerce, Islamabad. Mr. Mirza Qamar Beg, Secretary, Ministry of Commerce chaired the meeting. Mr. Abdul Razzak Dawood, Minister of Commerce also graced the occasion with his presence for some time. The list of participants is attached as Annex I.

**ITEM-1 Brief Introduction on Progress of TTFP**

Mr. Khalid Saeed, Additional Secretary, Ministry of Commerce presented an overview of the composition and the Term of Reference of NTTFC, and outlined the objectives of the Trade and Transport Facilitation Project under execution with the financial support of the World Bank and Technical Assistance of UNCTAD.

Mr. Shanta de Silva, CTA, UNCTAD explained the concept of trade and transport facilitation in the international context elaborating the international supply and demand chain and the requirements of just in Time delivery. He explained the role of UNCTAD in creating an international network of National Trade & Transport Facilitation Committees in nearly a hundred countries and providing technical support to them. He emphasized that the trade and transport facilitation was an ongoing effort and gave the example of United Kingdom where the National Trade & Transport Facilitation Committee had been established in 1967 and was still in operation.

Mr. Javaid Mansoor, Executive Secretary, NTTFC reported on the progress of work from June 2001, when the first NTTFC meeting was held, to May 2002. He pointed out that the project had now advanced to a stage where work on training objective of the project needed to commence.

Mr. Amer Zafar Durrani, Task Leader, TTFP, World Bank, illustrated some of the impediments, which added extra cost in the trade of Pakistan. He said that a study had been conducted recently by some students of the National University of Science & Technology (NUST) on logistics cost of import of fertilizer, textile machinery and edible oil. It had shown that the logistics costs had actually increased compared to the previous study of 1996. Major element of these logistics costs was the delay costs. A similar study of some of the port items had shown improvement in logistics cost compared to 1996 study.

The Secretary, Ministry of Commerce pointed out that a highly regulated system favored evolution of a circumventing system. Those who could circumvent the system placed themselves at a position of competitive advantage. It was therefore necessary to deregulate the economy and reduce the controls as far as practicable to provide level playing field to all the stakeholders. He emphasized the necessity of reengineering the

system and evolving a mechanism for implementation of recommendations of the consultants.

The Minister for Commerce pointed out that the major problem associated with foreign trade of Pakistan related to existing systems and procedures. Many a time foreign investors and traders found Pakistan products of the required standards, wanted to do business with Pakistan, but the existing systems and procedures distracted them. There was an urgent need to re-engineer the entire system related to foreign trade. It was a mammoth task and required persistent effort by all concerned.

## **ITEM-2. Single Administrative Document / Ship Clearance Procedure**

Mr. Shanta de Silva, CTA, UNCTAD explained that the Customs Goods Declaration (CGD) had been evolved as a Single Administrative Document (SAD) on the basis of UN Layout Key after extensive discussions with the Customs officials. It had taken into consideration requirements of other government departments / organization so that the information contained in the SAD could be used for other departments that may be interlinked to the Customs network. It would result in elimination of a number of forms being used at present and simplification of procedures.

Mr. Douglas J. Cruickshank, Trade Facilitation Consultant, UNCTAD informed that a Customs Guide had been prepared for informing the traders and cargo clearing agents of the revised procedure to be followed for clearance of cargo. The Standard Operating Procedure for internal use by the Customs personnel had also been prepared. Policy directions from Pakistan Customs were required to give final shape to these documents. He also emphasized the need of a dedicated full time team to work on implementation of the SAD and revised procedure, and training of the customs staff as well as the cargo clearing agents.

Dr. Manzoor Ahmed, Member Customs advised that they expect to be able to finalize the SAD in about a week's time. They would also be holding discussion with the UNCTAD consultant to clarify various matters relating to the Customs Guide and the Standard Operating Procedure.

