

**(341st Session)****SENATE SECRETARIAT****“QUESTIONS FOR ORAL ANSWERS AND THEIR REPLIES”***to be asked at a sitting of the Senate to be held on***Tuesday, the 6th August, 2024****DEFERRED QUESTIONS***[Questions No. 11, 16, and 17 were deferred on 24th May, 2024 (338th Session)]*

**\*(Def.) Question No. 11 Senator Dr. Zarqa Suharwardy Taimur:**  
 (Notice Received on 3/05/2024 at 12:17 PM) QID: 41983

*Will the Minister for National Food Security and Research be pleased to state:*

- (a) *the names of water-intensive crops being cultivated in the country at present indicating also the percentage of water supply to each of these crops out of the total water supply; and*
- (b) *whether there is any proposal under consideration of the Government to replace these water-intensive crops with those which consume less water, if so, the details thereof?*

**Rana Tanveer Hussain:** (a) The detail of water-intensive crops which are being cultivated in the country at present along with their percentage of water supply each of these crops is as under:

Major crops	Million Hectares	(%age) of total irrigated area	Billion Cubic Meter (BCM)	(%age) of total irrigation withdrawal
Wheat	7.78	41.54	31.36	27.49
Rice	2.72	14.52	29.71	26.04
Sugarcane	1.22	6.51	25.39	22.25
Cotton	2.49	13.29	27.63	24.22
	14.21	75.87	114.09	100

**Total irrigated area = 18.73**

**Total surface & groundwater Withdrawal = 114.09**

(b) The agriculture sector in Pakistan is actively engaged in various projects aimed at enhancing water conservation and efficiency in water usage. The “National Water Policy 2018” and “National Climate Change Policy 2021” advocate for the promotion of less water-intensive varieties of major crops as part of efforts to conserve water. However, these initiatives and policy documents do not address the potential strategy of transitioning from water-intensive crops to those requiring less water.

\*(Def.) Question No. 16 **Senator Zeeshan Khanzada:**

(Notice Received on 8/05/2024 at 10:05 AM) QID: 41999

*Will the Minister for Maritime Affairs be pleased to state:-*

- (a) the steps being taken by the Government to promote and facilitate trade through the country’s seaports and shipping routes; and*
- (b) the details of ongoing projects aimed at modernizing and expanding maritime infrastructure, including port facilities and shipping terminals?*

**Mr. Qaiser Ahmed Sheikh:** (a) In order to promote and facilitate trade through Pakistan’s seaports and shipping routes, the Government is implementing various measures and projects aimed at modernizing and expanding maritime infrastructure. In this regard, Port wise steps taken to promote and facilitate trade through the main seaports of the country is given here under:

1. **Port Qasim Authority**

PQA is also planning to undertake capital dredging at Port Qasim to enhance its navigational channels and berths. This project will enable larger vessels to call at the port, increasing its handling capacity and efficiency. The dredging project will also help to reduce congestion and waiting times for ships, making Port Qasim a more attractive option for international trade.

2. **Karachi Port Trust**

Karachi Port has taken various initiatives to facilitate trade through improving their infrastructure and services:

KPT made an agreement on 22nd June, 2023 with Abu Dhabi Ports Company PJSC on G2G basis to develop container terminal at Berths No.6 to 10. The terminal KGTL having area 288,044.384 sq. meters and 05 Berths with handling Capacity of about 0.450 million TEUs per annum.

In pursuance of this commercial agreement for outsourcing operation of Bulk General Cargo Terminal at KPT Berth Nos. 11 to 17C East Wharf, Karachi, the KGTMML has also taken over the charge of the cargo operations.

The G2G agreement marks a significant milestone in promoting and facilitating trade through the Karachi Port Trust (KPT) and the newly established private terminals, KGTL and KGTMML, which boast state-of-the-art facilities and equipment. This collaboration aims to substantially enhance the total cargo and container handling capacity of KPT, paving the way for improved trade through Pakistan's sea ports. This development will have far-reaching benefits for Pakistan, as it will not only complement the China-Pakistan Economic Corridor (CPEC) but also cater to the growing demand from Central Asian states for in-transit and transshipment of their cargoes through Pakistan's sea routes.

