

PAKISTAN CONSTRUCTION & QUARRY

巴基斯坦建筑和采石杂志

January 2020

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A POSITIVE DEVELOPMENT,
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STARTS UNDER CPEC





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Fax: 021-35066915

LAHORE

16 KM,. Multan Road Lahore
Tel: 042-37511618-23

Fax: 042-37511617

ISLAMABAD

Allied Center, Peshawar Road, 2 K.M, Tarnol
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We would like to introduce you Pakistan Construction & Quarry Magazine, the only magazine on construction and quarry industry of Pakistan. Pakistan Construction & Quarry is an essential magazine for everyone associated with the construction industry.

PCQ provides a unique opportunity to major players of the construction industry for showcasing technical advances in construction Equipment, Materials, Services and Techniques. Machinery Manufacturers can now also effortlessly introduce their latest products to their target clientele in Pakistan.

Pakistan Construction & Quarry provides a promising platform for Construction machinery manufacturer, buyers, sellers, contractors, consultants, construction companies, architects etc. Most importantly, it provides an opportunity for B2B alliances, leveraging their mutual strengths to the regional corporate world.

Since its inception, Pakistan Construction & Quarry has already attracted keen participation and interest from the Construction Industry. It is an ideal platform to explore Construction business and identify investment opportunities, in turn encouraging various Housing & Construction companies from the sector to participate and seize the numerous opportunities.

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- Served as a platform for policy dialogue and bringing current issues to the decision makers.
- Brings together buyers sellers of construction machinery, construction tooling and technology, construction services, cement and mining professionals tender publishers and readers.
- Caters to the publicity needs of worldwide machinery manufacturing companies targeting Pakistan.
- Serves as a Link between the local and the global market players targeting Pakistan.

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STARTUP DRIVEN INNOVATION DISRUPTING THE CONSTRUCTION INDUSTRY

The construction industry is undergoing its own renovation through innovations which embrace the digital age. There is vast potential for digital solutions across every link in the construction value chain – and thus the potential to disrupt current practices and business models.

Many processes in the construction business are still paper-based. The shift to digital formats, automation and connectivity in the long-term, therefore, not only requires fresh skills for handling these new technologies, but also more details in up-front planning for productivity with the intended levels of transparency and quality.

Though the construction industry was always perceived as stable it faces numerous challenges today. The digital revolution touches construction companies, creating a massive potential for innovation in various shapes and forms. Emerging technologies such as Building Information Modeling (BIM), Smart Materials, Virtual Reality, and Drones shape the future of this industry toward what has been called ConstrucTech. Due to innovations like these along with the progressive digitalization, the construction industry is expected to grow on average 3.4% per year from 2020, reaching a value of 15.8 trillion Dollars by 2030.

StartUs Insights an Austrian company conducted a detailed examination of 1500+ startups in the construction industry. They have outlined the eight most dominant technologies that are disrupting construction industry.

The switch of sources of new power

generation from oil/gas to coal, RLNG, and renewables, reflects the lessons learnt from the social, economic and political fallout of the 2008 oil price shock.

SMART MATERIALS

Startups, as well as researchers, work on improving existing materials and components by reconfiguring the chemical structure of building materials to ultimately turn them into smart materials. Materials already on the market include self-healing concrete, thermal insulation aerogel, photovoltaic glazing, and kinetic footfalls to name a few. So far, these innovative materials harness energy from pedestrians and cars to instantly generate solar energy for skyscrapers, they avoid the ruin of concrete and reach a maximum efficiency of thermal bridging.

Polysolar3PS-CT panel design was released in 2015 and uses photovoltaic glass as a

structural building material forming windows, facades, and roofs. The web-based, which is variable in transparency, produces renewable electricity and is described as the “future of building-integrated materials”.

VIRTUAL & AUGMENTED REALITY (VR & AR)

As VR and AR allow professionals to test every centimeter of a building in an artificial computer environment thus preventing damage to persons, these technologies aid in managing the most dangerous risks of the construction process.

Leading companies already test the resilience of roofs with different loads of rainfall, wind or snow to estimate the limits of destruction. Additionally, AR and VR equip construction companies to forecast erosions in buildings and structures by running a computer simulation with determined close-to-reality settings.



FOCUSBOX:

Mapalytics is a Pakistani technology company that provides smart 3D solutions for multiple industries. Using customized 3D scanning technology we generate high resolution scaled 3D models. Mapalytics generates VR, AR and holographic projection content using these models. The uses include VR marketing, digital heritage preservation, digital tourism, e-learning, real estate marketing, digital exhibitions etc. Their vision is to preserve the invaluable cultural heritage of mankind for future generations using our high resolution scaled 3D models and transport people to these locations in VR.

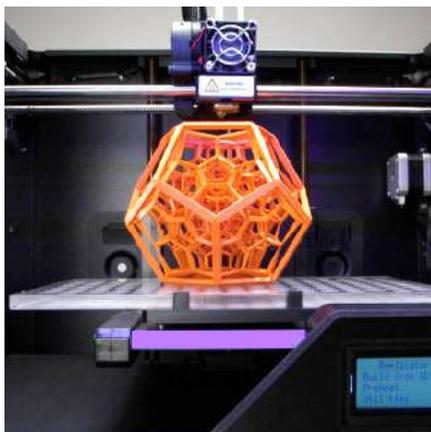
3D PRINTING & ADDITIVE MANUFACTURING

Building, engineering and architecture professionals use 3D printing technology to create very detailed models as well as particular real-size objects or parts of them that are difficult to produce. Earlier this year, a home was 3D printed on site in Russia at a fraction of the cost of a traditional house (8.527 Euro). Furthermore, it took less than 24 hours to build and is expected to last up to 175 years.

On top of that, a technology emerging in the 3D printing sphere is Additive Manufacturing.

The main advantage of it is its layer-upon-layer approach which qualifies construction companies to create objects using various materials like plastic, metal, or concrete at the same time to simplify the engineering process.

MX3D, a Netherland-based startup, researches and develops a robotic 3D print technology. The startup's robots are ready to print sustainable materials such as



metals and synthetics in any size or shape. To prove the assets of their technology MX3D created the first 3D printed steel bridge in Amsterdam.

BUILDING INFORMATION MODELLING (BIM)

Tightly connected to VR and 3D Printing as well as construction management software, Building Information Modelling is a new level of cooperation between architects, engineers and other participants of building projects.

This technology allows all involved to exchange and share information on a construction project online and immediately implement the new information into their work process. Additional to this, the use of BIM saves time and avoids costly mistakes in the construction industry.