*It was agreed that after the SAD was cleared by the Customs and a time frame decided for its introduction, the training relating to SAD and Customs procedures may commence. Additional Secretary, Ministry of Commerce advised that SAD may also be circulated to other concerned Ministries and Departments, like the State Bank of Pakistan for information and comments.*

Mr. Haroon Rashid, Vice Chairman, FPCCI expressed that besides the Customs procedures, the procedure related to KPT, PQA, Railways and State Bank needed to be examined. Various transport laws and other legal aspect also needed to be examined. He also made certain observations in respect of the proposed draft Acts.

Mr. Shanta de Silva, CTA, UNCTAD explained that work had already been done to simplify the ship clearance procedure and discussion with KPT and PQA in respect of cargo clearance procedure were in progress.

### **ITEM-3 Banking and Documentary Credits Procedures**

Mr. Vincent O'Brien, Documentary Credit Expert, UNCTAD explained that his examination of the documentary credits had revealed that 90% of the export documents issued in Pakistan were discrepant. This resulted in discrepancy charges of US\$50 to 150 per transaction, delay in payment and loss of guarantee payment. Moreover, in the case of import the letters of credit issued by the branches of banks were inconsistent. Because of such instances the international perception of Pakistan was affected. He had been holding meetings with the commercial banks through the Banking Working Group organized by NTTFC. Certain issues relating to non-payment of L/C's by one foreign country had been resolved. A workshop on Documentary Credits UCP-500 and eUCP had been conducted at Karachi to acquaint the banks of documentary requirements. There was demand for repeat workshops at Karachi and other cities.

Discussion with the State Bank were in progress to examine the possibility of eliminating "E Form" by introducing an alternative mechanism for keeping a check on foreign exchange remittances. It was intended to discuss the subject with Customs and PRAL to develop inter-linkages between the Customs and State Bank computers. He expected to be able to put forward his recommendation at the end of the present Mission.

Mr. Farrukh Qaiser, Chairman, All Pakistan Shipping Association pointed out that there were frequent cases of shippers cheques being dishonored, which resulted in litigation. Some regulatory mechanism needed to be introduced to curb such tendency.

Mr. A.Rasheed Janmohammad, Chairman, Pakistan Shippers Council (PSC) of FPCCI stated that it needed to be acknowledge that some positive measures had been introduced by the State Bank recently, e.g. the stipulation "opening date of Bill of Lading prior to Letter of Credit not acceptable" had been deleted.

Mr. Barbruce Ishaq, Sr. Joint Director, State Bank of Pakistan stated that the proposal relating to deleting the E-Form needed to be examined in further detail before taking a decision.

Mr. Javed Naushahi, Member e-Commerce Task Force, Ministry of Science & Technology (MOST) stated that electronic linkages between various stakeholders were missing. These needed to be developed on priority basis.

Mr. Kahlid Saeed, Additional Secretary, Ministry of Commerce stated that this required identification of the agencies, information requirement of these agencies, information that could be shared from the existing databases and the availability of IT facilities. At present there was no component in the project to cover such work.

Mr. Amer Z. Durrani said if such work were to be added to the Terms of Reference the World Bank could make the necessary funds available against the present project.

Member Customs pointed out that only one agency should be responsible for execution of such project.

*It was decided that a representative of the MoST may be co-opted to the NTTFC. One representative of MoST may also be invited to attend the meetings of the Working Groups. UNCTAD should consult MoST regarding the scope of work that may need to be added to the Terms of Reference.*

#### **ITEM-4 Marine Insurance – Proposed Act**

Mr. Matthew Marshall, Transport Insurance Expert, UNCTAD pointed that the Insurance Act of Pakistan is related to operation and management of Insurance companies. There was no Act in Pakistan governing the marine insurance. The Marine insurance policies were being issued on the basis of the British Marine Insurance Act of 1906. Considerable case law had built up on the British Act. Therefore, to avoid any complication the same Act had been adopted for the proposed Marine Insurance Act. This would ensure that Pakistan had its own Marine Insurance Law and did not have to take recourse to the British Act for settlement of its cases.

