

جمهوری اسلامی افغانستان  
وزارت ترانسپورت و هوانوردی  
Islamic Republic of Afghanistan  
Ministry of Transport and Civil Aviation



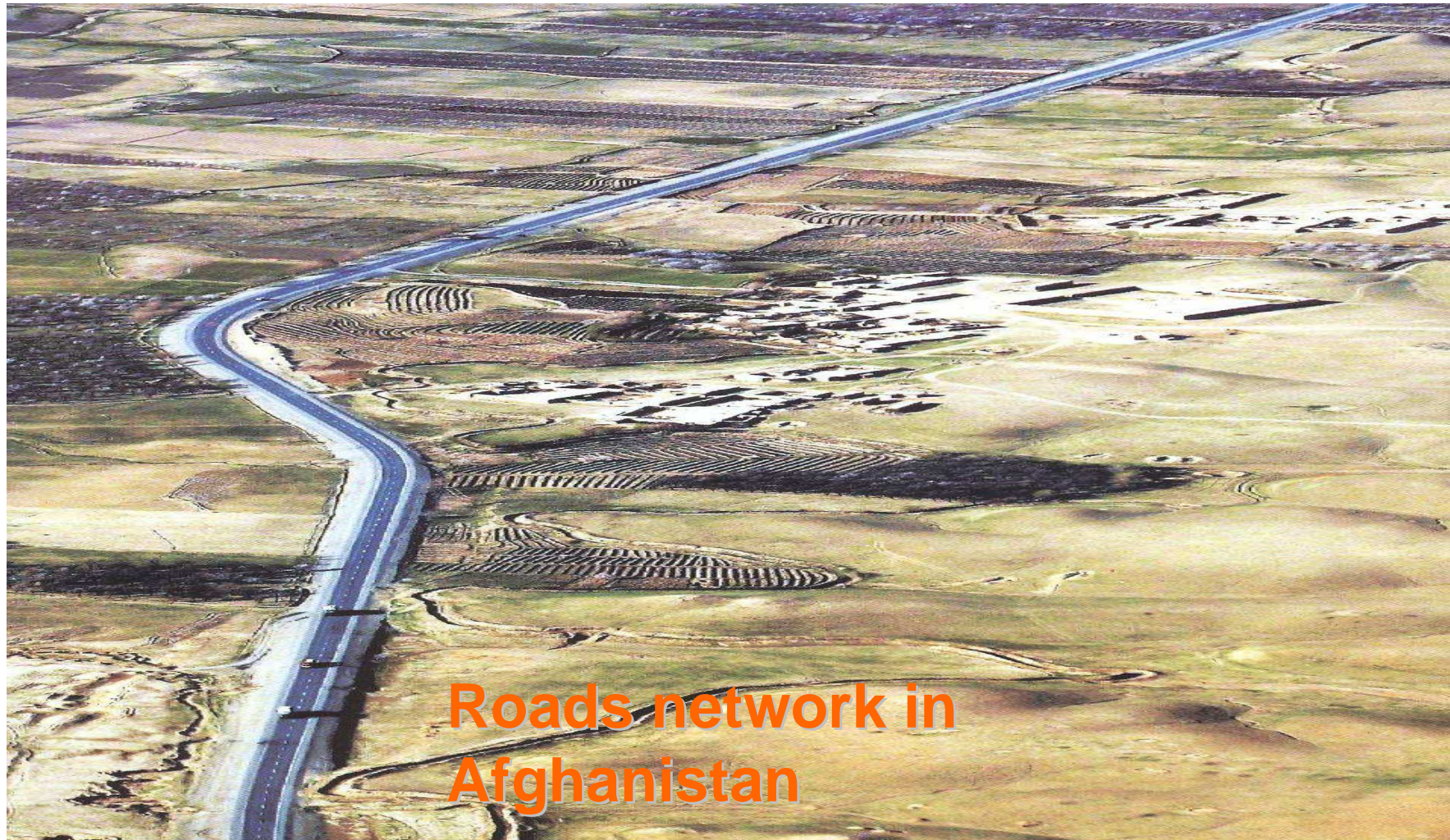
**First Regional Workshop of Euro-Asian  
Transport Facilitation in the ECO Region  
Tehran, Islamic Republic of Iran,  
27-29 April 2009**



- Trade and Transport between Euro-Asia in recent years.
- Routes originating in or leading through the landlocked countries

