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**A PILOT SURVEY REPORT ON**



**“CROSS BORDER TRAFFIC MOVEMENT**

**AT**

**TORKHAM AND WAHGA BORDER”**

NTRC-282

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## EXECUTIVE SUMMARY

To assess the cross-border traffic movement of Pakistan with the regional countries in the context of South Asian Association for Regional Cooperation (SAARC) Agreement on Trade in Transport Services under WTO framework, a pilot survey has been carried out on only 2 border posts out of 5 in June, 2011. These two border posts were Torkham and Wahga. Torkham connects Pakistan with Afghanistan and Wahga connects Pakistan with India. Other exit-entry points of the country are Chaman Check-Post, Khunjrab Pass and Taftan-Post. The salient conclusions drawn from the survey are as under:-

- a) Average Daily Traffic (ADT) as found at Torkham and Wagha Check-Post is 1529 vehicles per day and 143 vehicles per day, respectively.
- b) Truck & Trailer 6-Axles are the dominating type of vehicles in the traffic stream at Torkham. Goods vehicles make 94.45% of the total traffic flow out of which articulated goods vehicles contribute 67.50% followed by rigid goods vehicles with 26.95%.
- c) National Logistic Cell (NLC) is the responsible agency for monitoring and supervising the transport being run for North Atlantic Treaty Organization (NATO) supplies or the transport under the agreement of various embassies.
- d) There is a "Dosti Bus Service" between Afghanistan and Pakistan under which 8 mini-buses from either side depart daily.
- e) The traffic flow at Wagha Check-Post at Indo-Pak border is found to be much less than that at Torkham. ADT stands at just 143 vehicles per day. 2-Axles trucks, being the dominated mode, contribute 89.5% of the daily traffic flow followed by 3-Axle trucks that contribute 7.7%. The ratio of passenger vehicles to cargo/goods vehicles is worked out as 2.8 to 97.2.

- f) Four types of bus-services are being operated across the Wagha border by M/s Pakistan Tours Limited under the protocol agreement signed in 1999 between Pakistan and India.
- g) The pilot survey recommends a full comprehensive survey at all 5 Check-Posts in order to have a clear picture of the cross-border movements of traffic in the form of proper data bank.

## **1. Introduction**

With 1.52 Billion people, South Asia has the largest population among all regional blocs in the world today. South Asia is home to well over one fifth of the world's population<sup>1</sup>. To promote and enhance socio-economic cooperation among the South Asian countries, an organization was founded in 1985 called South Asian Association for Regional Cooperation (SAARC). The SAARC Member States comprise the People's Republic of Bangladesh, the Kingdom of Bhutan, the Republic of India, the Republic of Maldives, the Kingdom of Nepal, the Republic of Afghanistan, the Islamic Republic of Pakistan and the Democratic Socialist Republic of Sri Lanka.

To promote and enhance mutual trade and economic cooperation among all member states of SAARC, an agreement on South Asian Free Trade Area (SAFTA) based on the following objectives was signed.

- Eliminating barriers to trade in, and facilitating the cross-border movement of goods between the territories of the contracting states;
- Promoting conditions of fair competition in the free trade area, and ensuring equitable benefits to all contracting states, taking into account their respective levels and pattern of economic development;
- Creating effective mechanism for implementation and application of this Agreement, for its joint administration and for the resolution of disputes; and
- Establishing a framework for further regional cooperation to expand and enhance the mutual benefits of this Agreement.

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<sup>1</sup> Population figures pertain to the year 2009. *World Bank Development Indicators Database*

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The Agreement on SAFTA is necessary to move towards higher levels of trade and economic cooperation in the region by removing barriers to cross-border flow of goods.

Pakistan has border-posts with India, Afghanistan, China and Iran. India and Afghanistan are SAARC member states and bound to follow the rules of agreement on SAFTA. Transit trade between Pakistan and Afghanistan is also governed by the 1965 Act called Afghanistan Transit Trade Agreement (ATTA) which specifies the port, route, transport modes, trade facilitations and customs transit procedures.

In early 2000, three major initiatives have been taken by Pakistan for cross-border transportation to promote and enhance legitimate trade in a secure and safe environment. These initiatives were:

- Improving Custom Clearance Systems by introducing Pakistan Custom's Computerized System (PaCCS) along with an easy clearing document called Single Administrative Documents (SAD) which replaced 10 documents.
- National Trade and Transport Facilitation Committee (NTTFC) under the Trade and Transport Facilitation Project (TTFP) was setup to make simplification, standardization and harmonization of trade and transport related documents and procedures.
- At 3<sup>rd</sup> initiative, National Trade Corridor (NTC) in 2005 established to facilitate the transporters, investors and other stakeholders in reducing the cost of doing business.

In the context of SAARC Agreement on SAFTA and initiatives taken by Pakistan for the cross-border trade liberalization, a pilot survey was carried out at Turkham Check-Post and Wahga Check-Post to assess the traffic movement across the borders as primary and secondary data collection in the field of transport has always been one of the prime

responsibilities of NTRC. Both points were covered for 2 days 6<sup>th</sup> and 7<sup>th</sup> June, 2011. Moreover researcher deputed at Turkham Post gathered 7days (27<sup>th</sup> May, 2011 to 2<sup>nd</sup> June, 2011) raw cross border traffic data from the officials of Tehsildar Office.

## **2. Need and Objectives**

In the modern era when the world is converting into a global village and various means are bringing different countries close to one another, the importance of cross border vehicle movement has also increased many folds. The problem of costing/pricing of the damage done to road network of a country by the traffic of other country is a major concern of all.

