

**INADEQUACIES IN AFGHANISTAN PAKISTAN TRANSIT
TRADE AGREEMENT (APTTA): CHALLENGES AND
OPPORTUNITIES**



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A Thesis submitted in fulfilment of the
requirement for the award of the degree of
Masters in Philosophy “International and Maritime Law”

Department of Legal Studies

BAHRIA UNIVERSITY PAKISTAN ISLAMABAD

January 15th 2021

Approval for Examination

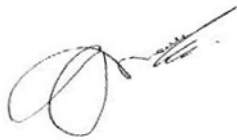
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ACKNOWLEDEMENT

In research work and finalization of this thesis, I consistently remained in touch with my teachers, researchers, academicians, customs & Afghan desk ministerial officials/staff and learned legal professional/ practitioners. They all have out rightly contributed towards my awareness, understanding, contemplation and thoughtfulness, which is highly commendable. In particular, I wish to express my earnest appreciation and gratitude to the most respected, dedicated, very competent and kind teacher Miss Amara Aamir my thesis supervisor, for her encouragement at each step, timely guidance, constructive criticism and corrections. I am also extremely thankful to the Post Graduate Coordinator Dr. Tauseef Iqbal and most valuable & devoted factuality members; Mr. Adnan Khan, Nisar. A. Mujahid, Commodore Dr Syed M.A.H Gardezi, Department Head Madam Malieka Farah Deeba and her Management team for affording me this prime opportunity of seeking knowledge through most valued guidance & assistance. I too, intensely thanks to my office colleagues and friends for their support and all-out accommodativeness. I am sure that without the continued support and sparkling interest of all above mentioned persons, the thesis would not have been the same as presented here. The Bahira University concerned management, staff and my post graduate class fellows also deserve special thankfulness and regards for their whole-time aid, reassurance and respect, which too is venerable. My sincere appreciation also extends to all my contemporaries who have assisted me at various occasions in many contexts related to my research work; Indeed, their esteemed views and tips were very useful and admirable. There might be others as well but, it is not possible to pin down each name in this limited space, however their sincere contributions are priceless and cherished. I shall not forget to mention my family members unconditional support, inspiration and patience to bear my untimely obligations, especially my daughter Dr Aaizah Basit Khan who remained concerned throughout for proof reading and about my rest & health, similarly my solemn indebtedness and special thanks to my spouse Dr Samina Basit Khan for her immense consideration, great tolerance, nonstop motivation and continuous backing.



Jazak-Allah.

ABBREVIATIONS AND ACRONYMS

ADB	Asian Development Bank
ADRS	Alternate Dispute Resolution Services
AO	Appraisal Officer
APTTA	Afghanistan Pakistan Transit Trade Agreement
APTTCA	Afghanistan Pakistan Transit Trade Coordination Authority
ASEAN	Association of South East Asian Nations
ASYCUDA	Automated System for Computer Data
ATTA	Afghan Transit Trade Agreement
BIMSTEC	Bengal Initiative for Multi Sectoral Technical Economic Cooperation
CAR	Central Asian Republic
CASs	Central Asian States
CPEC	China Pakistan Economic Corridor
CTD	Customs transit Declarations
EBRD	European Bank for Reconstruction and Development
ECAFE	Economic Commission for Asia & Far East
ECO	Economic Cooperation Organization
EU	European Union
FDI	Foreign Direct Investment
GATT	General Agreement on Trade and Tariff
GDP	Gross Domestic Product
GSM	Global System for Mobile Communication
HIM	Human Machine Interface
ICRIER	Indian Council for Research on International Economic Relations
IRTU	International Road Transport Unit
ISEASC	Institute of South East Asia Study Center
IMF	International Monetary Fund
IRTU	International Road Transport Unit
LAN	Local Area Net Work
L/C	Letter of Credit

LPI	Logistics Performance Index
NLC	National Logistics Cell
NTT&FC	National Trade Transportation Facilitation Committee
NTM	Non-Tariff Measures
NRVA	National Risk Vulnerability Assessment
ORF	Observers Research Foundation
PAJBC	Pakistan Afghanistan Joint Business Council
PAJCCI	Pakistan Afghanistan Joint Chamber of Commerce & Industry
PBC	Pakistan Business Council
PCD	Pakistan Customs Department
PCIJ	Permanent Court of International Justice
PLC	Programmable logical Controller
PTA	Preferential Trade Agreement
RKC	Revised Kyoto Convention
SA /SEA	South Asia / South East Asia
SADC	Service Data Access Component
SAFTA	South Asian Free Trade Area
SBLC	Stand by Letter of Credit
SCP	Supreme Court of Pakistan
SCADA	Supervisory Control and Data Accusation
SEA	South East Asia
SOLAS	Safety of Life at Sea (International Convention)
TIR	International Transport
UNCLOS	United Nations Convention on Law of the Sea
UNCTAD	United Nations Conference on Trade & Development
UNESC	United Nations Economic & Social Commission
UNDP	United Nations Development Program
UNODC	United Nations Organization
WAN	Wide Area Net Work
WTO	World Trade Organization

ABSTRACT

The research intends to evaluate inadequacies of Afghan Transit Trade (ATTA) in general and Afghanistan Pakistan Transit Trade (PTTA) in particular to ascertain opportunities & challenges to formulate legal resolve for reciprocal Pakistan trade with CASs across Afghanistan. The trade with Afghanistan is imperative for Pakistan due to Pakistan's strategic and geographical key position in the region and Afghanistan immediate neighbor as gateway to CASs. Unfortunately, due to dubious regional politics, economic uncertainty, Durand line issues, Indian hegemonic influence and US interference, diplomatic relations remained poor since 1961. In 1965 both the countries entered into a trade agreement (ATTA), promoting Afghan trade granting access to the sea ports of Pakistan under international convention. Pakistan also desired to extend trade to the CASs but Soviet-Afghan War adversely affected Afghan's economy, geopolitics in 1980s, the post 9/11 and NATO supplies further worsened the situation. In July 2010, under supervision of US Secretary Hillary Clinton transit trade pact of 1965 was revised as APTTA, signed in October 2010. Afghan trucks were allowed inside Pakistan up to Wagah border. Pakistan was permitted access through Afghanistan to Iran via Islam Qila & Zaranj, Uzbekistan via Haraitn, Tajikistan via Ali Khanum/Sher Khan, Turkmenistan via Aqina and Torghandi crossings. Pakistani goods were to enter Afghanistan via Torkham, Ghulam Khan & Chaman border crossings¹ but that never flourished owing to border exigencies, increased smuggling/ terrorist activities. Correspondingly, Afghanistan did not extend reciprocal trade rights to Pakistan. On 23 October 2017 the Afghanistan President Ashraf Ghani unilaterally announced expiration of APTTA²: thus it unlocks the door to necessitate sorting inadequacies in vogue with suggested remedial measures and proposed legal structure to afforded reciprocal trade openings for Pakistan.

Key Words: Afghanistan, Pakistan, ATTA, APTTA, Inadequacies, Challenges, Remedial Measures, Legal Frame, CASs, Reciprocal and Legal Structure.

¹ "Analysis of Afghanistan Pakistan Transit Trade Agreement (APTTA)" (PDF). USAID.gov. USAID. P- 4. 7 March 2016.

² Afghan president bans Pakistani trucks from entering Afghanistan (Ghani Bans Pakistani Trucks from Entering Afghanistan) TOLO news reported 23 October 2017.

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