



PRESENTATION
ON QUADRILATERAL AGREEMENT

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QUADRILATERAL AGREEMENT

- The Quadrilateral Agreement on Traffic in Transit was signed by **Pakistan, China, Kyrgyzstan and Kazakhstan** on 09th March 1995 in Islamabad.

- The allied Protocols to the Quadrilateral Agreement are:
 - **Protocol** on Custom Procedures for traffic in transit and Visa Regime signed in July, 1996.

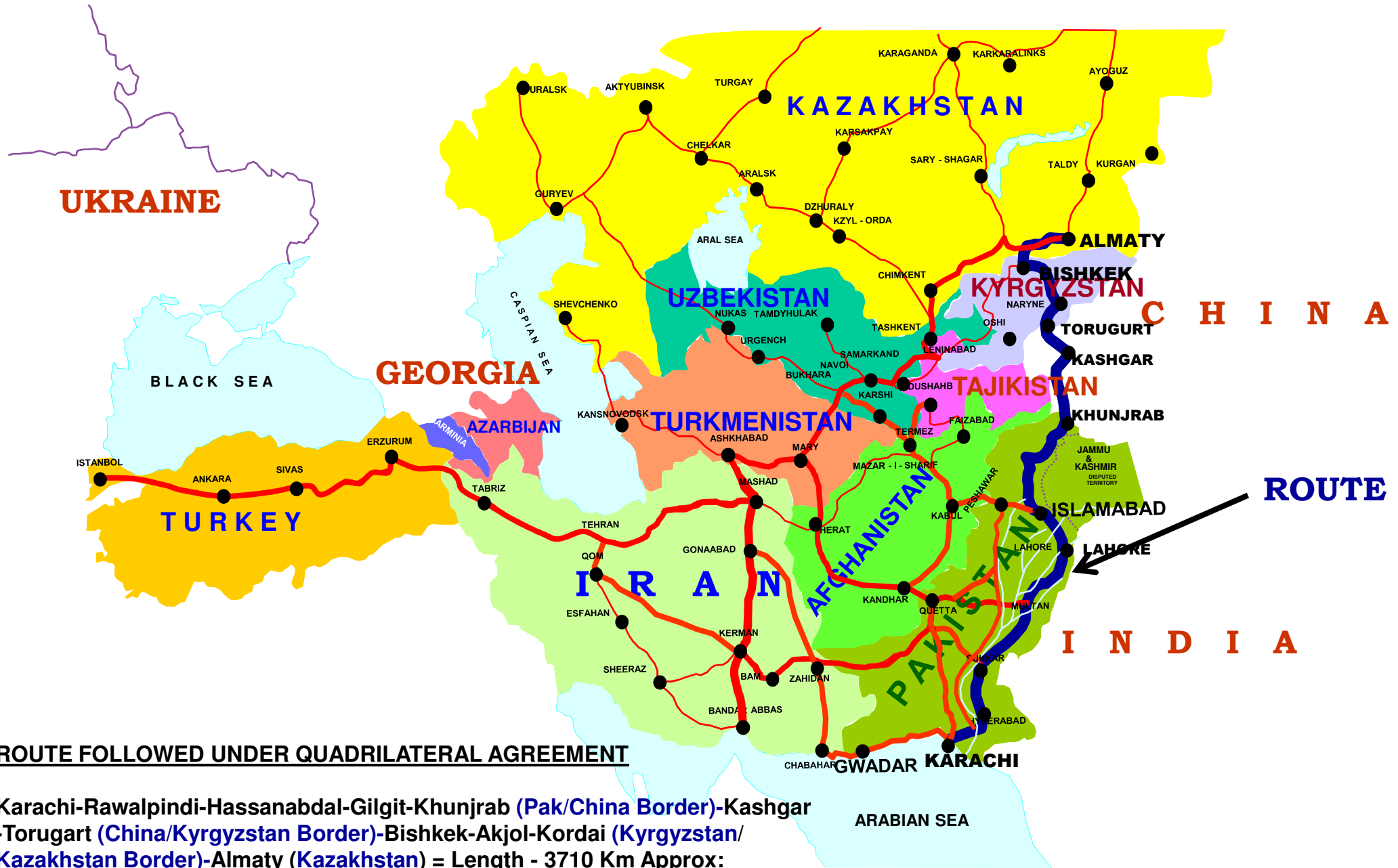
 - **Protocol** on establishing system of International Road Transit Permit for traffic in transit among the contracting parties in November, 1998.

 - **Regulations** for implementation of Agreement on traffic in transit among contracting parties signed in November, 1998.