Spanish startup CL3VER offers a proprietary web-based platform for architecture and construction industries to visualize, present, and collaborate on projects in 3D and VR. Providing interactive 3D on any device, the solution allows for project presentations, virtual tours and walkthroughs among other features.

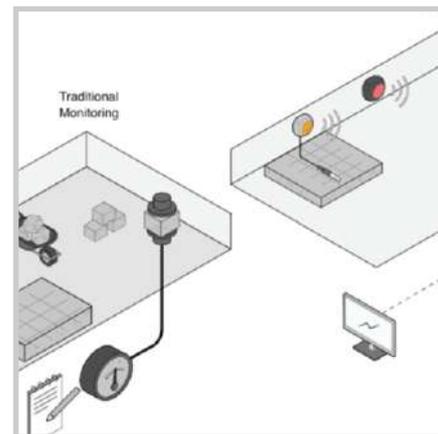
**INTERNET OF THINGS (IOT)**

The key value of IoT in the construction sphere is based on the data collection and online inspection of infrastructure. It is vital to explore assets online as it makes it easier to quickly make decisions and implement immediate improvements.

The installation of digital devices on a building site is not only efficient from an observing point of view but also to avoid potential hazards and adapt future solutions to the available conditions. In the nearest future, street lights will measure traffic and warn drivers about possible accidents along with numerous sensors

that will catch every signal of an upcoming threat to infrastructure.

London-based Converge develops wireless and cloud-based technologies to monitor sensors in real time. The startup specializes in monitoring concrete maturity including temperature, humidity, pressure, and pH levels. This solution eliminates the need for manual monitoring, lowers costs as well as carbon emission.

**AI & CONSTRUCTION MANAGEMENT SOFTWARE**

Construction companies are recognizing that software solutions equipped with Big Data & AI technology save a lot of valuable time and money in the construction process. Solutions, for example, measure and manage all building materials in warehouses, predict procurements for upcoming iterations, and to receive automatic invoices for every purchase.

Moreover, construction software solutions give a very clear understanding of the performance of a building company by providing detailed analytics and reports through customizable dashboards. Furthermore, powerful cloud services developed specifically for this industry are equipped to store a vast amount of data gathered by drones and other digital services.

Danish startup Lets Build created a project management software for the construction industry. The interface bundles a few valuable features such as all necessary information about a project, communications, live monitoring, web & mobile access as well as easy-to-perceive reporting material.

GREEN BUILDING

Green Building refers to a holistic approach towards a building/structure and its full life-cycle aiming at being environmentally

responsible and resource-efficient.

For example, a building with an advanced material & energy management system can minimize the use of energy throughout its life-cycle. In addition, photovoltaic glass, batteries & smart energy management allow buildings to be energy self-sufficient. Combined, a building needs almost no external energy input through its life-cycle. Italian startup Uppen explores the potential of kinetic energy in roadways with their solution LYBRA. The device is installed ground flush in areas where vehicles are expected to reduce their speed. LYBRA helps respect speed limits and retrieves the kinetic energy wasted during deceleration, making it possible to generate energy from traffic movement.



DRONES

Drones provide construction companies with precise, high-quality information. The

vast amount of data they gather by utilizing surveying technologies is processed afterward through the creation of 3D models or the optimization of the engineering process.

In the construction industry, they are used to inspect towers, lands, roads, infrastructure, and cranes among others. All necessary data is delivered in a very short amount of time, making this technology a resourceful efficient solution. Pakistani startup Integrated Dynamics make drones that can be used as construction equipment. Chinese companies are using drones for monitoring of their perspective projects in CPEC.



CONSTRUCTION INDUSTRY IS CHANGING

As the construction industry is changing at a rapid pace, it experiences a massive transformation. Decreased cost, optimized output, and automation will support

companies in enhancing their processes. The innovation areas we outline in this breakdown are only a fraction of the technologies that will impact the industry, there is no doubt that digital disruption in the construction industry has not reached its peak yet. Modular building, smart cities, and robotics among others will further drive innovation and productivity.

ConstrucTech is also picking up pace in Pakistan. In 2017, Three NED University's civil engineering students saw the devastation in Syria and the alarming situation of internally displaced persons at home, they decided to build exactly that kind of a housing solution for their final year project.

In 2020, to further accelerate construction startup ecosystem, government of Pakistan has opened Applications in Naya Pakistan Housing Accelerator for Construction Startups and Companies. It is a 15-week program to provide startups and innovative companies that are nearing critical mass in the construction sector with access to resources, mentors, and experts as well as investors.

Selected companies will get a chance to work directly with the leading construction companies in Pakistan and win contracts, providing an unprecedented opportunity. It's also a great time for enterprises to collaborate with startups because companies that act proactively and partner with startups to help them innovate and adjust their processes to gain a competitive advantage will emerge as industry leaders.

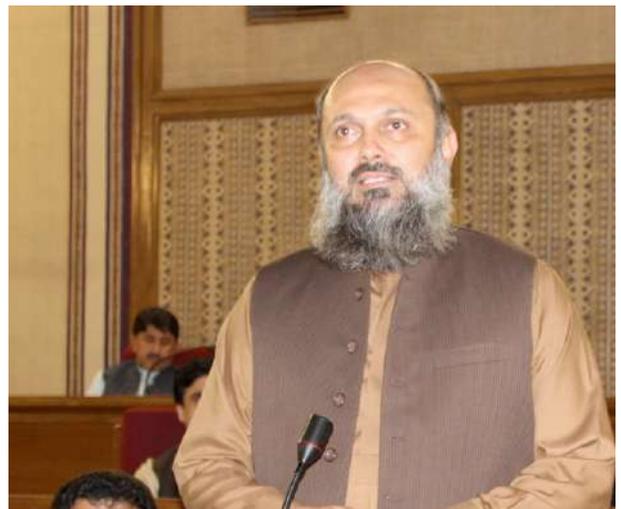
CONSTRUCTION WORK OF FIRST CANCER HOSPITAL IN QUETTA FROM NEXT MONTH

Balochistan government spokesperson Liaquat Shahwani said on Monday that construction work of the first cancer hospital in Quetta would be initiated from next month.

Shahwani said that Chief Minister Jam Kamal would inaugurate the ceremony.

“The provincial government had allocated RS1.6 billion for the establishment of the hospital as the project was initiated on public demand in order to facilitate cancer patients of the province,” said the spokesperson.