Mr. M.I. Ghori, Sr. Joint Secretary, Ministry of Commerce pointed out that the Marine Insurance policies were issued in accordance with the rules and regulations framed under the Insurance Act of Pakistan. These insurance policies made use of the definitions in the British Marine Insurance Act. As such there did not appear to be any necessity of introducing such an Act.

Executive Secretary, NTTFC stated that the subject had been discussed with the Chairman, Marine Insurance Committee of the Insurance Association of Pakistan. The discussion had given the impression that the Association was not in favor of introducing the Act. However, the subject was to be discussed in their Committee meeting and he would revert after discussing the subject in the Committee meeting.

Capt. Irfan Naqvi, Deputy Chief Technical Advisor, UNCTAD stated that even if the present system was working satisfactorily it would be advisable to have a national law on the subject, rather than to depend on a foreign law.

*It was decided that Marine Insurance consultant should put up his proposal after taking into consideration views of all the stakeholders.*

#### **ITEM-5 Proposed Law for HRD**

Mr. Olman Elizondo, HRD Expert, UNCTAD stated that the law for Human Resource Development Fund and Training Incentives had been drafted by taking the prevailing law in

Malaysia and Chile as its model. The law seeks to establish a system of training on self-sustaining basis for modernization requirements of trade and industry in Pakistan. It envisages establishment of National Training Council in the Ministry of Industry, which would identify the training needs. All establishments employing more than 25 works would be required to constitute committee for training of their employees after determining the training needs.

The National Training Council would constitute a panel of technical training institutes, organizations and departments authorized to conduct training under the scheme and a National Register would be established.

The National Training Council would be initially funded by the government. The training and operating expenses would be met by the government up to 50%. As an incentive to the organization the amount contributed towards the National Training Council Fund and other training expenses would be eligible to be offset against the income tax liability of the enterprises.

The draft law was being discussed with the stakeholders and would be submitted to the government after completion of the consultations.

*UNCTAD was advised to get the consultations completed and get the draft checked by legal experts before submitting it to the government.*

#### **ITEM-6 Trade Point**

Dr. Yousuf Junaid, Director PPI, Export Promotion Bureau (EPB) informed that decision had already been taken for establishment of the Trade Point at EPB, Karachi. The Trade Point Consultant of UNCTAD had held detailed discussion with EPB to work out the mechanism for establishment and operation of the Trade Point. It will be a web based and physical one-stop shop to help companies have access to international trade by providing them information and assistance in trade related matters. E-Commerce portal will be established with the help of UNCTAD. EPB will meet all the requirements for its establishment. However, unified action will be required from all the stakeholders. The concerned organization will have to dedicate a person to come to the Trade Point once a week to respond to the trade enquires.

#### **ITEM-7 Proposed Law in respect of Carriage of Goods by Road, Rail, Sea, Air and Multimodal Transport**

Mr. Javaid Mansoor, Executive Secretary, NTTFC briefed on the proposed laws. All the draft Acts relating to the five modes of transport, i.e. road, rail, sea, air and multimodal transport, basically dealt with the following:

- terms of the contract of carriage of goods;
- responsibilities of the carrier;

- responsibilities of the consignor;
- liabilities of the carrier in case of loss, damage or delay;
- limits of liability;
- conditions for those liabilities to become applicable;
- manner in which the claims were to be raised and settled; and
- justification for settlement of disputes.

He then explained the present legal status, related international conventions and main features of the draft Acts and the response of stakeholders in respect of each draft Act.

#### **a. Draft Carriage of Goods by Road Act**

Carriers Act of 1865 was outdated and unknown to the road carriers in Pakistan. It did not meet the present requirements of road haulage. The CMR Convention applicable in European Community, East Europe, Central Asian States and Iran and recommended to ESCAP for application in Asia and Pacific Region had been adopted for the proposed draft Act.