In this context, NTRC has recently planned to assess vehicle mobility across the entry/exit points of the country. It was thought to carry out proper surveys at the all check-posts to get information of number and type of vehicles, number of axles, number of passengers, type of commodity carried, etc. and each point would be observed for 3 working days. The following 5 points were included in the programme.

1. The Khanjrab pass (Pak-China Border)
2. Torkham/Landikotal (Pak-Afghan Border)
3. Chaman Check Post (Pak-Afghan Border)
4. Taftan Check Post (Pak-Iran Border)
5. Wahga Check Post (Pak-India Border)

Since about 30 man-days plus traveling time made the cost heavy and no such survey was carried out at the borders before, it was decided to first carry out a pilot survey at Torkham and Wahga Check-Post.

The main objectives of the study are as follow.

i. To examine the current flow of cross-border traffic in the perspective of SAARC Agreement on trade in Transport Services under World Trade Organization (WTO) framework as per international standards.

ii. To assess the transport related issues in order to make recommendations for trade policy in “transport services” which best suits the interest of the country.

### **3. Methodology**

Two Researchers were deputed for 2-days, one for each to Torkham and Wahga border to carry out a pilot survey. Before deputing them, the responsible authorities at the borders were informed. These authorities were:

- Passport and Immigration Offices
- Custom Offices
- Political Agents Office
- Local Police Departments

A comprehensive classified crossborder traffic count proforma was used to count the cross-border traffic movement for the pilot survey (Annex-I). A seven days data of in-out traffic flow at Torkham post were gathered by concerned officials. These officials are responsible for keeping the records of type and quantities of commodities carried (Annex-II). This data was validated through two-days (6<sup>th</sup> & 7<sup>th</sup> June) observation at the checkpoint. The results of observations are annexed at annex-III.



## **4. Results and Discussion**

### **4.1 Torkham Check-Post**

Pak-Afghan border remains open for traffic for 19 hours daily from 6 a.m. to 1 a.m. with a break of 5 hours from 1 a.m. to 6 a.m. No traffic from Pakistan to Afghanistan is allowed on Sunday. The border has a sensitive characteristic due to critical political/social situation in the region.

After proper validation of Seven days exit-entry traffic data from Afghanistan to Pakistan and Pakistan to Afghanistan through observations is presented in table 1.

Table-1 shows that goods vehicles dominate passenger and private vehicles. The private vehicles are very less in number and only left handed cars were seen during observation at post. These cars were going from Pak to Afghanistan and no car in-flow to Pakistan was observed. No two wheelers in-out fleet was seen at border-post.

The segregated directional data at Torkham border post is given in table-2 & Table-3.

Table-2 shows the exit-traffic flow at Torkham checkpoint i.e. from Pakistan to Afghanistan. The statistics shows that no traffic flow is allowed on Sunday and maximum traffic flow is on Saturday.

Table-3 shows the exit-traffic flow at Torkham checkpoint i.e. from Afghanistan to Pakistan. The statistics shows that on Sunday the traffic flow is unidirectional as no traffic is allowed from Pakistan-side. It is clear from the table that maximum traffic flow from Afghanistan is also observed on Saturday.

**Table 1. Exit-Entry Traffic Flow at Torham Check-Post**

Date	Private Vehicles		Passenger Vehicles				Goods Vehicles						Total
	M/cycles	Car/Jeep Pajero/ Taxi/ Suzuki etc	Wagon/ Hiace/ Transit (12-18 Seats)	Coaster /Mini Bus (24-30 Seats)	Bus/ Coach (52-60 Seats)	Rigid Trucks			Articulated Trucks				
						Hilux Passengers / Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)	Truck (5axle)	Truck (6axle)	
27.05.2011	0	116	0	16	0	103	40	119	201	151	45	801	1599
28.05.2011	0	0	0	16	0	101	90	190	175	153	48	1141	1914
29.05.2011	0	0	0	8	0	50	40	65	40	35	20	524	782
30.05.2011	0	126	0	16	0	90	67	96	120	129	40	650	1334
31.05.2011	0	99	0	16	0	89	88	157	112	93	40	1196	1890
01.06.2011	0	113	0	16	0	98	125	124	108	122	38	976	1720
02.06.2011	0	35	0	16	0	79	95	130	92	34	26	955	1462
<b>Total</b>	<b>0</b>	<b>489</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>610</b>	<b>545</b>	<b>881</b>	<b>848</b>	<b>724</b>	<b>257</b>	<b>6243</b>	<b>10701</b>
<b>ADT</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>87</b>	<b>78</b>	<b>126</b>	<b>121</b>	<b>103</b>	<b>37</b>	<b>892</b>	<b>1529</b>

**Table 2. Exit-Traffic Flow at Torkham Check-Post**

Date	Private Vehicles		Passenger Vehicles				Goods Vehicles							Total
							Rigid Trucks			Articulated Trucks				
							Hilux Passengers / Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)	Truck (5axle)	Truck (6axle)	
27.05.2011	-	116	-	8	-	36	20	69	119	85	25	484	962	
28.05.2011	-	116	-	8	-	49	40	120	115	98	33	588	1051	
29.05.2011	<b>Sunday</b>													
30.05.2011	-	116	-	8	-	48	37	61	90	94	20	213	697	
31.05.2011	-	116	-	8	-	49	58	102	47	63	15	722	1163	
01.06.2011	-	116	-	8	-	51	80	74	38	97	28	562	1051	
02.06.2011	-	116	-	8	-	36	55	85	27	14	11	520	791	
<b>Total</b>	-	696	0	48	0	269	290	511	436	451	132	3089	5715	
<b>ADT</b>	-	116	-	8	-	45	48	85	73	75	22	515	953	