Shahwani added the federal government has also fulfilled its commitment with Balochistan government by providing support to the province in building the hospital. Briefing on the functions of the hospital, the spokesperson said, “The hospital will focus on diagnosis of the fatal disease to facilitate a large number of patients affected in the province who have to travel to other cities for diagnosis and treatment of cancer.”



AGREEMENT SIGNED FOR THE EXPANSION OF LNG TERMINAL AT PORT QASIM

The US-based Excelerate Energy and Engro Elengy Terminal (EETL) have signed a Heads of Agreement (HoA) for the expansion of the EETL liquefied natural gas (LNG) import terminal located at Port Qasim.

Islamabad: Under the agreement, Excelerate will exchange its existing floating storage and regasification unit (FSRU) Exquisite with Hull 2477 which is currently under construction at Daewoo Shipbuilding and Marine Engineering (DSME) shipyard.

Hull 2477 will increase EETL's send-out capability by more than 150 million standard cubic feet per day (mmcf) and increase its LNG storage capacity from 150,900 cubic metres to 173,400 cubic metres.

The existing FSRU has a nameplate capacity of processing 600mmcf of liquefied natural gas (LNG) that can peak to 690mmcf.

As such, the nameplate capacity of the terminal would now go up to 750mmcf



that could go peak beyond 800mmcf.

Excelerate will take delivery of Hull 2477 in April of this year and EETL projects beginning expanded operations in Pakistan before winter 2020, said a joint statement issued here by Engro Elengy Terminal.

"We are proud to partner with Engro and Vopak on this expansion to help meet the growing demand for natural gas in Pakistan. We continuously work with our customers to ensure our terminals adjust to the changing needs of their markets," Excelerate Chief Commercial Officer Daniel

Bustos said. "In the nearly five years of essentially non-stop operations in Pakistan, we have a proven track record of safe and reliable operations at peak performance." CEO of EETL Jahangir Piracha said the Excelerate Energy had been an excellent partner who has made it possible for EETL to cater to such a high level of utilisation of regasification capacity. "It is our trust in their operational excellence that we are now jointly undertaking the expansion of our terminal", he said. The EETL terminal, Pakistan's first floating LNG import terminal, began operations in March 2015.

MOVING PAKISTAN'S PROPERTY SECTOR TO RIGHT DIRECTION

Stakeholders agree that the system governing the dynamics of Pakistan's property sector, which has been struggling for a long time, is flawed. They seek its replacement with a new and improved setup.

The government, on the other hand, so far has struggled to document the local real estate industry. This documentation gig comes off as an extension of the executive's efforts aimed at generating revenue from what is reportedly the largest undocumented sector in Pakistan.

The overseer

This role is quite obviously going to be played by the government. The state and the people have their own interests in the sector and every fair-minded person will understand that their concerns need to be

guarded.

Some real estate stakeholders have argued that the local property marketplace has been sacrificed at the altar of other businesses in Pakistan. While this statement may have some truth to it, the actual problem is that real estate has been sacrificed at the cost of improving revenue generation and balance of payment levels.

The innovators

They are expected to play a critical part in facilitating the transition the country's real estate sector is currently undergoing. Zameen.com, for example, has been one of the major innovators in real estate since its advent in 2006. What makes Zameen.com special as a field innovator is that in addition to providing all the services falling under the purview of conventional real estate, the company has also developed a number of user-friendly tools; such as its real estate index, search trends feature, and the recently unveiled Plot Finder utility. Property Bank, the latest facility proposed for addition to Zameen's products portfolio, is geared to provide increased

publicity to unattended real estate across the country and is scheduled for a launch soon.

The virtuous

The hard workers, experts, real estate agents, consultants and developers are, perhaps, the most important factor in this entire equation. They are the ones who have been controlling the fate of real estate and they are the ones who will be deciding it this time as well. But they will, however, need all the help that they can get from the other two mentioned above.



PAK-AFRICA TRADE DEVELOPMENT CONFERENCE HELD IN NAIROBI



ISLAMABAD: The first-ever Pakistan-Africa Trade Development Conference, hosted jointly by the Ministries of Commerce and Foreign Affairs, Government of Pakistan, will be held in Nairobi on 30-31 January 2020. Foreign Minister Shah Mehmood Qureshi left for Nairobi on Tuesday where he starts off the event with first interacting with the Kenyan leadership. The

government hopes that his visit will serve to reaffirm the historic ties of friendship, and further expand the scope of multi-faceted cooperation.

“During the visit, he will hold meetings with the Kenyan leadership, including Cabinet Secretaries for Foreign Affairs & International Trade, African Community

and Northern Corridor Development, Transport and Ports, as well as for Trade, Industry and Cooperatives,” announced the Foreign Office. The conference is part of Pakistan’s ‘Engage Africa’ initiative, which is in line with Prime Minister Imran Khan’s vision to forge closer political and economic ties with the African continent, and place a stronger accent on economic diplomacy.

For reasons best known to Foreign Secretary Sohail Mehmood, announcement and details of this first-ever Pakistan-Africa Trade Conference and participation of the foreign minister were only announced while Qureshi was leaving the country. Besides Foreign Minister Qureshi, Adviser for Commerce, Textile, Industry and Production and Investment Abdul Razak Dawood will participate in the conference. Both the foreign minister and the adviser will address the inaugural session.

This conference is a step in the right direction where Kenyan cabinet members, dignitaries from other African states and Pakistani envoys in Africa will be in attendance. It will also be attended by a strong contingent of business-people and entrepreneurs from Pakistan, who will interact with their African counterparts. In all, some 300 participants are expected to attend.

32 EARLY HARVEST PROJECTS COMPLETED UNDER CPEC

ISLAMABAD (APP) – Pakistan and China has achieved a major progress on China Pakistan Economic Corridor (CPEC) during the last five years as 32 early harvest projects were completed during that period.

These CPEC projects have significantly improved local transportation infrastructure and power supply, created over 75,000 jobs directly and contributed one to two percent of the GDP growth in Pakistan, documents from Chinese embassy said adding that “it shows the CPEC is playing an important role in boosting Pakistan’s socioeconomic development and improving people’s livelihood”.

With respect to the mega ML-1 railway project, the documents revealed that the initial design of the project was jointly accomplished by the China Railway No 2 Bureau, National Engineering Services Pakistan Limited (NESPAK), and Pakistan Railway Advisory & Consultancy Services Ltd (PRACS). The project was launched in 2016, and the initial design were submitted

in May 2017. In April, 2019, it has successfully passed the initial design review, organized by Pakistan Railways (PR), of the complex including Mott MacDonald Pakistan (MMP), Canarail and the Crimson.