The main concern related to the Act was that it would take a long time to get properly implemented because of the unorganized nature of most of the road hauliers in the private sector. The large private hauliers felt that they would be placed in a situation of competitive disadvantage because of the extra insurance cost compared to the unorganized hauliers who would not be taking the insurance cover.

The proposed limit of liability of equivalent of 8.66 SDR per kg in accordance with CMR Convention was considered to be too high, especially for the national carriage and it had been suggested that there should be a provision for dual limit of liability with a lower limit of liability specified for the national carriage.

The concept of cash on delivery was not favored by road hauliers, although it was not obligatory and could be retained to provide for future developments in the trading and road carriage practice.

Road carriage was on the concurrent list and within the competence of Federal government. However, Law Division had asked for the same to be referred to them for examination.

Introduction of this law was important to induce road hauliers to meet the liability requirement for road carriage of goods under multimodal transport of goods.

*It was agreed that the revised draft of the Act may be prepared in light of comments of the stakeholders.*

## **b. Draft Carriage of Goods by Rail Act**

In the Railways Act 1890 the Railways liability as a carrier of goods is that of a bailee under the provisions of the Contract Act 1872, which defines these in very general terms. To bring these in line with international practices the C.I.M. Uniform Rules had been adopted as a model for the draft Act. The maximum amount of compensation has been proposed at equivalent of 8.66 SDRs per kg.

Mr. Khurshid Ahmed Khan, Acting Secretary, Railways Division stated that while Pakistan Railways agreed in principle to the need for introduction of such an Act, the infrastructure of Railways was not yet ready for implementation of such an Act. Moreover, the Railways would like some amendments to be made in certain clauses of the proposed Act.

*Additional Secretary, Ministry of Commerce stated that as the timeframe of the project was limited, Pakistan Railways should provide their comments regarding the amendment in the draft Act so that the revised draft may be prepared within the stipulated timeframe. The Act could be implemented when the Railways was ready for it.*

## **c. Draft Carriage of Goods by Sea Act**

The Carriage of Goods by Sea Act 1925 is based on the Brussels Convention of 1924, generally known as The Hague Rules, although Pakistan is not a party to the Brussels Convention. Hague Rules were amended in 1968 to Hague Visby Rules. These rules are very much in favor of the shipping companies and are followed by international shipping including Pakistan National Shipping Corporation (PNSC).

The Hamburg Rules introduced by UNCTAD in 1978 are more shippers friendly but have not gained international acceptance and have not come in force. The draft Act is based on Hague-Visby Rules. However, certain provisions of Hamburg Rules have been introduced to provide more balance to the stipulations of the Act.

The draft Act has been checked by PNSC and Port & Shipping Wing, Ministry of Communications and is acceptable to them with some minor amendments. Some agents of foreign shipping lines are not in favor of the provisions relating to Hamburg Rules being introduced. Shippers are in favor of introduction of the provision from the Hamburg Rules. The Law Faculty of Hamdard University has advised that there is no legal objection to retaining the provisions of Hamburg Rules.

Mr. Kalim A. Kazmi, Manager (Insurance & Claim), Pakistan National Shipping Corporation stated that suitable amendment in the draft Act needed to be made to extend the scope of applicability of the Act in addition of Bill of Lading to other shipping documents such as Way Bills and electronic data confirmation.

*It was agreed that the revised draft of the Act may be prepared after giving due consideration to comments of the stakeholders.*

#### **d. Draft Carriage of Goods by Air Act**

The Carriage of Goods by Air (International Convention) Act 1966 is based on Warsaw Convention 1929 and Hague Convention 1955. Pakistan is not contracting party to Guadalajara Convention of 1961 and subsequent Protocols. Montreal Convention 1999 unifying the previous Conventions and Protocols has been signed by Pakistan and is expected to come into effect in about a year. The draft Act is based on Montreal Convention of 1999 but limited to domestic carriage of goods. The limit of liability has been proposed at Rs.500/= per kg.