**Table 3. Entry-Traffic Flow at Torukham Check-Post**

Date	Private Vehicles		Passenger Vehicles				Goods Vehicles						Total
	M/cycles	Car/Jeep Pajero/ Taxi/ Suzuki etc	Wagon/ Hiace/ Transit (12-18 Seats)	Coaster/ Mini Bus (24-30 Seats)	Bus/ Coach (52-60 Seats)	Rigid Trucks			Articulated Trucks				
						Hilux Passengers/ Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)	Truck (5axle)	Truck (6axle)	
27.05.2011	-	-	-	8	-	67	20	50	82	73	20	317	637
28.05.2011	-	-	-	8	-	52	50	70	60	55	15	553	863
29.05.2011	-	-	-	8	-	50	40	65	40	35	20	524	782
30.05.2011	-	-	-	8	-	42	30	35	30	35	20	437	637
31.05.2011	-	-	-	8	-	40	30	55	65	30	25	474	727
01.06.2011	-	-	-	8	-	47	45	50	70	25	10	414	669
02.06.2011	-	-	-	8	-	43	40	45	65	20	15	435	671
Total	-	-	-	56	0	341	255	370	412	273	125	3154	4986
ADT	-	-	-	8	-	49	36	53	59	39	18	451	712

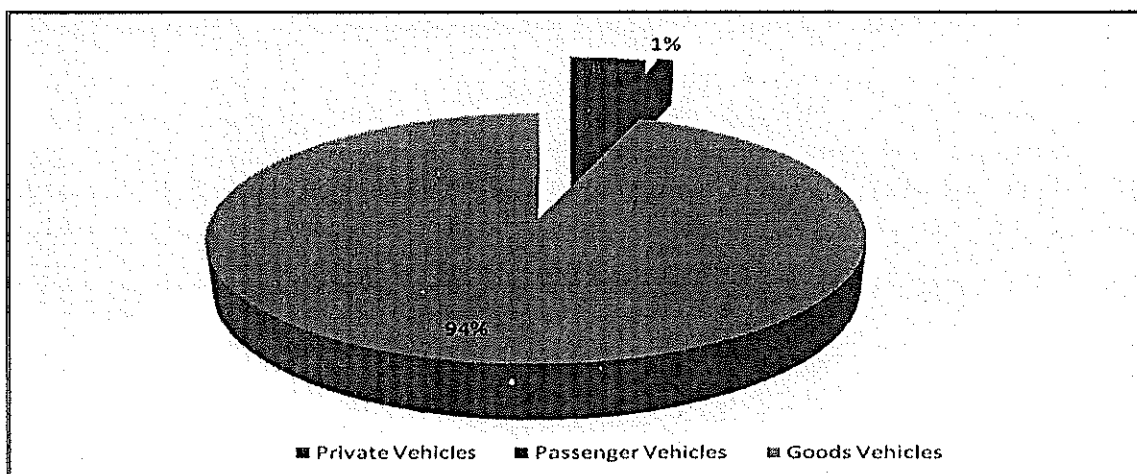
Also ADT of both directions traffic is 1529. On Sunday, the traffic count is reduced to half as there is one way traffic i.e. from Afghanistan to Pakistan. Though the sample is too small to give very reliable factors but the Average Daily Traffic (ADT) by type of vehicles are worked out as under:-

**Average Daily Traffic By Type of Vehicles(Both directions)**

**Torkham Check-Post**

<b><u>S.No.</u></b>	<b><u>Type of Vehicle</u></b>	<b><u>ADT</u></b>
1.	Cars/jeep/Suzuki	70
2.	Mini-buses	15
3.	Helix Pickups	87
4.	Mini-trucks	78
5.	Trucks 2-Axles	126
6.	Trucks 3-Axles	121
7.	Trucks 4-Axles	103
8.	Trucks & Trailers	37
9.	Trucks & Trailers 6-Axles	892
<b><u>All vehicles</u></b>		<b><u>1529</u></b>

The percentage ratio of Private-Passenger-Goods Vehicles is given as.