QUADRILATERAL AGREEMENT

- Enforced in May 2004 and traffic in transit remained in operation till landslide on Karakoram Highway in January 2010.
- Traffic operation halted since then as 24 km portion of KKH submerged in water.
- After hectic efforts of Pakistani & Chinese engineers, this road portion is being restored now in September 2015 and will be opened for traffic.
- The traffic operates on Transport Permits system.
- The permits are printed and distributed in turn by China, Kazakhstan, Pakistan and Kyrgyzstan respectively in quantity required for a calendar year. The quota is determined by consent of Contracting Parties.
- The quota limit for permits for each country per year is 200.
- Avg Permits used annually by Pakistani Transporters is 55-60.
- In 2007, Pakistan organized a truck caravan among four countries to create awareness among business community.

TRANSIT ROUTE UNDER QATT



PROCEDURE FOR OPERATION OF TRAFFIC IN TRANSIT

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The salient features of procedure adopted for Traffic in Transit are as under:

International Road Transit Permit

- The carriers holding valid international Road Transit Permits are allowed to operate traffic in transit amongst the Contracting Parties.
- Only vehicles with valid documents including the permit, registration & fitness certificates and driving license are allowed to enter and perform traffic in transit in the territory of the Contracting Parties.
- One permit is issued to one vehicle for specific dates.

- One permit is valid for one round trip only, allowing vehicles to carry return load.
- The permit is non-transferable.
- The permit issued in December of one Calendar Year can be extended to January of next Calendar Year by the issuing authority.
- The border post authorities of the Contracting Parties at the border post shall check the permit of the vehicle performing traffic in transit.

Visas System

- **Pakistan and Kazakhstan** agreed to issue one year multiple entries visas to drivers/importers. **China & Kyrgyzstan** agreed to recommend to their authorities to extend same facility.

Authorities For Issuance of Permits

The Competent Ministries of the Contracting Parties authorized to issue the Permits are:

- **CHINA** : Ministry of Communications and
Department of Communications
Xinjian Uygur Autonomous Region of China
- **KAZAKHSTAN** : Transport Inspection Department,
Ministry of Transport & Communication
- **KYRGYZSTAN** : Union of International Transport
“Kyrgyzintrans” Ministry of Transport &
Communications
- **PAKISTAN** : Ministry of Communications

Agreed Border Posts and Land Routes

The agreed border posts and land routes for traffic in transit operation among the Contracting Parties are;

Border Posts

- **Pakistan** : Karachi Sea Ports and Sust
- **China** : Khunjrab, Torugart and Khorgos
- **Kyrgyzstan** : Torgurt and Ak-Jol
- **Kazakhstan** : Kordai and Khorgos

Land Routes

Karachi Sea Ports (**Pakistan**) to Hassanabdal (N-5 or Motorways) -Gilgit-Sust(KKH)-Khunjrab(**China**)-Kashgar-Torugart(**Kyrgyzstan**)-Bishkek-Ak Jol-Kordai(**Kazakhstan**)-Almaty (**Kazakhstan**)

Khorgos (**Kazakhstan**)-Khorgos (**China**) and vice versa

Permissible Transit Time

Contracting Parties agreed to allow following transit time for movement of goods in transit from point of entry to point of exit:

- ❑ **Pakistan** = 30 days
- ❑ **China** = 180 days (or custom officials shall determine transit time)
- ❑ **Kazakhstan** = 7 days (or equal to duration of stay allowed for each entry)
- ❑ **Kyrgyzstan** = 30 days

Impediments Faced by Transporters

- Issuance of visas to the drivers/personnel operating under the Quadrilateral Agreement is usually delayed. No facilitation by Member States.
- Visa facilitation mechanism agreed to in a meeting of diplomats of Member Countries held at Ministry of Foreign Affairs, Islamabad on June 30, 2008, is not being honoured/implemented by Embassies of Member States. The procedure/mechanism agreed to was:
 - ***Ministry of Communications will forward to the Embassies of Member States particulars of drivers /transporters alongwith a copy of the Permit issued to them.***
 - ***Upon presentation of the confirmation letter and copy of the Permit from the Ministry of Communications, the Embassies will endorse multiple entry visas of two and a half months duration on the Passports of the drivers. No further documentation will be required.***

Impediments Faced by Transporters

- Lack of knowledge regarding agreement and allied Protocols is an issue. Authorities stop unnecessarily the vehicles at numerous locations in transit through their territories.
- Customs/Immigration authorities in China cause unnecessary delays in the inspection & clearance of vehicles in transit. Border Agencies waste a lot of time at entry points especially at Tashkurgan by first sending a fax message to Kashgar/Beijing to ask for authorization of the Pakistani trucks to transit and then wait for its reply (which normally takes more than 3-4 days). Perishable goods have often been damaged/destroyed due to such time taking procedures. Being a Transit Agreement, **there should not be such restriction.**