Furthermore, to address major issues affecting international shipping lines, such as container demurrage, detention, and insurance guarantee charges; particularly for in-transit containers, the Karachi Port Trust (KPT) has established an On-Dock terminal facility. This facility serves as a facilitator for port users, including in-transit consignees with bonded premises at east and west wharves. The KPT has designated areas at both wharves, equipped with state-of-the-art facilities for cross-stuffing of in-transit containers, to streamline operations and enhance efficiency.

The Karachi Port Trust (KPT) has also made available a comprehensive infrastructure for the ferry service, including a dedicated ferry terminal, proper berthing facilities, open areas, designated gates, car parking, and robust security arrangements within the bonded premises. The KPT has invested millions of rupees in this infrastructure, which is fully equipped with standard requirements and necessary safety and security measures. The designated ferry terminal is now in the advanced stages of operationalization, ready to commence services.

### 3. **Gwadar Port Authority**

With the assistance of Federal Government, Gwadar Port offers various incentives and facilities to local & foreign traders, which include:

- i. Short approach channel of 4.7 KM
- ii. Competitive handling charges
- iii. No waiting time/ NO demurrage charges
- iv. Assurance of Security and Safety of Cargo
- v. Speedy custom clearance
- vi. Free Storage up to 3 months by pre-arrangement.
- vii. Land Transport Connectivity

Federal Government has also arranged various incentives and facilities to local & foreign investors in Gwadar Free Zone including:

- i. 23 year complete tax holiday from all Federal, Provincial and local taxes;
- ii. Upto 99 Years lease for sub-lessee/ investors;
- iii. 100% exemption from import duties and sales tax been on material machinery and equipment;
- iv. One Window Facility Service;
- v. 100% foreign ownership for foreign investors;
- vi. Ready to use offices, light industrial units, warehouses;
- vii. Required infrastructure and security arrangement;
- viii. Fast track startup and licensing procedure.

(b) A number of projects have been initiated or are in the pipeline for expanding and modernizing maritime infrastructure, including port facilities and shipping terminals. These projects aim to enhance the efficiency and capacity of our ports, facilitating increased trade and economic growth. Port-wise details of these projects are as follows.

1. **Port Oasis Authority**

Port Qasim is vigorously pursuing implementation of the Port Community System (PCS) in collaboration with Pakistan Customs. The initiative is part of Pakistan Single Window (PSW), which will bring innovation into sea trade operations by enabling secure and intelligent operational data exchange with all stakeholders. The same will reduce the cost of business and processing of all formalities in swift manner.

2. **Karachi Port Trust**

Karachi Port Trust (KPT) is undertaking various projects to modernize and expand its maritime infrastructure. One such project is the reconstruction of the Boat Basin Jetty, which is being implemented in phases. Phase 1 has been completed and is now in use, while Phase 2 is currently under construction, with an expected completion date of December 2024.

Another significant project is the construction of a road connectivity bridge from East to West Wharf, aimed at facilitating direct exit of freight traffic from both operational areas and by-passing traffic congestion points such as Jinnah Bridge and the ICI Intersection.

KPT has also outsourced the operations of its Container Terminal and General Cargo Terminal to Abu Dhabi Ports Company under a Government to Government (G2G) transaction. This collaboration has enabled KPT to access various marine, vessels and equipment, including dredgers, hopper barges, shipping tugs, floating cranes, and other ancillary craft.

To further enhance its operational capacity, KPT is procuring new marine vessels and equipment to replace its written-off and vintage craft. These include four self-propelled split-type hopper barges, a trailer suction hopper dredger, a floating crane with a capacity of 150-200-300 tons, two self-propelled water barges with a capacity of 200 tons each, a grab dredger, four mooring boats, and a snorkel with a height of 120 feet.

In line with the Government's directives, KPT is also solarizing its port facilities, with approximately IMW solar power projects at various stages of implementation. These initiatives will significantly enhance the

efficiency and capacity of KPT, reduce congestion, and facilitate trade growth.

### 3. **Gwadar Port Authority (GPA)**

Gwadar Port Authority (GPA) is making timely progress on several development projects under the Public Sector Development Programme (PSDP). These projects aim to enhance the port's infrastructure and facilities, ensuring efficient operations and sustainable growth.