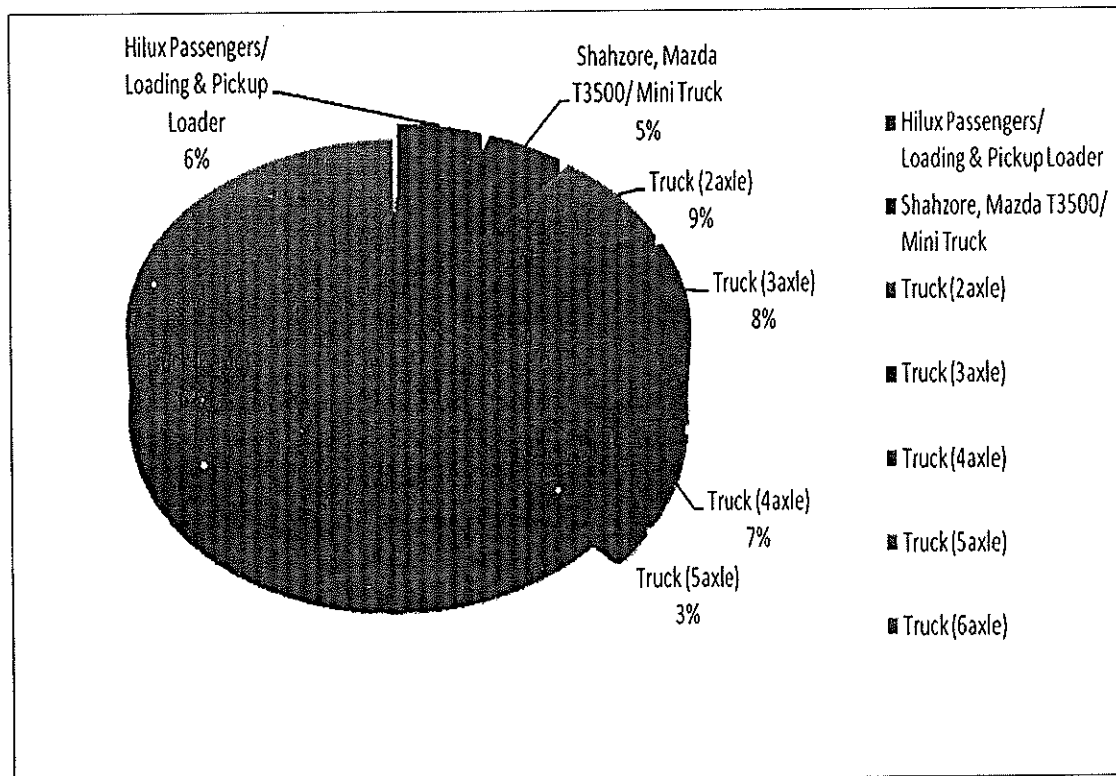


**Fig. 1. Percentage ratio of Private-Passenger-Goods Vehicles**

Graphical representation in Fig.1 shows that goods vehicles share 94% in the traffic flow at Torkham border followed by 5% private vehicles and 1% passenger vehicles. Only “Dosti Bus Service” plies between the two countries as a passenger vehicle under which 8 mini-buses (24-30 seaters) depart daily from either side with an equal headway. The ratio of private-passenger vehicles to goods vehicles comes to be about 1:16.

The composition of traffic streams of goods is shown in the fig.2.

From fig.2 reflects the domination of articulated 6-Axles Trucks & Trailer followed by the rigid trucks with 3 and 2 axles. Mini goods vehicles e.g. Hilux loader and Shahzore Mazda make about 11.0% of the total stream and 23% of goods vehicles.



**Fig. 2. Distributed Percentage ratio of Goods Vehicles**

The percentage share contributed by different type of vehicles is as under:-

**Torkham Check-Post**  
**Percentage contribution of vehicles**

<b><u>S.No.</u></b>	<b><u>Type of Vehicle</u></b>	<b><u>% of ADT</u></b>
1.	Private & Passenger vehicles	5.5%
2.	Articulated trucks	67.5%
3.	Rigid trucks	27%
4.	Others	0%

**Traffic By NLC**

Pak-Afghan border at Torkham has different nature due to the current political/military situations; the following type of traffic movement under the supervision of National Logistic Cell (NLC) is underway across the border.

- a) Cargo transported / being transported under arrangements of various Embassies (NOC Cases).
- b) Cargo transported / being transported of North Atlantic Treaty Organization (NATO)/ International Security Assistance Force (ISAF) Forces by Hired Mechanical Transport Contractor earmark by Embassies (Undertaking Cases – Reefer/Dry).
- c) Cargo transported / being transported for Aid, Embassies/Rehabilitation/reconstruction NGOs by HMT Contractors (Undertaking Cases – Reefer/Dry).
- d) Total numbers of containers load moved / moving to Afghanistan for the cargo arrived in the month.

National Logistic Cell authorities are responsible for the supervision and data collection in respect of such traffic. The following table shows this monthly movement.

**Coordination Role of NLC – Afghan Cargo**

**NATO/ISAF Dispatched**

**During the year 2011**

SNo.	Description	Jan.	Feb.	Apr.	June	July
a.	Cargo transported / being transported under arrangements of various embassies (NOC Cases)	5252	3978	1666	4670	4296
b.	Cargo transported / being transported of NATO/ISAF Forces by Hired Mechanical Transport Contractor earmark by Embassies (Undertaking Cases – Reefer/Dry).	316	282	665	583	304
c.	Cargo transported / being transported for Aid, Embassies/Rehabilitation/reconstruction NGOs by HMT Contractors (Undertaking Cases – Reefer/Dry).	302	322	580	324	138
d.	Total numbers of containers load moved / moving to Afghanistan for the cargo arrived in the month	5870	4582	2911	5577	4738

**4.2 Wahga Check-Post**

Wahga Check-Post at Pak-India border situated about 30 kms away from Lahore remains open for 5 hours 30 minutes from 9.30 a.m. to 3 p.m. daily, without any break. Protocol agreements between Pakistan and India were signed for Lahore-Delhi bus services on February 1999, Lahore-Amritsar bus services on December, 2005 and Nankana Sahib-Amritsar bus services via Lahore on December, 2005. Details of their operational days, fair and timing may be seen at annex-IV.



The composition of traffic stream as observed at Wahga is quite different from that of Torkham. The Check-Post was kept under observation for 3 days from 7<sup>th</sup> June, 2011 to 9<sup>th</sup> June, 2011 during which 10 buses, 384 2-axle trucks and 33 3-axle trucks crossed the border. The survey traffic count results at wahga border are given in table 4, 5 & 6.

The data in table 4 shows the consolidated statistics of 2-days survey at wahga border. The statistics reveal that only a limited number of bus-service, 2 and 3-axle trucks ply across the border.