“As the project has not yet been approved, the amounts of the project will be adjusted according to the actual condition and the needs of Pakistan. After finalizing the design of the project, we would initiate a bidding in accordance with international practice. This is a completely normal business practice.” Regarding the so-called debt issue, loan for the CPEC is about US \$5.8 billion, accounting for 5.3 percent of Pakistan’s total foreign debt, with a repayment period of 20-25 years and an interest rate of approximately 2 percent.

Its repayments will start in 2021, with annual repayments of about \$300 million. It will never be a burden to Pakistan. All projects strictly follow the market-oriented and internationally accepted business model, adopt state of art technology and strict environmental protection standards, the document added. Under the CPEC,



during its planning or implementation, every project is equally discussed, carefully studied and jointly implemented by both China and Pakistan.

The Chinese government always requests the Chinese companies to operate according to local laws and regulations. All Chinese companies joining the CPEC enjoy international reputation. The entire process is open and transparent and is in line with international norm.

ML-I RAILWAY TRACK WILL BE EXTENDED TO JALALABAD: SH RASHID

Lahore: Railways Minister Sheikh Rashid Ahmad has said the Main-Line-I (ML-I) railway track will be extended by 154 kilometres, from Peshawar to Jalalabad in Afghanistan.

Addressing the inaugural ceremony of a freight train at newly restored dry port on Saturday, he said that completion of the ML-I project was the main objective of his life and he would resign soon after its completion. He said the project was being completed in collaboration with China under the China-Pakistan Economic Corridor (CPEC) initiative to improve railway connectivity between Peshawar, Lahore and Karachi. He said the track between Peshawar and Jalalabad would also be included in CPEC. He warned that no one would be allowed to create hurdles in implementation of the CPEC project.

The minister said that five dry ports at Chishtian, Kundian, Sheikhpura, Jiabagga and Mughalpura would be made operational by March 1, which would increase economic activities in the country.

He asked importers and exporters to help run dry ports and promised that railway officers would cooperate with them in their businesses. He said that railways development was important for any country's economic progress. Sh Rashid said the project would help create 100,000



jobs for the youth, adding that the project was crucial for progress of the railway sector.

He thanked the country chief executive officer (CEO) of DP World, a terminal operator, over his promise to provide 5,000 trackers for freight coaches, which would be helpful in tracking freight wagons after their installation. He expressed his hope that Federal Minister Asad Umar would ensure early tenders for the ML-1 project. He said that Prime Minister Imran Khan would soon visit the PR headquarters to inaugurate modernised Command and Control system of the railways.

Pakistan Railways Chairman Habibur Rehman Gilani, newly appointed PR Chief Executive Officer (Senior General Manager Dost Ali Leghari and PR Police IG Mushtaq Mehar were also present. The minister said that flour and sugar crises were real ones and he would raise them in the cabinet meeting.

Sh Rashid hoped that the country would pay off its loans in next 10 years. He said the country had to sign a \$6 billion International Monetary Fund (IMF) deal under compulsion, due to which the entire nation is facing hardships.

GOVERNMENT ANNOUNCED CONSTRUCTION OF KALABAGH DAM



Islamabad: Government announced construction of Kalabagh Dam, one of the biggest water reservoir in Pakistan. The Pakistan Tehreek-e-Insaf (PTI) government has announced the construction of Kalabagh Dam. According to a reply submitted by Federal Minister for Water Resources Faisal Vawda to the parliament, the biggest water reservoir Kalabagh Dam will be constructed to deal with the increasing crisis of water in the country.

He told the parliament that new water reservoirs will be constructed to remove the water scarcity in the country. Under the WAPDA plan, Chiniot Dam, Karam Tangi Dam, Shevak Dam and Skardu Dam would be constructed. The Sindh areas, under the plan, will be irrigated by increasing water supply and recharging the underground water from the Sindh Barrage.

After the construction of new dams, the total capability to store the water reservoir will reach 25.05 million acre feet, which will be double as compared to current capacity.

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KAROT HYDROPOWER PLANT WILL BE OPERATIONAL IN 2021

Beijing: With about 70 percent of the overall construction completed, the 720-megawatt Karot Hydropower Plant, a major pilot project under the China-Pakistan Economic Corridor (CPEC) and located some 70 km east of Capital Islamabad, is expected to be put into commercial operation by the end of 2021.

“Once it gets functional, the CPEC project will annually generate some 3.2 billion units

of clean electricity, meeting the electricity demand of around 5 million local people and optimizing the energy consumption structure in the country, Li Zhili, deputy general manager of Karot Power Company said.

During the construction period, the project has provided tremendous job opportunities to local people, with nearly 5,000 Pakistani employees while the total

number of the Chinese staff is just around one-fourth of that of the locals, the deputy general manager told Xinhua.

According to official sources, the project is being constructed at river Jehlum with an estimated cost of US \$1420 million. Financial close of the project was achieved in February, 2017 while land acquisition award has also been done.

Similarly, work for the construction of access roads, bridges, concrete batching plant, diversion tunnel and spillway is in process.

The Karot Hydropower Project is a 720MW run-of-river project to be built on the Jhelum River, and is being developed by Karot Power Company (KPCL), a special purpose project in which China Three Gorges South Asia Investment (CSAIL) also holds shares.

The hydropower project (HPP) will have a reservoir storage capacity of 164.5m. The project will help to improve the dependability of the energy supply in the region.



GOVERNMENT TO CONVERT 3000 CNG STATIONS INTO EV CHARGING STATIONS

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RS 39BN CONTRACT OF MALIR EXPRESSWAY APPROVED

Sindh Chief Minister Syed Murad Ali Shah presiding over a meeting of Public Private Partnership (PPP) Policy Board decided to award the contract to a 'consortium' for construction of Malir Expressway for around Rs 39 billion.

The meeting was apprised that the Malir Expressway project was initiated by the Local government department under PPP mode. The Technical & Financial Evaluation Committee (TFEC) was constituted to conduct the procurement process for the project. The TFEC approved bidding documents under the single-stage procurement process. Advertisements were published in local and international newspapers on July 31, 2019. Three companies filed their bids and a 'consortium of four companies' was declared as successful bidders because of their lowest bid.