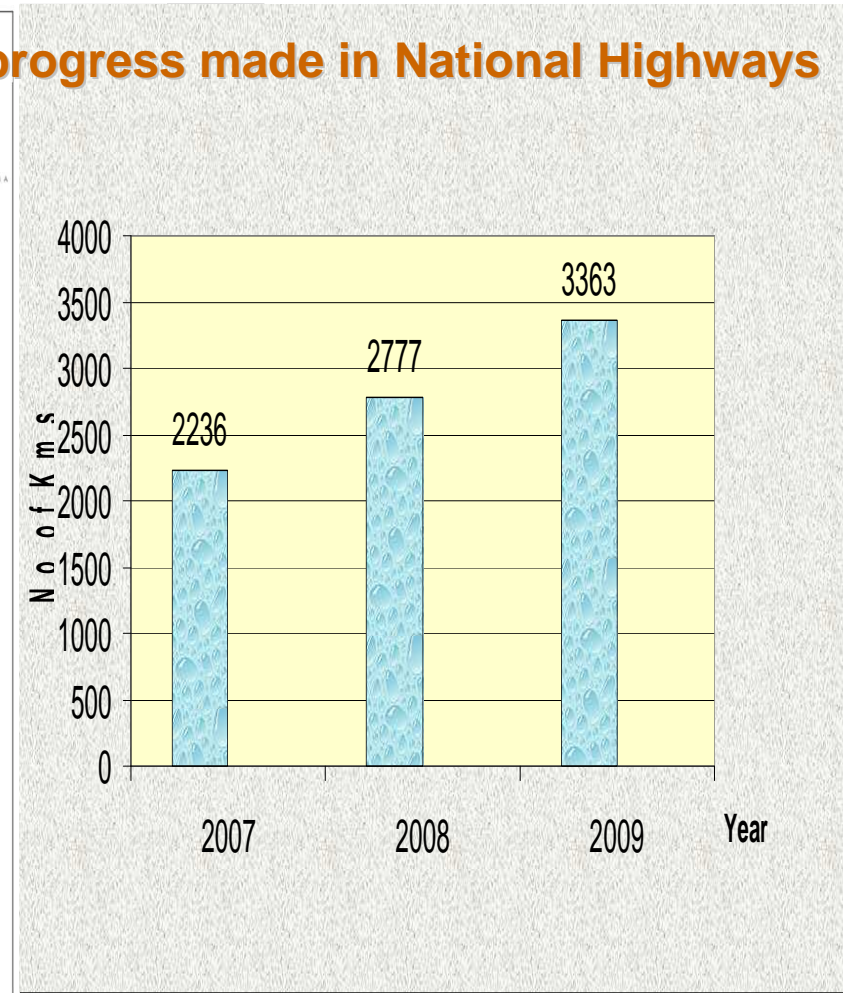
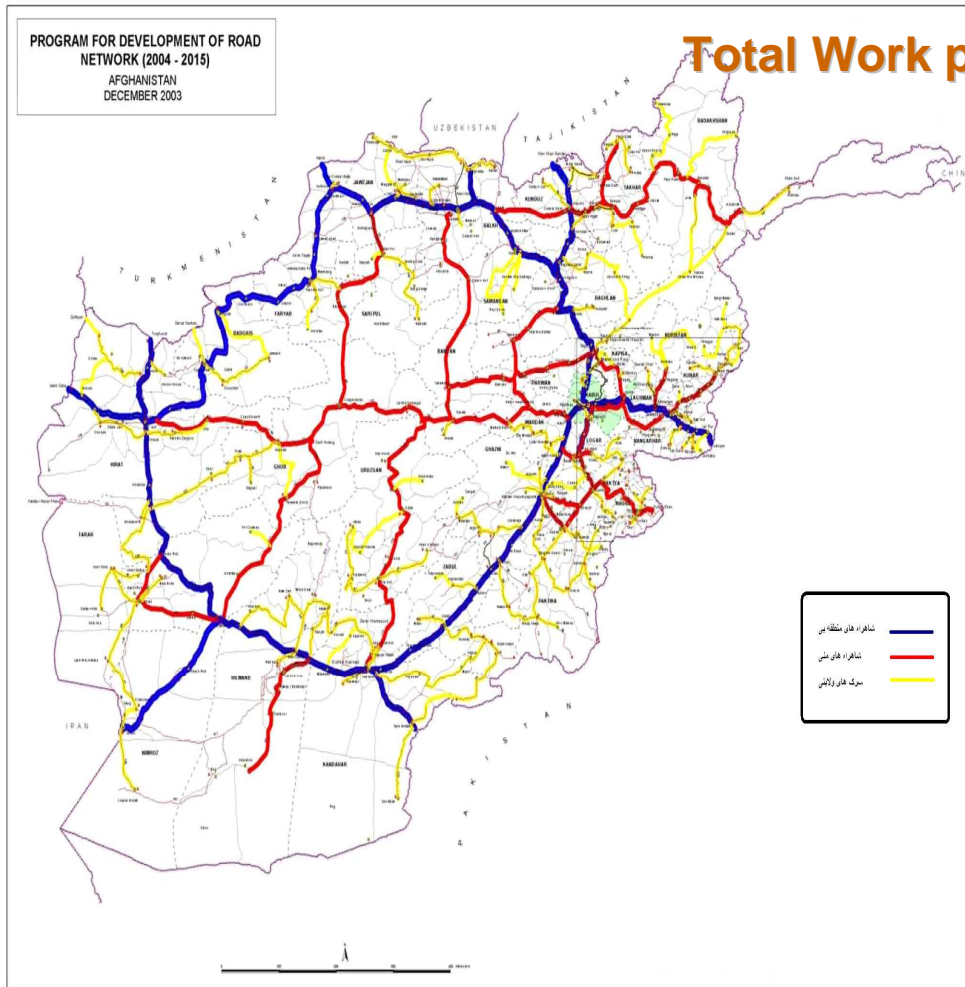
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Roads network in  
Afghanistan