The segregated directional data Wahga border post is given in table-5 & Table-6.

Table-5 shows the exit-traffic flow at Wahga checkpoint i.e. from Pakistan to India. The statistics shows that on average 37 vehicles exit from Pakistan. 2-axle trucks dominate in the data by contributing share of 24/day.

Table-6 shows the entrance statistic of traffic from India to Pakistan. The statistics shows that on average 105 vehicles enter to Pakistan from India. Out of 105, Approx 104 is the share of 2-axle trucks. A constant passenger bus service plies between Pakistan and India at an average of 2/day.

**Table 4. Exit-Entry Traffic Flow at Wahga Check-Post**

Date	Private Vehicles		Passenger Vehicles					Goods Vehicles						Total		
			Rigid Trucks		Articulated Trucks			Rigid Trucks		Articulated Trucks						
			M/cycles	Car/Jeep Pajero/ Taxi/ Suzuki etc	Wagon/ Hiace/ Transit (12-18 Seats)	Coaster /Mini Bus (24- 30 Seats)	Bus/ Coach (52-60 Seats)	Hilux Passengers / Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)	Truck (5axle)		Truck (6axle)	
07.06.2011	0	0	0	0	4	0	0	0	109	33	0	0	0	0	0	146
08.06.2011	0	0	0	0	4	0	0	137	0	0	0	0	0	0	0	141
09.06.2011	0	0	0	0	2	0	0	138	0	0	0	0	0	0	0	140
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>384</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>427</b>
<b>ADT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>

Table 5. Exit Traffic Flow at Wahga Check-Post

Date	Private Vehicles			Passenger Vehicles					Goods Vehicles						Total	
	M/cycles	Car/Jeep Pajero/ Taxi/ Suzuki etc		Wagon/ Hiace/ Transit (12-18 Seats)	Coaster /Mini Bus (24- 30 Seats)	Bus/ Coach (52-60 Seats)	Rigid Trucks			Articulated Trucks						
							Hilux Passengers / Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)	Truck (5axle)	Truck (6axle)			
07.06.2011	-	-	-	-	-	2	-	-	-	33	-	-	-	-	-	35
08.06.2011	-	-	-	-	-	2	-	-	45	-	-	-	-	-	-	47
09.06.2011	-	-	-	-	-	1	-	-	28	-	-	-	-	-	-	29
Total	0	0	0	0	0	5	0	0	73	33	0	0	0	0	0	111
ADT	0	0	0	0	0	2	0	0	24	11	0	0	0	0	0	37

**Table 5. Entrance Traffic Flow at Wahga Check-Post**

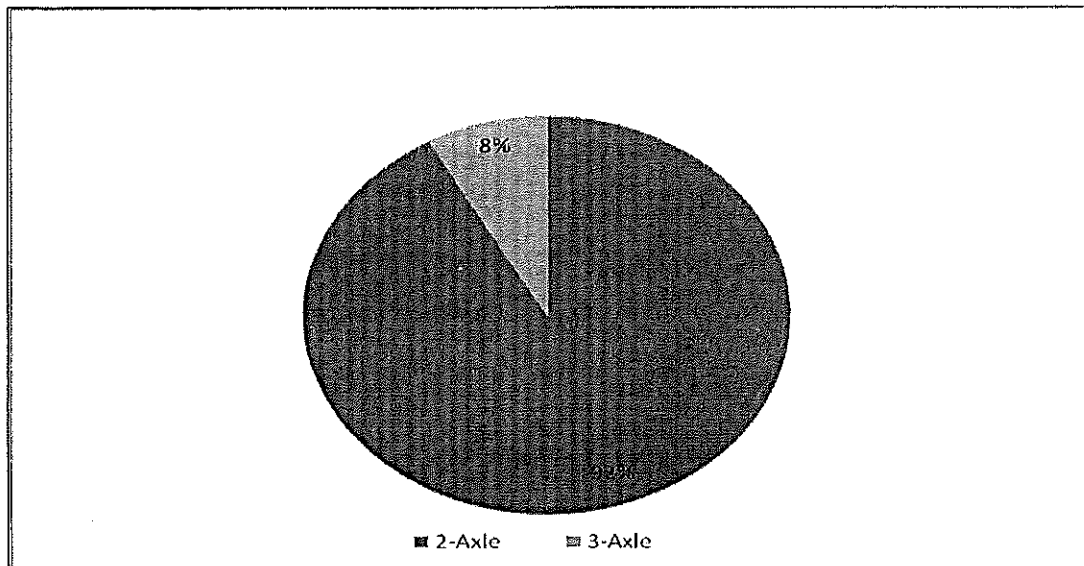
Date	Private Vehicles				Goods Vehicles						Total		
	Passenger Vehicles				Rigid Trucks			Articulated Trucks					
	M/cycles	Car/Jeep Pajero/ Taxi/ Suzuki etc	Wagon/ Hiace/ Transit (12-18 Seats)	Coaster /Mini Bus (24-30 Seats)	Bus/ Coach (52-60 Seats)	Hilux Passengers / Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)		Truck (5axle)	Truck (6axle)
07.06.2011	-	-	-	-	2	-	-	109	-	-	-	-	111
08.06.2011	-	-	-	-	2	-	-	92	-	-	-	-	94
09.06.2011	-	-	-	-	1	-	-	110	-	-	-	-	111
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>311</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>316</b>
<b>ADT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>

The Average Daily Traffic (ADT) by type of vehicle are worked out as under.