Pakistan International Airlines (PIA) is in favour of scope of the Act being restricted to domestic carriage as for international carriage the IATA rules were followed by PIA and the international carriers. Civil Aviation Authority (CAA) favoured the Act covering international as well as domestic carriage. It had been suggested that for domestic carriage the limit of liability may be raised from Rs.500/= to about Rs.1000/= per kg.

*After discussion it was agreed that the Act should cover international as well as domestic carriage and the limit of liability for domestic carriage should be decided in consultation with CAA and PIA.*

#### **e. Draft Multimodal Transport of Goods Act**

At present there is no law in Pakistan relating to multimodal transport of Goods. UNCTAD and International Chamber of Commerce (ICC) jointly introduced Rules for Multimodal Transport Document (MTD) about 10 years back. A number of countries have adopted legislation based on UNCTAD Convention of 1980, which has not come in force, and the UNCTAD/ICC Rules for MTD. The same have been used as a model for the draft Act.

The draft Act has been discussed with PNSC and the Port & Shipping Wing, Ministry of Communication. The proposed Act was acceptable to them with minor amendments. It was desired that the limitation period should be reduced from two years to one year. As yet it had not been discussed with the Freight Forwarders. The industry was generally in favour of introduction of this Act because of the opportunities being opened for transport of goods to Afghanistan and Central Asian States.

*It was agreed that the revised draft may be prepared after taking into consideration views of the stakeholders.*

*Additional Secretary advised the representatives of all the Ministries, public sector organizations and private stakeholders to forward their written comments to NTTFC Secretariat within one week of issue of the Minutes of meeting so that the revised drafts could be prepared without delay.*

**ITEM-8 Training Programme**

Because of paucity of time detailed presentation on the training could not take place.

**ITEM-9 Any other Business**

There being no other business the meeting closed with thanks to the chair and all the participants

## NTTFC MEETING

## LIST OF PARTICIPANTS

Monday, May 20, 2002

Sr. No.	Name	Designation	Organization	Telephone / Fax
1	Honorable Minister Mr. Abdul Razzak Dawood	Minister of Commerce	Ministry of Commerce	051-9214936
2	Mirza Qamar Beg	Secretary Commerce	Ministry of Commerce	051-9201816
3	Mr. Khalid Saeed	Additional Secretary Commerce	Ministry of Commerce	051-9202621
4	Mr. M.I. Ghori	Sr. Joint Secretary	Ministry of Commerce	051-9203825
5	Mr. Zamir Ahmed	Economic Consultant	Ministry of Commerce	051-9201796
6	Syed Irtiqa Ahmed Zaidi	Deputy Chief	Ministry of Commerce	051-9291851
7	Mr. Amer Zafar Durrani	Task Leader T.T.F.P.	World Bank	051-2279641 Ext. 313
8	Mr. Khursheed Ahmad Khan	Acting Secretary	Pakistan Railways	051-9201993
9	Mr. Muhammad Azam Warraich	Draftman/ Add. Secretary	Ministry of Law	051-9202734
10	Dr. Manzoor Ahmad	Member Customs	Central Board of Revenue	051-9218241
11	Mr. Abdul Waheed Khan	Collector of Customs	Pakistan Customs	021-9214170
12	Mr. Irfan Masood Sheikh	Director Legal	Pakistan Railways	
13	Mr. Maqsood Ahmad Khan	CTM / Freight	Pakistan Railways – Lahore	042-9201883
14	Brig. Ghulam Akbar Niazi	Managing Director	Lahore Dry Port	042-6824735
15	Mr. Haroon Rasheed	Vice Chairman	Federation of Pakistan Chamber of Commerce & Industry	021-5710083
16	Mr. A. Rasheed Janmohammad	Chairman	Pakistan Shippers Council of FPCCI	021-2416791
17	Mr. AVM Arshad Rashid Sethi	Deputy Director General	Civil Aviation Authority	051-9248721
18	Mr. Mushtaq Malik	Joint Secretary (External Finance)	Ministry of Finance	051-9202584
19	Mr. Shamshad Hussain Khan	Joint Secretary Communication Division	Ministry of Communication	051-9203738