Malir Expressway will be a 38.75 km three into three-lane expressway along the Malir River starting from Korangi Creek Avenue (DHA) and ending at Karachi-Hyderabad Motorway (M-9) near Kathore via existing link road. The expressway would provide speedy access, reducing the commuting time to only 25 minutes. It would have six



interchanges.

Sindh Chief Minister said Malir River would facilitate thousands of commuters and heavy traffic of Karachi Port, Korangi Industrial Area, Landhi Industrial Area, Steel Mills, Port Qasim and other areas towards upcountry through the National Highway and M-9 Motorway.

The PPP Board accorded approval for issuance of the 'Letter of Award' to the winning bidder. The board also issued directives for clearing of the Right of Way of Malir Expressway and directed provincial law officer to follow up the Malir River Bed

material lifting petition in the court on a priority basis.

The PPP policy board also decided to construct alternate link road for the residents of Korangi Creek/ educational institutions/industrial zones and PAF Airmen Academy.

The board also decided to construct an Expressway from Mauripur Road to Y-Junction. It also decided to construct ICI Interchange at the junction of ICI Bridge and Jinnah Bridge on PPP mode.

REPAIR OF BRITISH-ERA KOHAT-DARRA ROAD DEMANDED BY LOCALS

KOHAT: The local people have demanded repair and maintenance of the crumbling British-era hilly road, also called the old Indus Highway, between Kohat and Darra Adamkhel tribal subdivision. The road is in use of heavy traffic after the construction of the Kohat tunnel, where the heavy vehicles are not allowed to pass through. The 11-kilometer road snaking through a mountain was constructed in 1927, but the Khyber Pakhtunkhwa Highway Authority has totally neglected its repair and maintenance.



Rasheed Paracha, a prominent businessman, said the road was fast crumbling due to plying of the heavy traffic, but the Khyber Pakhtunkhwa Highway Authority had ignored its upkeep. Mr. Paracha demanded that the hilly road should be widened to help stop the occurrence of fatal accidents. Masood Khalil Advocate, an office-bearer of Awami National Party, said the government could rid people of the hazardous journey on the hilly road by constructing the shortest road by removing a small mountain in the Bosti Khel area of Darra to link it to the Hangu highway and the Kohat district.

He said the road could further be linked to the Peshawar and Bannu bypass roads. GOOD POLICING STRESSED: DIG Kohat division Tayyab Hafeez Cheema has stressed that if the aspiration for rule of law, justice, merit, and public safety is a priority before the police officials then the standard of good policing can be achieved easily and effectively. He stated this while speaking at a meet-the-press and award-giving ceremony at the Kohat Police Club on Tuesday. He praised the role of media in curbing crimes.

Mr. Cheema said the investigation branch was the backbone of the police department, which had solved serious cases and got severe punishments from courts for criminals. He distributed cheques of Rs600,000 among various officers of the investigative branch. The cheques were given to those officers who worked zealously in implementing the National Action Plan.

Mr. Cheema said the policy of reward and punishment existed in the department to discourage corruption. UNDERPASS SOUGHT: Residents of several villages have threatened to block work on the Peshawar-DI Khan Expressway if an underpass is not constructed at Khamato Square. The warning was made by former Nazim Ishtiaq Mahmood and other elders while speaking at a meeting. They said due to the absence of an underpass at the busy place, frequent accidents occurred. They said construction of an underpass had been their longstanding demand. The villagers from Dhodha, Shadi Khel, Kamal Khel, Marchungi, Bhora Garhi and Dhok Jaat attended the meeting.

KAROT HYDROPOWER PLANT WILL BE OPERATIONAL IN 2021

Beijing: With about 70 percent of the overall construction completed, the 720-megawatt Karot Hydropower Plant, a major pilot project under the China-Pakistan Economic Corridor (CPEC) and located some 70 km east of Capital Islamabad, is expected to be put into commercial operation by the end of 2021.

“Once it gets functional, the CPEC project will annually generate some 3.2 billion units

of clean electricity, meeting the electricity demand of around 5 million local people and optimizing the energy consumption structure in the country, Li Zhili, deputy general manager of Karot Power Company said.

During the construction period, the project has provided tremendous job opportunities to local people, with nearly 5,000 Pakistani employees while the total

number of the Chinese staff is just around one-fourth of that of the locals, the deputy general manager told Xinhua.

According to official sources, the project is being constructed at river Jehlum with an estimated cost of US \$1420 million. Financial close of the project was achieved in February, 2017 while land acquisition award has also been done.

Similarly, work for the construction of access roads, bridges, concrete batching plant, diversion tunnel and spillway is in process.

The Karot Hydropower Project is a 720MW run-of-river project to be built on the Jhelum River, and is being developed by Karot Power Company (KPCL), a special purpose project in which China Three Gorges South Asia Investment (CSAIL) also holds shares.

The hydropower project (HPP) will have a reservoir storage capacity of 164.5m. The project will help to improve the dependability of the energy supply in the region.



BALUCHISTAN TO GIVE 750 ACRES LAND FOR SHIPYARD'S CONSTRUCTION

The Balochistan cabinet on Friday approved allotment of 750 acres of land to the Ministry of Defence Production for construction of a shipyard in Pasni city of Gwadar district.

QUETTA:

The Balochistan government will allot the land to the ministry for construction of the shipyard on the basis of 30 per cent equity. The provincial share will be 20-30pc in the project. “Around 10,000 jobs will be created in the shipyard, which would help in providing jobs to Balochistan’s youths,” Liaquat Ali Shahwani, spokesman for the Balochistan government, said.

The cabinet meeting, which continued for around eight hours, discussed about 50 agenda points. The cabinet reviewed the proposed amendment in the Local Government Act, 2010, and decided that the proposed amendment would be introduced after giving it final shape before holding of next local bodies election in Balochistan.

The meeting agreed in principle that local bodies institutions would be established on three levels — Union Council, Municipal Committee/Municipal Corporation and Metropolitan Corporation in the province. A sub-committee will be constituted for giving final shape to all related matters in this regard. The committee will hold meetings with opposition parties to take them into confidence on the local bodies issues.

The provincial government would allocate enough funds for the local bodies in the provincial Public Sector Development Programme that would be distributed through the provincial finance commission. A check and balance mechanism would also be introduced. The provincial cabinet also approved the draft bill of the Balochistan Cadet

Colleges Act, 2019. It also gave approval for establishment of a separate board of technical and vocational training institute.

It decided that powers would be transferred to the grass root level in the education department. The cabinet also approved transfer power and authorities to primary schools. Transfers and postings of government employees also came under discussion. It was decided that transfer and postings and matters of conducting inquiries and other issues would be decided by divisional and district officers. The power for transfer and postings of government employees will also be transferred to divisional and district officers.