**Wahga Check-Post**  
**Average Daily Traffic By Type of Vehicles**

<u>S.No.</u>	<u>Type of Vehicle</u>	<u>ADT</u>
1.	Buses	4
2.	Trucks 2-axle	128
3.	Trucks 3-axle	11
4.	All vehicles	143

The percentage composition of 2-axle and 3-axle trucks at wahga border is given in the following fig 3.



**Fig. 3. Percentage ratio of 2-Axle and 3-Axle Trucks**

The composition of traffic stream as shown in the pie-diagram shows the domination of rigid 2-axles trucks with 90% followed by 3-axles rigid trucks and buses with 8% and 2%, respectively. The ratio of passenger vehicles to goods vehicles stands at 1:49 with the following percentages.

Passenger vehicles	2%
Goods vehicles	98%

### **4.3 Bus-Services**

Four types of bus services are being operated presently across the border by M/s Pakistan Tours Limited under the protocol agreement signed on 1999 between India and Pakistan. The services were suspended in January, 2002 but revived in July, 2003.

- a. Lahore-Delhi
- b. Lahore-Amritsar
- c. Nankana Sahib-Amritsar
- d. Sust-Tashkurgan

### **5. General Observations**

Some general observations made during the surveys at Torkham and Wahga Check-Post at Pak-Afghan and Pak-India borders, respectively are as under:-

- i) Though official letters to the authorities functioning at the borders were dispatched well before the field surveys but the researchers especially at Wahga Check Post felt difficulty in conducting the task.
- ii) The general traffic flow pattern at both the locations is found to be irregular indicating the requirement of a bigger sample size to draw some reliable conclusions.
- iii) The Pak-Afghan border, being politically disturbed is very sensitive. NATO oil tankers are burnt quite often resulting the suspension of the traffic flow for several hours. During some spells of different duration, only selected vehicles are allowed by the security personnel to pass. It adversely affects to work-out reliable ADTs figures.

- iv) Despite making efforts, no information on the type of commodities carried by the goods vehicles could be obtained, for, either the researchers were not responded or the commodities were kept in the containers.
- v) Opening time limits were found to be different at different borders.
- vi) No proper cross-border facilities were seen especially on Torkham border. The traders and transporters visit 10miles far to deposit custom clearance checks as no bank facilities available at site.
- vii) Lack of basic facilities like sheltering and drinking water facilities exist on border posts.
- viii) The experience of the pilot survey suggests that four researchers, two for each direction, may be deputed for one week.

## **6. Recommendations**

Following recommendations are made on the basis of pilot survey at 2-crossborder posts.

- A proper classified database system should be developed to keep the in and out-flow of traffic at border-posts.
- Road network should be well-developed and well-maintained on border routes.
- Emergency and Surveillance units should be setup on border sites.
- Safety and Security measures should be encouraged at check-posts to attract the investors and transporters.
- All basic trade facilities should be given to the transporter, traders and other stakeholders.

- Illegal transiting, smuggling and corruption should be discouraged.
- A regular survey on all posts should be conducted to assess the traffic flow facilitations and issues on check-posts.

To know about the status of remaining border-posts, a pilot-survey may be carried out in near future.





27/2/2011  
 [Signature]

1	پلا سٹیشن	60	گالوان
1	گالوان	116	گالوان
2	گالوان	78	گالوان
1	گالوان	117	گالوان
1	گالوان	17	گالوان
1	گالوان	158	گالوان
1	گالوان	245	گالوان
7	گالوان	7	گالوان
2	گالوان	9	گالوان
1	گالوان	16	گالوان
1	گالوان	14	گالوان
1	گالوان	6	گالوان
3	گالوان	28	گالوان
5	گالوان	2	گالوان
1	گالوان	20	گالوان
1	گالوان	5	گالوان
1	گالوان	1	گالوان
4	گالوان	1	گالوان
2	گالوان	1	گالوان
4	گالوان	3	گالوان
1	گالوان	3	گالوان
5	گالوان	1	گالوان
1	گالوان	4	گالوان
8	گالوان	3	گالوان
	گالوان	2	گالوان
	گالوان	1	گالوان
	گالوان	1	گالوان
	گالوان	2	گالوان
	گالوان	1	گالوان

[Handwritten notes and signatures in Urdu script, including names like 'گالوان' and 'گالوان']

27 <sup>5</sup>/<sub>2011</sub>

From AFGHANISTAN  
To PAKISTAN

675 - 500

25 - 500

23 - 500

2 - 500

10 - 500

1 - 500

1 - 500



28/2/11

From: AFGHANISTAN TO PAKISTAN.

800 - طالبان

30 - بن و غزہ

18 - کوٹاہ

8 - کابل

6 - ماراں

1 - دری ووت

2011-39-30

کتابوں کی فہرست

- |             |             |
|-------------|-------------|
| 1- مکتبہ    | 12- کائنات  |
| 5- کائنات   | 26- کائنات  |
| 2- کائنات   | 65- کائنات  |
| 7- کائنات   | 40- کائنات  |
| 1- کائنات   | 215- کائنات |
| 6- کائنات   | 170- کائنات |
| 2- کائنات   | 27- کائنات  |
| 1- کائنات   | 22- کائنات  |
| 3- کائنات   | 63- کائنات  |
| 3- کائنات   | 14- کائنات  |
| 4- کائنات   | 18- کائنات  |
| 2- کائنات   | 20- WFP     |
| 1- کائنات   | 16- کائنات  |
| 3- کائنات   | 2- کائنات   |
| 4- کائنات   | 1- کائنات   |
| 3+1- کائنات | 3- کائنات   |
| 1- کائنات   | 4- کائنات   |
| 3- کائنات   | 3- کائنات   |
| 2- کائنات   | 1- کائنات   |
| 1- کائنات   | 4- کائنات   |
| 1- کائنات   | 5- کائنات   |
| 1- کائنات   | 10- کائنات  |
|             | 5- کائنات   |
|             | 1- کائنات   |
|             | 1- کائنات   |
|             | 10- کائنات  |
|             | 2- کائنات   |
|             | 2- کائنات   |
|             | 10- کائنات  |

From AFGHANISTAN  
To PAKISTAN

Dec 29 <sup>5</sup>/<sub>2011</sub>

Pass out.