- Ring road includes 14 point border which it have 8 links to neighboring countries.
- Islam Qala (132 km) Iran  
Herat – Torghundi (119 km) Turkmenistan  
Jozjan - Aykhanum- Turkmenistan  
Mazare sharif – Hayraton (52) Uzbekistan  
Baghlan – Kundoz (105, 8) murghab ( 61,8)  
Tajikistan  
Kabul – Srobi (69, 7) Jalalabad (75, 8) Torkham  
(78, 7) Pakistan  
Kandahar – Spin Booldak (103) Pakistan



## Present situation of roads in Afghanistan

2008 Construction /Reconstruction	Length by Km	Road Classification
2496	3363	Regional Highways
1112	4958	National Highways
9528	10000	Provincial Roads
1000		PRT Rural Roads
<b>14136</b>	<b>18321</b>	<b>Total</b>



- With the improvements of the situation in Afghanistan, Transport routes from the countries of central Asia (CA) assumed and increasing importance for the realization of its foreign trade potential of the country with the CA countries, as well as with other interested countries in Asia and Europe

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- Afghanistan is a big country and different routes/ports may serve some regions better than others.

Transfer costs in Afghanistan is expensive through Karachi and also the transit time is low



## Afghanistan's view of the region

Afghanistan is located at the point where four of the most populous and resource-rich regions in the world converge:

- South Asia,
- Central and North Asia
- Middle east and the Far East.



- While Afghanistan covers small parts of each of these regions, Afghanistan's region, therefore, stands uniquely with its own characteristics and peculiarities. In broad terms, the afghan region may be divided into two: inner region, which includes all the six neighboring countries; outer region that encompass most of the countries of the central Asia, south Asia, the Middle East and the Far East. Beyond this, Afghanistan occupies a pivotal position in the Euro- Asia continental trade network



- The Karachi routes offer the lowest costs for much of Afghanistan. The basic arrangements were established in 1965 and need to be revised to reflect the changes in the transport sector. Three actions would substantially reduce costs and/or enhance the effectiveness/quality of the route:
- Remove the negative list of goods: while reducing transit through the Karachi route, there is little evidence that the policy is achieving its objectives. The policy might be modified to require shipment in customs-sealed containers.





- Increase Afghan participation: extending direct road transfer to all commodities should be accompanied by allowing Afghan trucking companies to compete in the sector.
- The vehicles used by the trucking sectors in the two countries are very similar and there should be free flow of Afghan trucks to Karachi and free flow of Pakistan trucks to final destinations within Afghanistan.
- Transit fees for foreign registered trucks could be established based on truck-size and distance traveled.

