

# **PRESENTATION ON QUADRILATERAL AGREEMENT**

**MINISTRY OF COMMUNICATIONS  
GOVERNMENT OF PAKISTAN**

# QUADRILATERAL AGREEMENT

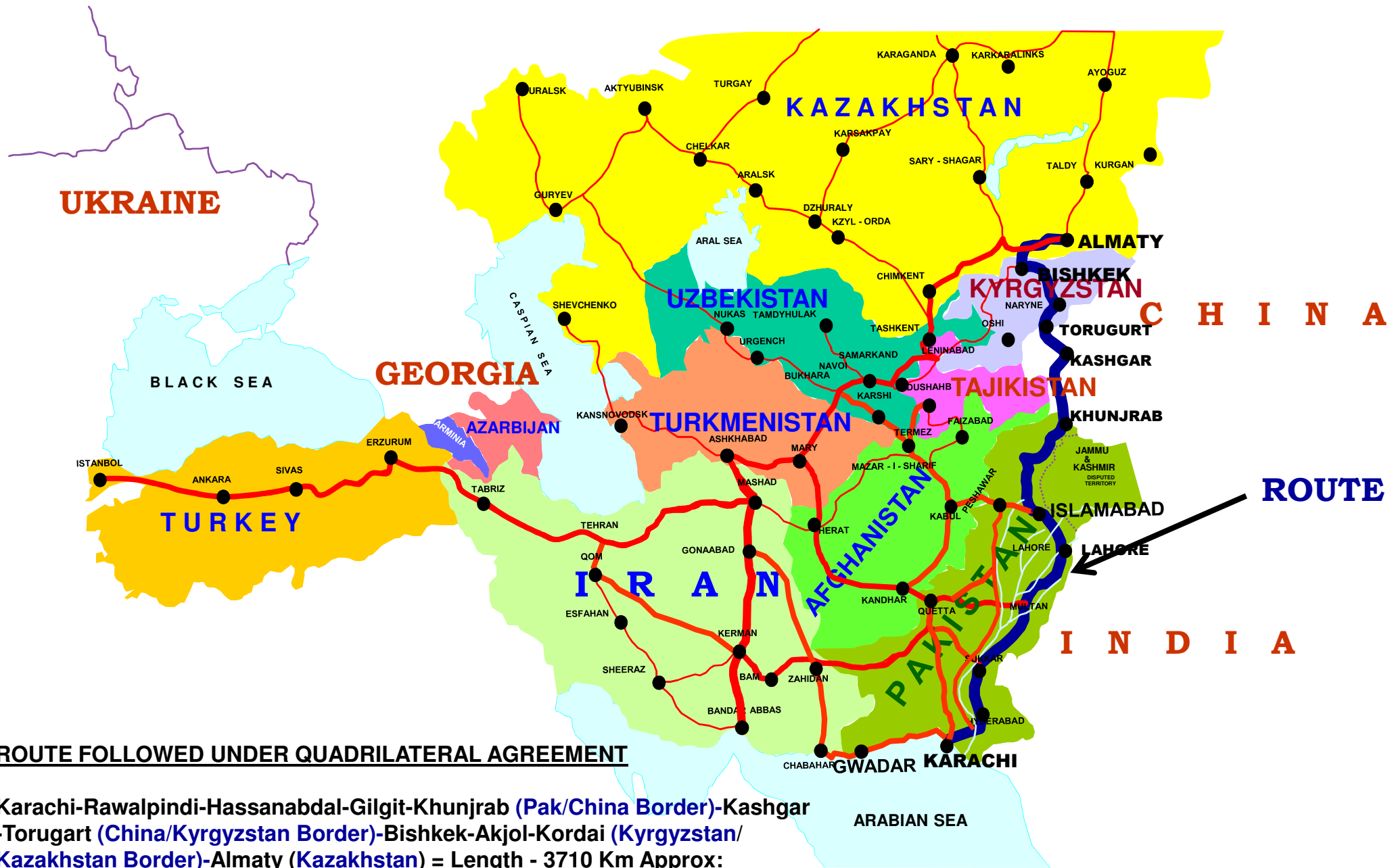
- The Quadrilateral Agreement on Traffic in Transit was signed by **Pakistan, China, Kyrgyzstan and Kazakhstan** on 09<sup>th</sup> March 1995 in Islamabad.
- The allied Protocols to the Quadrilateral Agreement are:
  - **Protocol** on Custom Procedures for traffic in transit and Visa Regime signed in 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

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- 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 has been **Reopened on 02<sup>nd</sup> September 2015 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.
- Pakistan has prepared the draft Permit and now awaiting vetting by Member States before final printing.
- 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 check the permits of the vehicles performing traffic in transit.