A Sewerage Treatment Plant is under construction at GPA Housing Complex, with a total cost of Rs. 117.79 million. This project will provide a modern and eco-friendly solution for wastewater management, supporting the well-being of port employees and the local community.

Another critical project is the maintenance dredging initiative, which has been allocated Rs. 4669.76 million. This project will ensure the port's navigational channels and-berths remain operational and safe, allowing for smooth cargo handling and vessel movement.

The Parametric Security System project, valued at Rs. 252.35 million, will bolster the port's security infrastructure, providing an advanced and robust system to safeguard the facility, cargo, and personnel.

Two separate projects focus on enhancing water supply lines for the North Free Zone. The first project, worth Rs. 140.558 million, will connect the 1.2 MGD desalination plant to the north free zone of GPA, while the second project, valued at Rs. 131.70 million, will link the airport water works to the north free zone. These initiatives will ensure a reliable and efficient water supply, supporting the growth of industrial and commercial activities in the area.

The above PSDP projects are near to its completion and demonstrate GPA's commitment to developing a world class port facility, supporting Pakistan's economic growth and regional trade connectivity.

### 4. **Korangi Fisheries Harbour Authority (KoFHA)**

The Korangi Fisheries Development Authority is embarking on an ambitious journey to modernize its infrastructure, with two significant projects aimed at enhancing its facilities and promoting the country's fish exports.

The first project, financed through the Counter Value Fund (CVF) with the assistance of the Japanese government, focuses on establishing export-oriented fisheries facilities and infrastructure at the Korangi Fisheries Harbour Authority (KoFHA). This project comprises four key components:

- a. Upgrading the Auction Hall to meet EU standards, ensuring compliance with international requirements.
- b. Establishing and upgrading the Jetty and related infrastructure, enhancing the port's operational efficiency.
- c. Constructing a floating pier for offloading export catch, streamlining the export process.
- d. Building a security boundary wall along the periphery of the operational and fish export units complex, ensuring a secure environment for operations.

These initiatives aim to modernize and expand KoFHA's maritime infrastructure, boosting the country's fish exports and contributing to the national economy.

The second project involves the establishment of a Business Park on 25 acres of land, which will be financed through a public private partnership (PPP) mode with the assistance of the Public Private Partnership Authority (P3A). This project will create a hub for businesses and industries related to the fisheries sector, fostering growth and development.

\*(Def.) Question No. 17 **Senator Falak Naz:**  
(Notice Received on 9/05/2024 at 12:30 PM) QID: 42010

*Will the Minister for National Food Security and Research be pleased to state the quantity of wheat imported in the country during the last two years with year wise break up indicating also the price of imported wheat and the stock available in the country at the time of import?*

**Rana Tanveer Hussain:** During last two years the country has imported 2.60 and 3.587 MMT, respectively. In 2022-23, the Trading

Corporation of Pakistan imported 2.60 MMT of wheat for PASSCO to maintain strategic reserve at the average cost of US\$ 356/MT (CNF). The carry forward stock was reported at 1.84 MMT. In 2023-24 public as well as private sector were allowed to import wheat. The private sector imported 3.587 MMT at the average cost of US\$ 280/MT (CNF). Carry forward stocks as reported by the Provincial Food Departments was reported at 1.63 MMT in the country.

**\*Question No. 1 Senator Kamran Murtaza:**

(Notice Received on 5/07/2024 at 4:48 PM) QID: 42155

*Will the Minister for National Health Services Regulations and Coordination be pleased to state:*

- (a) whether it is a fact that a number of Medical reimbursement bills of Government employees have been pending for verification in PIMS, Islamabad for the last more than a month, if so, the reasons thereof;*
- (b) whether any action has been taken against those responsible for delay in verification of those bills, if so, the details thereof; and*
- (c) the steps being taken by the Government to verify the medical reimbursement bill in shortest possible time?*

**Minister for National Health Services Regulations and Coordination:** (a) No medical reimbursement bill of government employees are pending in PIMS for verification.