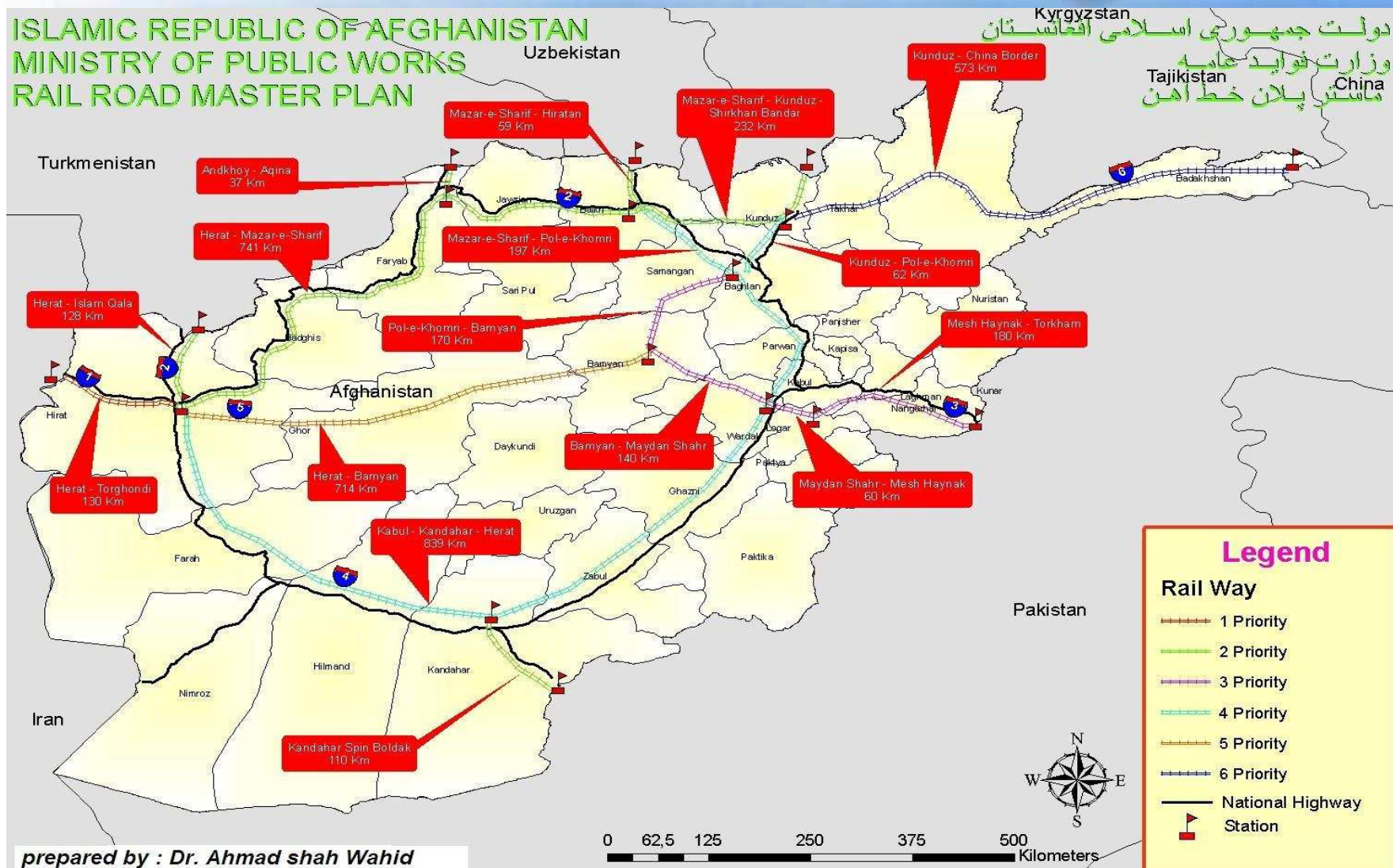
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## ISLAMIC REPUBLIC OF AFGHANISTAN MINISTRY OF PUBLIC WORKS RAIL ROAD MASTER PLAN

دولت جمهوری اسلامی افغانستان  
وزارت فواید عامه  
ماستر پلان خط آهن





**Crossing Countries - Total Length Km - Railways Conditions -**

- |               |       |          |
|---------------|-------|----------|
| • China       | 5,000 | 215 KM   |
| • Kirghizstan | 270   | 194 KM   |
| • Uzbekistan  | 750   | 469 KM   |
| • Tajikistan  | 510   | 808.5 KM |
| • Afghanistan | 934   | 81 km    |
| • Iran        | 510   |          |



- Existing Rail ways .

China	4785 Km
Kirghizstan	76 Km
Uzbekistan	750km
Tajikistan	41 Km
Afghanistan	1.5 km
Iran	429





- Linking major borders provincial capital to the neighboring countries.
- Linking major afghan cities, with a focus on improving transit time.
- Facilitating the connection between Afghanistan and South Asian.



- The main purpose of the Afghan National Trade and Transport Facilitation Committee (AFPRO) is to encourage modernizing trade, transit and transport to international best practice and technology levels in the Islamic Republic of Afghanistan.



- Providing a national forum for stakeholders in the international trade of Afghanistan to improve transit, transport and trade transaction procedures and documentation. This includes the exchange of views and development of proposals regarding the simplification, harmonisation and reduction of the number of documents used in international transit, transport and trade transactions.
- Proposing draft transport, transit and trade related rules and practices for adoption by the Afghan government. This includes proposals regarding the improvement of government decision-making and enforcing rules. Recommending trade-, transit- and transport-related investment and divestment.



- Capacity building and increasing awareness of the methods and benefits of trade, transit and transport facilitation for freight forwarders, road carriers and government officials. This includes preparing, organising and fomenting awareness raising activities



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# Thank you

Yalda “Natiq”

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(MoTCA)

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