Nil

Sunday 29 <sup>5</sup>/<sub>11</sub>

710 طالبان

28 باغچه

9 ماربل

26 کلب

7 کونج

2 کنگر فوٹ

---

Dec 30 <sup>5</sup>/<sub>2011</sub>

550 طالبان

30 کلب

39 ماربل

1 کونج

17 کلب

Page 3

Q.No	Ques	Ans	Q.No	Ques	Ans
1	فردی	83	78	کافران	کافر
1	شکر	78	79	عقاب	عقاب
2	یا رب	99	54	ایلی	ایلی
1	الموسم	178	178	LLA	LLA
9	یکو	2	2	WED	WED
5	تقریب	137	135	تقریب	تقریب
4	فجر	425	6	تقریب	تقریب
2	اندر	6	4	تقریب	تقریب
9	گرفت	4	19	تقریب	تقریب
1	دره	19	28	تقریب	تقریب
1	صل	28	5	تقریب	تقریب
1	فجر	5	14	تقریب	تقریب
1	کربان	14	2	تقریب	تقریب
5	نصف	2	41	تقریب	تقریب
6	مکه	41	1	تقریب	تقریب
1	رشد	14	4	تقریب	تقریب
2	مغناط	4	6	تقریب	تقریب
1	سابق	6	1	تقریب	تقریب
1	و	1	4	تقریب	تقریب
			7	تقریب	تقریب
			3	تقریب	تقریب
			3	تقریب	تقریب
			1	تقریب	تقریب
			1	تقریب	تقریب
			1	تقریب	تقریب
			1	تقریب	تقریب



31-2011

From: AFGHANISTAN  
To: PAKISTAN

650 - 1000

28 - 1000

23 - 1000

14 - 1000

4 - 1000

6 - 1000

2 - 1000

6  
2011 (18)

6734 c	کمیٹی سہ	344
774		
5106 c		
555 P.A		
1837 c		
	کاڈرل - 80	تقریر - 2
	کار - 113	اردن - 1
	ڈاک فون - 102	فرنگ - 1
	رنگ مینٹر - 51	صد لبرڈ - 9
	کمٹ - 380	م نائٹ - 4
	فروڈ ٹیمپری - 122	سکٹ - 10
	ارٹ - 47	محل سامان - 1
	مرئی - 11	خوار - 2
	پروڈنٹ - 12	مکرون - 2
	سریا ڈور - 16	الس کلیم - 1
	جوس بیجا - 26	سٹیڈ - 3
	جامل - 9	دھو - 3+1
	W.P.P - 26	مرفی - 1
	ارڈے - 10	پلاسٹک سامان - 1
	گوشٹ - 1	حوالہ - 4
	ٹکی - 9	بھنگے - 6
	صومبر سائیکل - 1	پیلے ٹیم - 2
	ماربل - 2	سرسٹ - 1
	کتہ - 1	خالہ بوی - 1
	چوکر - 2	شمبو - 1
	بیشری ماما - 3	ریشٹ - 1
	انویسٹ - 1	سلاہین - 1
	کراری - 2	خالہ بویل - 3
	ماسرنا - 1	
	کسٹل - 3	
	میشی طبلہ - 4	

Handwritten notes on the left margin, including various symbols and characters.

15011 6

From: AFGHANISTAN  
To: PAKISTAN

- 590 - ضلع ننگر
- 25 - سب
- 16 - سب
- 20 - سب
- 31 - سب
- 1 - سب
- 1 - سب



6  
D 2 2011

FROM: AFGHANISTAN  
TO: PAKISTAN

540 - کابل

35 - ب

43 - کابل

1 - کابل

28 - کابل

1 - کابل

1 - کابل

2 - کابل

1P - کابل

## Exit-Traffic Flow (Hourly) at Turkham Check-Post

From: PakistanTo: AfghanistanDay TuesdayDate 07.06.2011

Weather

Warm/Hot

Survey Timing	Private Vehicles		Passenger Vehicles			Goods Vehicles								
	M/cycles	Car/Jeep Pajero/ Taxi/ Suzuki etc	Wagon/ Hiace/ Transit (12-18 Seats)	Coaster /Mini Bus (24-30 Seats)	Bus/ Coach (52-60 Seats)	Rigid Trucks			Articulated Trucks					
						Hilux Passengers/ Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)	Truck (5axle)	Truck (6axle)		
12:00pm To 1:00pm	-	2	-	1	-	6	2	1	-	6	1	6	1	21
2:00pm to 3:00pm	-	-	-	-	-	3	6	-	2	1	-	8	-	8
3:00pm to 4:00pm	-	-	-	-	-	2	-	2	4	8	2	16	2	16
6:00pm to 7:00pm	-	-	-	2	-	-	3	-	1	3	3	21	3	21