# Authorities For Issuance of Permits

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

- **CHINA** : Ministry of Transport and  
Department of Transport of  
Xingjian Uygur Autonomous Region
- **KAZAKHSTAN** : Ministry of Investment and Development
- **KYRGYZSTAN** : Department of International Transport  
“Kyrgyzintrans” of 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



# CONCEPT BROCHURE FOR PROMOTION OF KKH & QTTA

- Lack of knowledge regarding agreement and allied Protocols has remained a major impediment. Authorities stop unnecessarily the vehicles at numerous locations in transit through their territories.
- In line with the decision taken in First QTTA Workshop at Bangkok on 19-20 June 2015, Pakistan has prepared a **draft concept for brochure** on QTTA containing the salient features and provided to ADB for further refining/improvement from marketing point of view.
- After necessary vetting/finalization, needs translation and then printing into (3) languages with the facilitation from ADB

# **STATUS OF KKH ATTA ABAD BARRIER LAKE (24KM)**

**(View of the landslide at Attabad on January 4, 2010)**



## View of The Emergency Relief Work After Landslide



# Layout Plan



# Project Information

<b>Name of the Project</b>	<b>Realignment of KKH at Attaabad Barrier Lake</b>
<b>Name of the Contractor</b>	<b>China Road and Bridge Corporation</b>
<b>Scope of Work</b>	<b>5 Tunnels, 2 bridges, 78 Culverts</b>
<b>Date of Commencement</b>	<b>July 26,2012</b>
<b>Date of Completion</b>	<b>September 25 ,2015 (Opened on 02<sup>nd</sup> September 2015)</b>
<b>Contract Cost</b>	<b>USD.275.060 Million</b>
<b>Till to date Certified Payments</b>	<b>USD 139.620 Million</b>
<b>Length of Project</b>	<b>23.66 Km (K654+200~K678+200)</b>

## Progress Status

<b>Scheduled Progress</b>	<b>97%</b>
<b>Achieved Progress</b>	<b>99.9%</b>
<b>Lead/lag</b>	<b>2.9% (lead)</b>

# Project Information

## Status of Tunnels at Attaabad Project

<b>Tunnel - 01 (435 m)</b>	<b>Complete in all respect</b>
<b>Tunnel -02 (3360 m)</b>	<b>Complete in all respect</b>
<b>Tunnel -03 (195 m)</b>	<b>Complete in all respect</b>
<b>Tunnel - 04 (2737 m)</b>	<b>Complete in all respect except Elect/Mech works</b>
<b>Tunnel -05 (410 m)</b>	<b>Complete in all respect</b>

# Progress photo (Bridge No.2)



# Progress photo (Entrance of Tunnel No.3)





# The Tunnel Management Station



# INFORMATION ON VISA REQUIREMENTS & PROCEDURES

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## □ **Pakistan's Visa Policy for Transporters/Drivers**

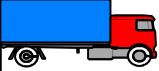
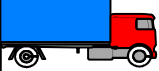








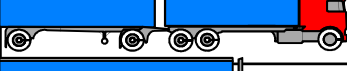

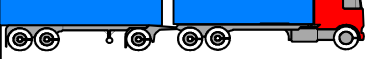
- **6 months multiple entries**

## **Pakistan's Visa Policy for Transporters/Drivers**

- **Visa Application with supporting documents**
- **Passport Copy**
- **Visa processing time including security clearance is 04 weeks**