(b) It is stated that no delay at PIMS part in verification of medical reimbursement bill, while delay only happens when the medical reimbursement bills are not submitted as per in-vogue rules / policy of medical reimbursement and same deficient bills are returned back to the concerned. Furthermore, as per guidelines and policy, medical bill can only be verified by the Authorized Medical Attendant, PIMS if patient referred by PIMS's Consultant on the grounds of unavailability of required medical facility or on the basis of justified reasons of emergency treatment endorsed by relevant Physician/ Surgeon.



(c) Procedure for verification of Medical Reimbursement bills in PIMS is as under:

- Medical reimbursement bill duly signed by treating doctor (Consultant) of concerned department submits to Pharmacy Department, PIMS for scrutiny / verification then countersigned by Authorized Medical Attendant, PIMS. Two week tentative time is reserved to complete verification process of medical reimbursement bills.

**\*Question No. 2 Senator Rana Mahmood Ul Hassan:**

(Notice Received on 8/07/2024 at 10:29 AM) QID: 42170

*Will the Minister for Inter Provincial Coordination be pleased to state whether it is a fact that the Gun and Country Club, Islamabad classifies Senators/MNAs as private individuals and charges them higher fee for membership as against the Government employee in grade 17 and above who are charged much lower fee, if so, the details of fee being charged from the Members of Parliament and the Government employees, indicating also the steps being taken by the Government in this regard?*

**Minister for Inter Provincial Coordination:** It is submitted that the matters pertaining to the membership of Gun and Country Club, Islamabad (GCC) are governed under the Gun and Country Club Membership Regulations, 2023 framed under section 15(2) of the GCC Act, 2023 with the approval of the Management Committee of the GCC constituted under Section 7 of the Act *ibid*.

There are various categories of membership as specified in regulation 4 read with regulations 5-14 of the Regulations *ibid*. The Parliamentarians as a distinct category are not catered for in the existing regulations. Therefore, they are classified under Private Membership.

As all the policy decisions are taken by the Management Committee of the Club. This Ministry is advising the Management Committee to consider the case of inclusion of Parliamentarians as a separate category under its regulations.

**\*Question No. 3 Senator Kamran Murtaza:**

(Notice Received on 8/07/2024 at 10:42 AM) QID: 42163

*Will the Minister for National Health Services, Regulations and Coordination be pleased to state:*

- (a) the names, educational qualifications and designations of the persons who have been appointed and absorbed/ inducted in the Pakistan Nursing Council during the tenure of the incumbent President of the Council;*
- (b) whether the criteria and procedure laid down for appointment against those posts including advertisement of the vacancies was fulfilled for the said appointments, if so, the details thereof and if not, the reasons thereof; and*
- (c) the name of authority which approved/made those appointments in each case?*

**Minister for National Health Services Regulations and Coordination:** (a) During the tenure of the incumbent President of the Pakistan Nursing and Midwifery Council, none of the employee has been appointed. However, Ms. Yasmin Azad, Charge Nurse (BS-17) of FGPC already working in PN&MC on deputation basis has been permanently absorbed in PN&MC against the vacant post of Assistant Registrar/renamed as Assistant Director (BS-17). Her qualification is as under: -

- (i). Ph.D scholar from Health Services Academy, Islamabad,
- (ii). MSN/M.Phil from Shifa Tameer-e-Millat University, Islamabad.
- (iii). Two Years Post RN BSN from Shaheed Zulfiqar Ali Bhutto Medical University (SZABMU) PIMS, Islamabad,
- (iv). One year Post Basic Diploma in Midwifery from Punjab Nursing Examination Board, Lahore,
- (v). Three Years General Nursing Diploma from Punjab Nursing Examination Board, Lahore.

(b) No advertisement was required for absorption/indiction of the above-mentioned officer as she was already working in PN&MC as Assistant Registrar (BS-17) on deputation basis. On the request of PN&MC, NOC of M/o NHR&C was granted (**Annex-I**). Thereafter, on the recommendations of the Departmental Selection Committee (DSC) (**Annex-II**) and with the approval of the competent authority *i.e.* President of the Council, she was permanently absorbed in PN&MC in terms of PN&MC Employees Service Regulations, 2024 (**Annex-III**) and Rule 09 of Civil Servants (Appointment, Promotion and Transfer) Rules, 1973 (**Annex-IV**).