20	Capt. I. H. Dar	D. S & C P & S Wing	Ministry of Communication	021-9204190
21	Dr. Yousuf Junaid	Director - PPI	Export Promotion Bureau	021-9206475
22	Mr. Farrukh Qaiser	Chairman	All Pakistan Shipping Association	021-2851800 021-2851901
23	Mr. Mohammed Nadeem Khan	Chairman	Pakistan International Freight Forwarders Council of FPCCI	042-5762891 042-5761977
24	Mr. Barbruce Ishaq	Senior J. Director	State Bank of Pakistan	021-9212483
25	Syed Samar Hasnain	Joint Director	State Bank of Pakistan	021-24450397 021-24450398
26	Capt. N. A. Shamsi	D.C.	Port Qasim Authority	021-9204284
27	Mr. Javed Naushahi	Member e-Commerce Task Force - MOST	MOST/ Computer Society of Pakistan	021-5822641 021-5822642
28	Mr. Ali Mardan Abbasi	ASM	Karachi Port Trust	
29	Mr. Kaleem A. Kazmi	Manager (I & C)	Pakistan National Shipping Corporation	021-9204042
30	Mr. Shanta de Silva	CTA	UNCTAD	021-5832161
31	Capt. Irfan Naqvi	DCTA	UNCTAD	021-5832161
32	Mr. Olman Elizondo	HRD Expert	UNCTAD	021-5832161
33	Mr. Douglas J. Cruickshank	Trade Facilitation Consultant	UNCTAD	021-5832161
34	Mr. Matthew Marshall	Transport Insurance Expert	UNCTAD	021-5832161
35	Mr. Vincent O'Brien	Documentary Credit Expert	UNCTAD	021-5832161
36	Mr. Salman Banatwala	National Trade Facilitation Consultant	UNCTAD	021-5822871
37	Ms. Fauzia Kehar	National Legal Consultant	UNCTAD	021-5822871
38	Mr. Javaid Mansoor	Executive Secretary	NTTFC	021-5821814

## **Member of NTTFC:**

1. Mr. Khalid Saeed, Additional Secretary, Ministry of Commerce
2. Mr. Zamir Ahmed, Economic Consultant, Ministry of Commerce
3. Mr. K.B. Rind, Director General, Port & Shipping Wing, Ministry of Communications
4. Mr. Mushtaq Malik, Joint Secretary (External Finance), Ministry of Finance
5. Malik Saeed M. Khan, Member, Planning Commission
6. Mr. Abdul Waheed Khan, Collector of Customs (Appraisalment), Karachi
7. Mr. Tawfiq A. Husain, Deputy Governor Banking, State Bank of Pakistan
8. Mr. A.Rasheed Janmohammad, Chairman, Pakistan Shippers Council, FPCCI
9. R.Admiral Ahmad Hayat, H.I.(M), Chairman, Karachi Port Trust
10. R.Admiral Sikandar Naqvi S.I.(M), Chairman, Port Qasim Authority
11. Vice Admiral (R) S.Tauqir Hussain Naqvi, Chairman, Pakistan National Shipping Corporation
12. Mr. Iqbal Samad Khan, General Manager, Pakistan Railways
13. Mr. Ejaz A. Qureshi, Vice Chairman, Export Promotion Bureau
14. Mian Tariq Mahmood, Chairman / CEO, TAQ Cargo
15. Chaudhry Muhammad Saeed, Vice President & Zonal Chairman, FPCCI
16. Mr. Haroon Rashid, Vice President, FPCCI
17. Mr. Viquar Siddiqui, Chairman, Marine Insurance Committee, Insurance Association of Pakistan
18. Brig. (R) Ghulam Akbar Khan Niazi, Managing Director (Dry Ports), Pakistan Railways
19. Mr. Mushtaq Ali Cheema, Chairman, Faisalabad Dry Port Trust
20. Mr. Mohammad Nadeem Khan, Chairman, Pakistan International Freight Forwarders Council
21. Mr. Farooq H. Rahimtoola, Chairman, Pakistan Ship Agent Association
22. Mr. M. Farrukh Qaiser, Chairman, All Pakistan Shipping Association