Impediments Faced by Transporters

- Any transiting truck under Quadrilateral Agreement should be sealed and allowed to proceed ahead immediately after inspection by Customs Authorities after assurance that Customs Seal is intact.
- No insurance cover to goods in transit.
- The transit route (Rawalpindi – Hasanabdal – Gilgit – Khunjerab (Pak – China Border) – Kashgar – Torugart (China – Kyrgyzstan Border) – Bishkek – Akjol – Kordai (Kyrgyzstan – Kazakhstan Border) – Almaty (Kazakhstan) specified in Agreement is not an all weather road link. **Remains closed for four months (December to end March every year)**
- Different working hours at the borders.

Impediments Faced by Transporters

- Most borders work on 5 or 6 days weekly basis.
- Numerous inspections by different agencies at the borders and during the transit.
- Inconsistent Rules and Regulations.
- Unforeseen procedural delays.
- Un-necessary documentation.

Suggestions / Recommendations

- **Borders to be opened/operational** for 7 days a week as per the demand of importers / exporters for boosting the trade among Member countries.
- Majority of the Transporters/Traders do not prefer the lengthy route specified in the Agreement besides cumbersome procedures at the borders.
- It is suggested to introduce system of **unified seals**. After Customs Inspection at point of origin, the truck/container should be sealed and same seal should be opened at final destination.
- Visa facilitation for drivers/crew preferably multiple entries. It is proposed to introduce **Unified Visa Sticker mechanism**.

- A **list of approved operators** should be shared with all embassies of contracting countries by Ministry of Foreign Affairs and the approved operators under QATT **should be granted at least 6 months or one year multiple entry visas as agreed under Agreement.**
- Regarding guaranteeing mechanism against the goods in transit, **TIR Convention being globally acceptable transit system may be opted.**
- Alternatively, **Regional Guaranteeing System** needs to be developed.
- To create awareness among the business communities of Member Countries, Pakistan proposes to prepare **a BROCHURE in three languages (Chinese, English and Russian)** containing salient features, basic information and potential available.
- This may be printed after vetting by all States and **then circulated** among Member Countries.

New Proposed Route

- Pakistan proposes to include the following new route in addition to the already agreed route so as to promote the trade:

Karachi – Rawalpindi – Hasanabdal – Gilgit – Khunjerab (Pak – China Border) - Kashgar (China) – WUQIA (China) – ULUGGAT (China)– IRKESTAN (China – Border Town with Kyrgyzstan) – Sary Tash (Kyrgyzstan) – Osh (Kyrgyzstan) – Jallabad (Kyrgyzstan) – Bishkek (Kyrgyzstan) – Ak-Jol – Kordai (Kyrgyzstan – Kazakhstan Border) – Almaty (Kazakhstan)

- Although 600 Kilometers longer than the existing route but would be preferred by operators mainly because it is in good condition.
- Operators can pick up and drop loads at Osh which is hub of trade activities by virtue of its close proximity with Tajikistan and Uzbekistan. Its significance has increased manifold after accession of Kyrgyzstan to **Euro Asian Economic Union**. Traders can benefit from all these markets.

New Proposed Border Posts

Addition of new border posts:

Existing Border Posts:

- Pakistan: Karachi Sea Ports & Sust
- China: Khunjrab, Torugart and Khorgos
- Kyrgyzsta: Torugart and Ak-Jol
- Kazakhsta: Kordai and Khorgos

New Proposed Posts:

Irkeshtan (China – Border Town with Kyrgyzstan)– Sary Tash (Kyrgyzstan)

Expansion of QATT to other CAREC States

- Tajikistan has already applied for accession. Matter is under consideration. Upon joining, following routes are suggested for Tajikistan:
 - Gilgit-Sust (**N-35 PAKISTAN**) – Tashkurghan (**G-314 CHINA**)– Murghab – Khorog - Dushanbe (**M41-TAJIKISTAN**)
 - Gilgit-Sust (**N-35PAKISTAN**)–TashKurghan–Kashi- Irkeshtam (**G314 CHINA**) - Karamyk - Dushanbe (**M-41- TAJIKISTAN**)
- Huge potential for food products, fresh fruits, minerals, raw cotton, aluminum, energy and variety of other items as exports from CARs to Pakistan and global markets.
- To facilitate transport operation and benefit from road infrastructure built with huge investment besides taping the potential available in CAREC region, other CAREC states may also consider joining QATT.
- Article-XX of Agreement states;
 - ***“The Present Agreement is open to other states, who can join it with the concurrence of all the contracting parties.”***

THANK YOU

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