## Enter-Traffic Flow (Hourly) at Turkham Check-Post

From: Afghanistan To: Pakistan

Warm/Hot

Weather

Date 07.06.2011

Day Tuesday

Survey Timing	Private Vehicles				Passenger Vehicles				Goods Vehicles					
	M/cycles		Car/Jeep Pajero/ Taxi/ Suzuki etc	Wagon/ Hiace/ Transit (12-18 Seats)	Coaster /Mini Bus (24-30 Seats)	Bus/ Coach (52-60 Seats)	Rigid Trucks			Articulated Trucks				
							Hilux Passengers/ Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)	Truck (5axle)	Truck (6axle)	
12:00pm To 1:00pm	-	-	-	2	-	-	8	3	-	-	-	3	-	12
2:00pm to 3:00pm	-	-	-	1	-	-	8	2	2	3	7	-	-	7
3:00pm to 4:00pm	-	-	-	1	-	-	3	1	-	7	-	-	-	16
6:00pm to 7:00pm	-	-	-	-	-	-	-	-	6	-	3	1	-	12

## Exit-Traffic Flow (Hourly) at Turkham Check-Post

From: Pakistan

To: Afghanistan

Day Wednesday

Date 08.06.2011

Weather

Warm/Hot

Survey Timing	Private Vehicles		Passenger Vehicles				Goods Vehicles					
			Rigid Trucks		Articulated Trucks							
	M/cycles	Car/Jeep Pajero/ Taxi/ Suzuki etc	Wagon/ Hiace/ Transit (12-18 Seats)	Coaster /Mini Bus (24-30 Seats)	Bus/ Coach (52-60 Seats)	Hitux Passengers/ Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)	Truck (5axle)	Truck (6axle)
12:00pm To 1:00pm	-	-	-	-	-	-	-	-	-	5	2	4
2:00pm to 3:00pm	-	-	-	2	-	-	-	-	-	1	-	6
3:00pm to 4:00pm	-	-	-	-	-	-	-	-	-	-	-	-
6:00pm to 7:00pm	-	-	-	1	-	7	3	-	-	1	-	2



## Enter-Traffic Flow (Hourly) at Turkham Check-Post

From: Afghanistan

To: Pakistan

Day Wednesday

Date 08.06.2011

Weather

Warm/Hot

Survey Timing	Private Vehicles		Passenger Vehicles				Goods Vehicles							
	M/cycles	Car/Jeep Pajero/ Taxi/ Suzuki etc	Wagon/ Hiace/ Transit (12-18 Seats)	Coaster/ Mini Bus (24-30 Seats)	Bus/ Coach (52-60 Seats)	Rigid Trucks			Articulated Trucks					
						Hilux Passengers / Loading & Pickup Loader	Shahzore, Mazda T3500/ Mini Truck	Truck (2axle)	Truck (3axle)	Truck (4axle)	Truck (5axle)	Truck (6axle)		
12:00pm To 1:00pm	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00pm to 3:00pm	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00pm to 4:00pm	-	-	-	2	-	-	12	7	3	2	6	2	18	-
6:00pm to 7:00pm	-	-	-	1	-	-	2	-	1	13	2	3	22	-

# Pakistan Tours Limited

## INTERNATIONAL ROUTES

### 1). Lahore-Delhi Bus Service:

- Protocol agreement signed in February 1999. The service was suspended in January 2002. Revived In July 2003.

- Operational Days: 06 Days a week except Sunday

- Fare:

• Pakistan Side

- Rs. 2000 (adult)

- Rs. 1500 (Children 2 – 12 years)

Indian Side

Rs. 1750 (adult)

Rs. 1200 (Children 2 – 12 years)

Note: The fare needs to be increased as the fuel prices are gone very high. The case for increase in the fare has already been forwarded to Ministry of Tourism, which needed to be directly taken with the Ministry of Communication.

- Departure Time: 0600 hrs

- Distance: 510 Kms

- Travelling Time: 12 hours

- Halts

• Wagha for Breakfast (20 Min)

• Customs / Immigration at Wagha (1 ½ hours)

• Customs / Immigration at Attari (2 hours)

• Kartarpur (10 Min)

### 2). Lahore-Amritsar Bus Service:

- Protocol agreement signed in December 2005. The service started in January 2006.

- Operational Days:

• Pakistan – Friday

• India – Tuesday

- Fare:

• Pakistan Side

- Rs. 900 (adult)

- Rs. 600 (Children 2 – 12 years)

Indian Side

Rs. 750 (adult)

Rs. 500 (Children 2 – 12 years)

- Departure Time: 0900 hours

- Distance: 74 Kms

- Travelling Time: 3.30 hours

- Halts

• Wagha & Attari for Customs / Immigration

3. Nankana Sahib – Amritsar Bus Service via Lahore:

- Protocol agreement signed in December 2005. The service started in March 2006

- Operational Days:

- Pakistan – Tuesday
- India – Friday

- Fare:

• Pakistan Side

- Rs. 1200 (adult)
- Rs. 1000 (Children 2 – 12 years)

• Indian Side

- Rs. 1000 (adult)
- Rs. 666 (Children 2 – 12 years)

- Departure Time: 0700 hrs

Distance: 164 Kms

- Travelling Time: 6:30 hours

- Halts

- Wagha & Attari for Customs / Immigration

4) Sust – Tashkurgan Bus Service :

- Operational Days: Daily

- Fare: US\$ 25/- (Pak Rs. 2500 per person)

- Distance: 230 Kms

- Travelling Time: 5:30 hours