PAKISTAN'S ECONOMY TO RECOVER IN 2021: UN REPORT



Pakistan's economy is expected to recover slightly from 2021 onward as increased government revenues from a tax hike allow expanded public investment and as other government reforms required by the International Monetary Fund (IMF) begin to bear fruit, says the latest United Nations report on the state of the world economy.

The 'World Economic Situation and Prospects 2020' report emphasised that "continued commitment to reform, combined with productive investment in infrastructure and strategic capacity development, will be critical for the country to find its way back to its previous growth path."

Pakistan has been struggling with a balance-of-payments crisis and the burden of high public debt, which have led to an arrangement with the IMF and corresponding fiscal tightening. High inflation and security concerns have hurt domestic demand and private investment, and the government's ability to address the slowdown has been severely curtailed by the fiscal tightening, said the report launched on Thursday.

It noted that export growth has fallen to 0.4 per cent owing to "disappointing sales of textiles", which constitute 60pc of the country's goods exports. "GDP growth has remained weak at 3.3pc in both 2018 and 2019 – well below the 4 to 6pc range of previous years," it said.

Meanwhile, the State Bank of Pakistan is balancing a stronger commitment to inflation targeting with a managed depreciation of the currency, but this is complicated by increases in energy tariffs that have been imposed as part of the fiscal reforms package.

"While the tightened monetary policy in Pakistan is expected to help move inflation towards target levels in the years to come, the country's inflation remains extremely vulnerable to fuel price fluctuations and weather conditions, as is the case for most countries in the region," the report cautioned.

SOUTH ASIA GROWTH LIKELY TO REBOUND

Growth in South Asia is projected to rebound in 2020, but the region will continue to face daunting challenges to sustainable development, according to the UN report.

Economic growth in South Asia is forecast to recover to 5.1pc in 2020 after falling to a decade-low of 3.3pc in 2019, but it will remain well below the rates seen in the recent past.

The region struggled in 2019 with a combination of external headwinds, notably the global economic slowdown and falling trade, and country-specific domestic challenges. As the effects of one-off shocks

wane and governments respond with vigorous fiscal expansion, economic activity will rebound in most of the countries.

According to the report, after experiencing a sharp economic slowdown from 6.8pc in 2018 to 5.7pc in 2019, India has committed to an ambitious fiscal expansion plan to complement the country's already loose monetary policy.

The combination of the fiscal stimulus and financial sector reforms, boosting investment and consumption, is expected to support a recovery in growth to 6.6pc, but it will take continued structural reforms to bring India's growth back to its previous levels.

The risks to South Asia's economic outlook are heavily tilted to the downside, the report noted. The region remains exposed to external shocks, notably trade shocks and climate change, due to insufficiently climate-resilient infrastructure and a lack of economic diversification in most countries.

Structural challenges also include the low quality of employment, with gender barriers in the labour market among the highest in the world. High-quality formal employment continues to be a distant dream for most people in South Asia, hampering the region's long-term development prospects. As economic growth recovers, policy makers will urgently need to address these structural barriers to development, the report says.

GLOBAL ECONOMY SLOWS AS TRADE DISPUTES BITE

Impacted by prolonged trade disputes, the global economy suffered its lowest growth in a decade, slipping to 2.3pc in 2019. The world, however, could see a slight uptick in economic activity in 2020 if risks are kept at bay, according to the report.

The document stated that a growth of 2.5pc in the ongoing year is possible, but a flareup in trade tensions, financial turmoil, or an escalation of geopolitical tensions could derail a recovery.

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THE NEED FOR PORT INFRASTRUCTURE IN PAKISTAN

Karachi: On Jan 16 2020, the I.I. Chandrigar road of Karachi a.k.a Wall Street of Pakistan was blocked, just because of an unexpected load on Karachi Port. Transporters strike which was ended and that caused an overload which exposed the thin port infrastructure.

SBP is emphasizing on following a Vietnam model of exports for Pakistan by becoming part of the Global Value Chains (GVCs). For that, flow of goods in and out of the country need to be smooth. That is not the case. Firstly Pakistan's annual trade value is less than one sixth of Vietnam's, Secondly the load on two ports in Karachi seems to be higher than of any port at Vietnam or many other export based countries.

The other issue in enhancing trade competitiveness is improper inland transport system. There is an old joke, "shipment cost of coal from Indonesia to Karachi is half of what is to transport from Karachi to Lahore". This tells about the inefficiencies of the transportation system within the country. Railways are generally the option for inland

goods transportation world over. However, that is no the case in Pakistan, since 1980s, when NLC was formed, the goods transportation in Pakistan shifted to roads.

One of the main reasons for poor competitiveness in the country is its poor port and inland transport infrastructure. There is dire need to upgrade the existing ports and to have new ports as well. There is a feasibility of building a cargo village in Karachi catching dust for 15-20 years. Nothing has happened to date. At this stage, the sea port load in Pakistan is relying on Karachi Port and Port Qasim with higher load on the former.

Karachi port is now well within the city. Cargo yards can be seen from a modern glass building of a leading financial house. Karachi traffic mayhem is not only due to rising population, but also due higher number

of oil and water tankers. There is dire need of investment in rail and sea port infrastructure. It's a prerequisite for attaining competitiveness. Without it becoming part of GVCs is a pipedream. The dividend from CPEC and other infrastructure expansions is limited as the chock point is the port. The road access to the Karachi Port is thin, and the area is too congested. There are informal settlements around limiting the ability to expand Karachi Port Qasim further. God forbid, one accident at port Qasim can halt the energy supply up north.



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OBOR: A JOURNEY OF ECONOMIC DEVELOPMENT



The One Belt One Road project provides a wonderful opportunity to boost cooperation, build cooperative frameworks and share cooperation outcomes. Launched in the backdrop of slow global economic recovery, a host of new threats posed to economic globalization, and greater calls for protectionism, President Xi Jinping's Belt and Road Initiative is an innovative and trailblazing concept.

The initiative is not only bold and futuristic but also epic and historic. The vision has the potential to enhance the complementarity and synergy of development strategies. It has the potential to bring about lasting peace, stability and economic integration in the region. Rooted in the idea of "bread and butter," it is aimed at winning the battle for hearts and minds by making the people shareholders in the journey of economic development. It is also an effective recipe to neutralize and overcome the scourges of terrorism and extremism by empowering the peoples of different regions.