## **Attendants of NTTFC Meeting:**

1. Honorable Minister Mr. Abdul Razzak Dawood, Minister of Commerce Ministry of Commerce
2. Mirza Qamar Beg, Secretary Commerce, Ministry of Commerce
3. Mr. Khalid Saeed, Additional Secretary Commerce, Ministry of Commerce
4. Mr. M.I. Ghorji, Sr. Joint Secretary, Ministry of Commerce
5. Mr. Zamir Ahmed, Economic Consultant, Ministry of Commerce
6. Mr. Amer Zafar Durrani, Task Leader T.T.F.P., World Bank
7. Mr. Khursheed Ahmad Khan, Acting Secretary, Pakistan Railways
8. Mr. Muhammad Azam Warraich, Draftman/Add. Secretary, Ministry of Law
9. Dr. Manzoor Ahmad, Member Customs, Central Board of Revenue
10. Mr. Abdul Waheed Khan, Collector of Customs, Pakistan Customs
11. Mr. Irfan Masood Sheikh, Director Legal, Pakistan Railways

12. Mr. Maqsood Ahmad Khan, CTM / Freight, Pakistan Railways – Lahore
13. Brig. Ghulam Akbar Niazi, Managing Director, Lahore Dry Port
14. Mr. Haroon Rasheed, Vice Chairman, Federation of Pakistan Chamber of Commerce & Industry
15. Mr. A. Rasheed Janmohammad, Chairman, Pakistan Shippers Council of FPCCI
16. Mr. AVM Arshad Rashid Sethi, Deputy Director General, Civil Aviation Authority
17. Mr. Mushtaq Malik, Joint Secretary (External Finance) , Ministry of Finance
18. Mr. Shamshad Hussain Khan, Jt. Secretary Communication Division, Ministry of Communication
19. Capt. I. H. Dar, D. S & C P & S Wing, Ministry of Communication
20. Dr. Yousuf Junaid, Director – PPI, Export Promotion Bureau
21. Mr. Farrukh Qaiser, Chairman, All Pakistan Shipping Association
22. Mr. Mohammed Nadeem Khan, Chairman, Pakistan International Freight Forwarders Council of FPCCI
23. Mr. Barbruce Ishaq, Senior J. Director, State Bank of Pakistan
24. Syed Samar Hasnain, Joint Director, State Bank of Pakistan
25. Mr. Irtiqa Ahmed Zaidi, Deputy Chief – ITO, Ministry of Commerce
26. Capt. N. A. Shamsi, D.C., Port Qasim Authority
27. Mr. Javed Naushahi, Member e-Commerce Task Force, MOST/ Computer Society of Pakistan
28. Mr. Ali Mardan Abbasi, ASM, Karachi Port Trust
29. Mr. Kaleem A. Kazmi, Manager (I & C), Pakistan National Shipping Corporation
30. Mr. Shanta de Silva, CTA, UNCTAD
31. Capt. Irfan Naqvi, DCTA, UNCTAD
32. Mr. Olman Elizondo, HRD Expert, UNCTAD
33. Mr. Douglas J. Cruickshank, Trade Facilitation Consultant, UNCTAD
34. Mr. Matthew Marshall, Transport Insurance Expert, UNCTAD
35. Mr. Vincent O'Brien, Documentary Credit Expert, UNCTAD
36. Mr. Salman Banatwala, National Trade Facilitation Consultant, UNCTAD
37. Ms. Fauzia Kehar,
38. Mr. Javaid Mansoor, Executive Secretary, NTTFC