# **INFORMATION ON VEHICLE STANDARDS (WEIGHTS AND DIMENSIONS)**

# PERMISSIBLE LOAD LIMITS AS PER NHSO-2000

SR. NO.	TRUCK TYPE	Permissible Loads (Tons)
1	 2 AXLE (BEDFORD)	17.5
2	 2 AXLE (HINO / NISSAN)	17.5
3	 3 AXLE	27.5
4	 3 AXLE	29.5
5	 4 AXLE	39.5
6	 4 AXLE	39.5
7	 4 AXLE	41.5
8	 5 AXLE	48.5
9	 5 AXLE	49.5
10	 5 AXLE	51.5
11	 5 AXLE	51.5
12	 6 AXLE	58.5
13	 6 AXLE	61.5

**FRONT AXLE = 5.50 TONES**  
**TRIDEM AXLE = 32 TONES**

**REAR AXLE = 12.0 TONES**

**TENDUM AXLE = 22 TONES**

# VEHICLE DIMENSION STANDARDS

## ☐ MAXIMAL LENGTH (M)

- |                               |    |       |
|-------------------------------|----|-------|
| ▪ Truck with semi trailer     | -- | 18.00 |
| ▪ Truck with ordinary trailer | -- | 21.00 |
| ▪ Trailer                     | -- | 13.00 |

## ☐ MAXIMAL WIDTH (M)

- |  |    |      |
|--|----|------|
| ▪ Motor vehicles and vehicle combinations (trucks with ordinary trailers/semitrailers) | -- | 2.50 |
| ▪ Superstructures of refrigerator vehicles   | -- | 2.60 |

## ☐ MAXIMAL HEIGHT (M) -- 4.80

## PENALTIES OR OTHER ACTIONS TO ADDRESS NON COMPLIANCE TO LOAD LIMITS

Violations	Fine
Overloading in excess of permissible limits (1.1 – 5 %)	Pak Rupees 1000/- (\$ 9.7)
Overloading in excess of permissible limits ( 5 – 10 %)	Pak Rupees 2500/- (\$ 25 )
Loading in excess of the restriction of dimension of goods	Pak Rupees 500/- (\$ 4.8)
Overloading in excess of permissible limits (10.1 – 15 %)	Pak Rupees 5000/- (\$ 49 )
<input type="checkbox"/> Vehicles carrying in excess of 15% load are not allowed to continue their travel on National Highways and Motorways	
<input type="checkbox"/> Imprisonment upto one month	

# QTTA ROUTE IN PAKISTAN

## Via National Highway N-5



CHINA

Khunjerab Pass

Durah Pass

Torkham

Chaman

Taftan

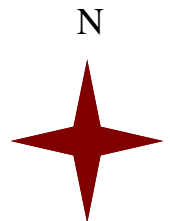
Wahga

Khokhrapar

Gabd

Jiwani

ARABIAN SEA



# QTTA ROUTE IN PAKISTAN

Via Motorways M-1, M-2, M-3, M-4, KLM and M-9

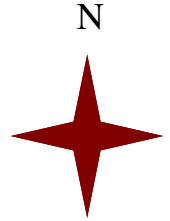
CHINA

**Khunjerab Pass**

**Durah Pass**

**Torkham**

Kashmir  
(Disputed Territory)