The incorporation of the OBOR in the United Nation's Security Council resolution signals greater global ownership of the project and an affirmation of President Xi Jinping's vision and his visionary leadership. The importance and relevance of this vision of shared prosperity become all the more glaring when we look at it in the background of prospects for global development caused by the failure of neoliberal economics and re-emergence of geopolitical troubles in different parts of the world.

Historically, the initiative seeks to restore and capitalize on the central role that ancient Silk Roads played in ensuring the prosperity of the peoples across regions and continents. Throughout history, Eurasia was crisscrossed with

communication routes and paths of trade, which gradually linked up to form what is known, today, as the Silk Roads. It was not just the merchandise and other commodities that were traded through the vast networks. Rather, they were used as the means for constant movement and mixing of populations, which resulted in the transmission of knowledge, ideas, and different cultures. This shows that Silk Roads were not only dynamic, and flexible opportunities but also had the capacity to adapt to demands of the times.

Cultural and intellectual interaction proved to be a robust source of building bridges and generating fresh ideas that reflected the evolving realities of that era. It is in this context that Pakistan looks at the Belt and Road vision as the harbinger of a new era of connectivity and integration. The connectivity of different people remains at the heart of creating a community of nations with a common destiny. President Xi's unwavering advocacy of economic globalization is based on the sure foundation of connectivity among peoples. It is here that making the process of economic globalization "more inclusive, more sustainable and more reinvigorated" is so crucial to fully benefit from its outcome.

The economic disparity between developing south and developed north is a glaring reality. The real potential of the OBOR lies in bridging the yawning gap between the north and south through win-win partnerships. Hence, the scope of the OBOR goes beyond being a network of global partnerships. It, rather, provides a fresh way of looking at and re-thinking regional and global cooperation by fostering greater people-to-people contact through enhanced cooperation in political, economic, and cultural fields.

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People of Pakistan remain grateful to President Xi for this gift of 62 billion dollars in the form of China-Pakistan Economic Corridor. Never in Pakistan's 72-year-old history has any friendly country given such a development package even at a much smaller scale than this one! In fact, history has yet to record a parallel example of such generosity, and large-heartedness, not only in the region but also in the entire globe. To top it all, this mega development package comes with no strings attached, something unheard of in recent history.

It is important to note that breathtaking progress is being made in the implementation of the CPEC in Pakistan. With the highest level of transparency, efficiency and effectiveness, the building blocks of the CPEC are being installed. It is reshaping the geo-economic landscape and is a game-changer, not only for Pakistan but also the entire region. Consider the following: revival of new Silk Roads, which is at the heart of the OBOR, ushers in a new era of hope, and a break of a new dawn. The OBOR expands the "China Dream" to the people living along the Silk Roads. It seeks its betterment and overall welfare. It is about shared prosperity, making peace and development the basis of interactions among peoples. It seeks to turn Silk Roads into new pathways to discover humanity's limitless potential for growth and reconstruction. Above all, the OBOR through the CPEC is Pakistan's best passport to a new level of human development and progress.

President Xi Jinping's crusade against corruption has also inspired the PTI-led government to fight against corruption under the leadership of Prime Minister Imran Khan with the result that transparency has become the hallmark of the PTI government. In this background, it is noteworthy that both China and Pakistan have a tryst with a shared destiny. The bonds of friendship go beyond a mere six decade long diplomatic relations. China and Pakistan also have a shared history of intellectual and economic growth. People of both regions have been together for the past 2500 years, when Taxila, the center of Buddhism, was the home to the world's first Buddhist university and, indeed, the next 2,500 years will also be even greater.

RS.1.46 M RELEASED FOR BADIN COAL FIELD



The government has so far released Rs 1.462 million to continue drilling activities for appraisal of massive coal reserves identified by Geological Survey of Pakistan (GSP) in the Badin field and its adjoining areas of southern Sindh on May 16, 2014.

Funds amounting to Rs 3.655 had been allocated under the Public Sector Development Programme 2019-20 for the advancement of the project.

“AS PER THE INITIAL ASSESSMENT, THE COAL IS OF GOOD QUALITY AND HIGH HEATING VALUE,” A SENIOR OFFICIAL PRIVY TO PETROLEUM SECTOR DEVELOPMENT SAID ON WEDNESDAY.

According to the surveyor’s estimate the reserve stands at one billion tons, he said adding, during the last year drilling of nine

boreholes with a cumulative depth of 3,660 meters had been completed in Pingrio, Jhudo, Tando Bagho and Nando Town, Badin Bypass and Kingri areas in district Badin and surrounding areas, where coal seams encountered in all holes in various depths.

Besides, drilling of BMS-10 borehole in the south of Pingrio had been started. The official said experts had collected core samples, completed their chemical analysis and geological logging of the exploratory boreholes. He said newly purchased multipurpose drilling rigs had been deployed at the site to speed up the drilling activities.

Answering a question, the official said efforts were being made for the exploration of tertiary coal in Central Salt Range Punjab, aimed at meeting the growing domestic energy demand. He said the exploration of oil, gas, minerals and coal resources was undertaken on a regular basis which contributed significant discoveries, especially in the oil and gas sector.

Recent geological investigations have shown that 186 billion tonnes of coal reserves exist in different parts of the country, which could be used as a primary and inexpensive source for power generation.

AFGHAN TRANSIT TRADE BEGINS FROM GWADAR PORT

The Afghan transit trade began from Gwadar Port after its first consignment reached there Monday 13 2020, according to port officials.

A cargo ship brought the consignment of fertilizers from the United Arab Emirates, the officials said. These containers would now be routed to Afghanistan through the China-Pakistan Economic Corridor.

Afghan Transit Trade has been started from Gwadar Port with a ship with cargo for Afghanistan anchored at the port. The ship carrying first consignment of fertilizer for Afghanistan reached the port, Gwadar port sources said.

A batch of the students of a local girls college welcomed the port call of the first ship of Afghan transit trade. Pakistan in October last year allowed the transit trade for Afghanistan from the port in country’s southwestern Balochistan province. A notification to the effect, said the trade related infrastructure at Gwadar Port is ready to handle bulk cargoes to and from Afghanistan.



NAYA PAKISTAN HOUSING, DEVELOPMENT AUTHORITY BILL PASSED

The Upper House of the Parliament on Tuesday unanimously passed 'The Naya Pakistan Housing and Development Authority Bill, 2019,' for the purposes of planning, development, construction and management of real estate development schemes and projects, including housing, and to pursue philanthropic and other objectives on profit and non-profit bases.