(c) As per PN&MC Employees Service Regulations, 2024 the President is the appointing authority for the post of BPS-17 in PN&MC (**Annex-III**).

*(Annexures have been placed in Library and on the Table of the Mover/Concerned Member)*

**\*Question No. 4 Senator Kamran Murtaza:**

(Notice Received on 8/07/2024 at 10:43 AM) QID: 42164

*Will the Minister for National Health Services Regulations and Coordination be pleased to state:*

- (a) the names, designations and grades of the employees of the Federal Government Polyclinic Hospital, Islamabad who have been issued NOCs for appointment of deputation basis in other departments during the year 2024 indicating also the name of other departments in each case separately;*
- (b) the details of last promotions granted to those employees by that Hospital indicating also the details of employees who actualized their promotions; and*
- (c) whether it is a fact that the said NOCs were issued in contravention of the Supreme Court decision in 2013 regarding appointment on deputation basis, if so, the reasons thereof?*

**Minister for National Health Services Regulations and Coordination:** (a) No NOC has been issued to any employees of FGPC

for appointment on deputation basis in any other departments during the year 2024.

(b) No promotion was granted to the officers / officials who are on deputation in 2024.

(c) No NOC has been issued by FGPC.

**\*Question No. 6 Senator Fawzia Arshad:**

(Notice Received on 10/07/2024 at 11:40 AM) QID: 42181

*Will the Minister for Federal Education and Professional Training be pleased to state:*

(a) *whether it is a fact that no Government Educational Institutions has been established so far in the sub-sectors 1,2 and 4 of the sectors I-14, Islamabad, if so, the reason thereof; and*

(b) *whether there is any proposal under consideration of the Government to establish Educational Institutions in the said sub-sectors, if so, when?*

**Dr. Khalid Maqbool Siddiqui:** It is submitted that there is no public sector institution in sub sectors 1, 2 and 4 of Sector I-14, Islamabad. It is further added that the following institutions are functioning at Sector I-14 to cater the education need of the area.

- i. IMSB (I-X) I-14/3, Ibd,
- ii. IMSG (VI-X) 1-14/3, Ibd.
- iii. IMSG (I-V) 1-14/3, Ibd.
- iv. IMCG 1-14/3, Ibd.

(b) It is further added that CDA Islamabad has been requested dated 09-10-2023 & 12-06-2024 for allotment / demarcation of designated plots reserved for Public Sector Institutions in the Sector I-14. After the possession of reserved plots, PC-I will be initiated accordingly for placement before the relevant forum for approval.

**\*Question No. 10 Senator Mohsin Aziz:**  
(Notice Received on 19/07/2024 at 3:08 PM) QID: 42213

*Will the Minister for Communications be pleased to state:*

- (a) *the name of firm/contractor which constructed the Sukkur-Multan Motorway indicating also the date of completion and expenditure incurred of the same; and*
- (b) *whether it is a fact that open drainage system has been constructed/ installed next to the high-speed lane on the said Motorway, if so, the reasons thereof indicating also practicability and feasibility of the same?*

**Mr. Abdul Aleem Khan:** (a) Sukkur-Multan Motorway (M-5) has been constructed by M/s China State Construction Engineering Corporation Limited (CSCEC). The motorway was completed in November 2019. The total expenditure incurred is Rs. 293.752 Billion.

- The Motorway M-5 has been constructed on EPC Mode wherein the Contractor was responsible to design and construct the Motorway as per contractual stipulations, fit for the purpose.
- According to the Employer's requirement, the EPC Contractor provided the drainage system to drain out the surface water resulting from rainfall on Motorway.
- For this purpose, 2% transverse slope towards outer shoulder has been provided at normal sections and drainage chutes have been provided at outer shoulders to drain out rain water from Motorway.
- However, at super elevation areas where the transverse slope has to be provided towards inner shoulder, the rain water accumulates along the new jersey barrier on the inner shoulder. In order to drain this water, an RCC Drain with perforated covers has been provided to collect the surface

water for further disposal through pipes provided across the carriageway. Such drains have been found effective during heavy rainfall throughout the period after completion of motorway in November 2019.

ISLAMABAD,  
*the 5th August, 2024*

SYED HASNAIN HAIDER,  
*Secretary.*