The bill landed in the Senate on December 13 last, after being passed by the National Assembly on December 10, 2019, and was referred to the relevant Senate standing committee which also passed it.

Following its passage from both the houses, President Arif Alvi is expected to sign into law the bill soon.

During Senate proceedings on Tuesday, Parliamentary Affairs Minister Azam Swati presented 'The Naya Pakistan Housing and Development Authority Bill, 2019' on behalf of Housing and Works Minister Tariq Bashir Cheema which was unanimously passed by the house.

Ahead of the voting on the bill, Azam Swati said that Javed Abbasi from PML-N (Pakistan Muslim League-Nawaz) had some concerns about the bill and wanted to introduce some amendments to the bill. "But I met him and we reached agreement that this bill would be allowed to be passed and (in return) we would support his (Abbasi's) bill seeking amendments in the constitution (not regarding amendments in Naya Pakistan Housing and Development Authority Bill, 2019) that would be presented next week."

Abbasi taking the floor said, "Swati and I had a meeting regarding the government bill. I am ready to support the bill if the parliamentary affairs minister gives me the assurance that the treasury benches would support amendments I want to bring in Naya Pakistan Housing and Development Authority Bill, 2019."

Swati assured that the treasury benches would support Abbasi's proposed amendments in the bill following which 'The Naya Pakistan Housing and Development Authority Bill, 2019' had a smooth sailing in the Senate.



Mushtaq Ahmed from Jamaat-e-Islami (JI) seconded Abbasi's viewpoint saying, "There are some very serious anomalies in this bill which should be addressed through amendments."

The bill envisages to "identify immovable properties and projects suitable for the development of schemes; recommend to the federal government to provide or procure immovable property or a project through any means permissible under law prescribe transparent criteria and procedure for registration, membership, possession, transfer and cancellation of immovable property in a scheme; facilitate the low income segment for availing housing; prescribe transparent criteria and procedure for registration, membership, possession, transfer and cancellation of immovable property in a scheme."

Meanwhile, seven new government bills were moved in Senate which were referred to the relevant standing committees by Chairman Senate Sadiq Sanjrani, who was presiding over the Senate session.

These bills are; 'The Zainab Alert, Response and Recovery Bill, 2020, The ICT Rights of Persons with Disability Bill, 2020, The Letters of Administration and Succession Certificates Bill, 2020, The Legal Aid and Justice Authority Bill, 2020, The Enforcement of Women's Property Rights Bill, 2020, The Superior Courts (Court Dress and Mode of Address) Order (Repeal) Bill, 2020 and The Code of Civil Procedure (Amendment) Bill, 2019.'

Human Rights Minister Dr Shireen Mazari presented 'The Zainab Alert, Response and Recovery Bill, 2020.' She requested the House that the bill be passed forthwith and should not be referred to the relevant standing committee due to the reason that the bill remained under the review of National Assembly's Standing Committee on Human Rights headed by Chairman Pakistan Peoples Party (PPP) for eight months before being passed by the committee.

The NA has also passed the bill. However, on the insistence of opposition senators, the chairman Senate referred the bill to Senate Standing Committee on Human Rights.

The Zainab Alert, Response and Recovery Act, 2019 seeks speedy response for recovery of missing, abducted, abused or kidnapped children in the premises of Islamabad Capital Territory (ICT).

Named after Zainab, a seven-year old child from Kasur who was abducted, raped and murdered in January 2018, the bill seeks to "enact special laws to provide a speedy system of alerts, responses, recoveries, investigations, trials and rehabilitation to prevent and curb criminal activities against the children in ICT; and – to ensure harmonization and cohesion in the workings of the new agencies and institutions established for the protection of children and already existing mechanisms within this field." The house would meet again on Friday at 10:30am.

FAISALABAD SEZ TO ATTRACT 300,000 JOBS, RS400 BN INVESTMENT

Beijing: Allama Iqbal Industrial Zone Faisalabad being established under China-Pakistan Economic Corridor (CPEC) is expected to create around 300,000 jobs and attract Rs 400 billion of investment in automobiles, value-added textiles, engineering, pharmaceuticals, food processing, chemicals, construction materials and packaging sectors.

The project will not only contribute to the GDP and increase exports, but it will also encourage import substitution, according to a report of China Economic Net. Prime Minister Imran Khan has recently performed the groundbreaking of Allama Iqbal Industrial Zone which was the first ground breaking of an Industrial estate under CPEC.

The central location of the city on the eastern route of CPEC along with its 4500 acres industrial estate located on the main M-3 motorway provides the ideal conditions for the setting up of new state-of-the-art industries. The industrial city of Faisalabad meant for housing foreign and local investors besides giving impetus to

economic activities in the country is a second mega project of the Special Economic Zone of Faisalabad Industrial Estate Development and Management Company. The first already existing "M-3 Industrial City" is spanning over an area of 4356 acres, located on Motorway M-3, near Faisalabad city. It offers one window operation, the most important need for the business community, saving valuable time and money of citizens. This one-window operation included allotment of plots, provision of electricity, obtaining of NOCs / permits / registration from different government departments and provides all possible facilitation until the enterprise comes into full production and afterward.

Faisalabad has carved a niche as an industrial center with its highways, railways, railway repair yards, processing mills and engineering works. It is a producer of industrial goods and textile manufacturing including cotton and silk textiles, super phosphates, hosiery, dyes, industrial chemicals, clothing, pulp and paper, printing, agricultural equipment, ghee (clarified butter), and beverages.

As an urban city, the economy of Faisalabad has relatively prospered. Faisalabad is hailed as the industrial belt of Pakistan and is home to the largest agricultural university in Pakistan and as well of Asia.

It is the country's third largest economic state and the Manchester of Pakistan in terms of Textile and its apparel products. The economy is also enhanced by Faisalabad's historic and cultural importance. Being the Textile Industrial city of Pakistan Faisalabad brings the city one of the largest development budgets in the country with heaving 5 billion USD exports from textile made-ups. It is also the most advanced in terms of infrastructure, having extensive and relatively well developed road links to all major cities in Punjab and KPK and Sindh through M-3, M-4, a rail link and an international airport.

Through joint cooperation with Chinese entrepreneurs, It will not only boost economic growth but will also help to provide employment to a large number of people. The cooperation will also help to decrease poverty and to improve the well being of life by focusing socio-economic gross root level factors in Faisalabad and the surrounding areas as well.



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