AFGHANISTAN

**Proposed Route for Gwadar Port**

**Chaman**

**Wahga**

**Taftan**

INDIA

IRAN

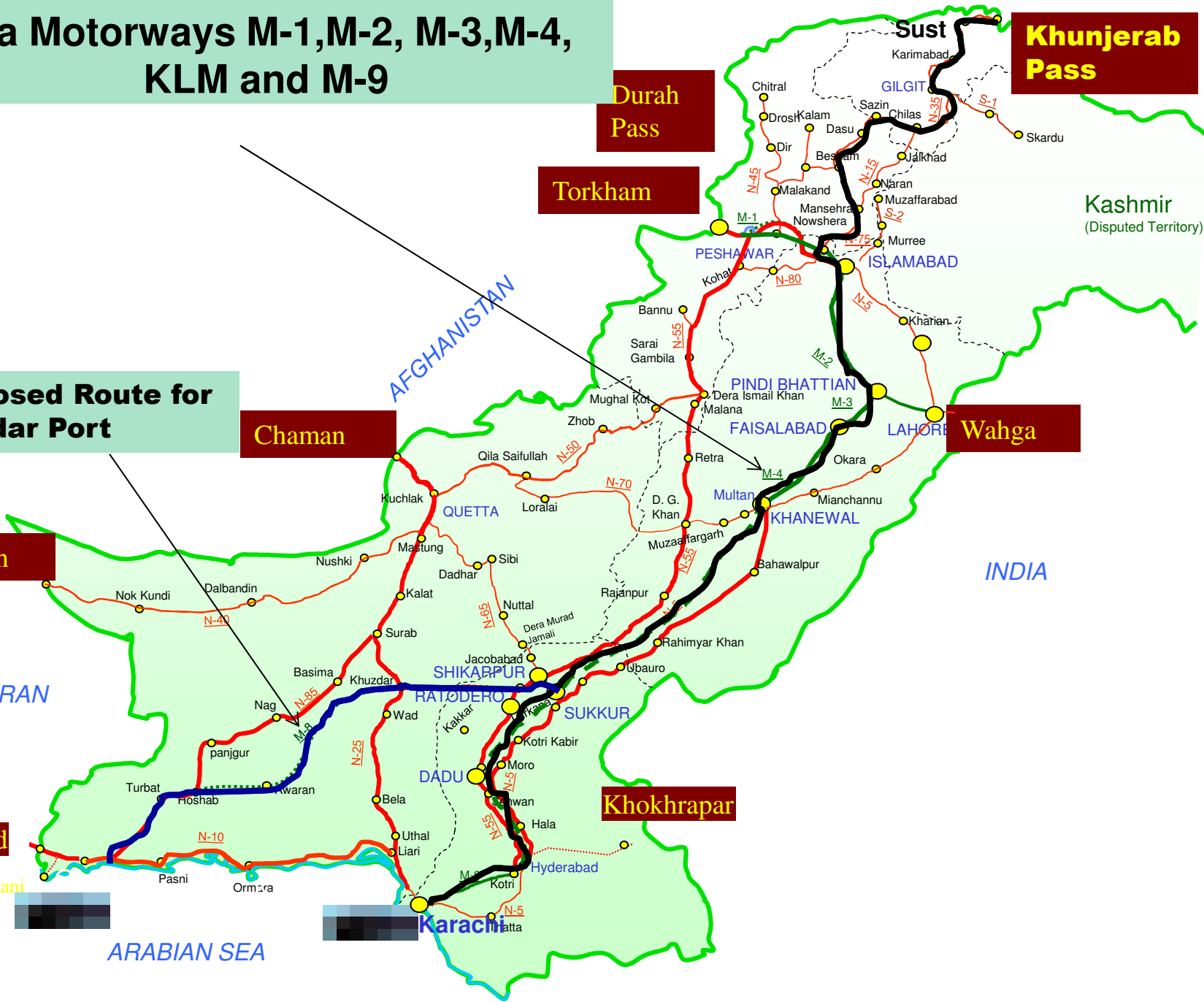
**Gabd**

**Jiwani**

ARABIAN SEA

**Khokhrapar**

**Karachi**





# STATUS OF ROAD INFRASTRUCTURE

Road Section	Road Grade/Class	Current Condition	Weight Axle Load Limits	Planned or Ongoing Improvements
<b>Khunjrab(China)-Sust -Gilgit- Hasanabdal KKH (N-5 or Motorways) to Karachi Sea Ports (Pakistan)</b>				
<b>Status of Route from Khunjrab to Hassanabdal (National Highway N-5)</b>				
<b>Khunjrab-Raikot Section of KKH (335 Km)</b>	<b>National Highway (2-Lanes)</b>	<b>Very good</b>	<b>Mentioned separately</b>	<b>Recently up-graded with Chinese Assistance</b>
<b>Raikot-Thakot Section of KKH (270 Km)</b>	<b>National Highway (2-Lanes)</b>	<b>Good</b>	<b>Mentioned Separately</b>	<b>Feasibility Study completed for up-gradation</b>
<b>Thakot-Havelian Section of KKH (137 Km)</b>	<b>National Highway (2-Lanes)</b>	<b>Fair to Good</b>	<b>Mentioned Separately</b>	<b>Being improved as part of Economic Corridor. In tendering phase</b>
<b>Havelian-Hasanabdal/ Burhan Section of KKH (60 Km)</b>	<b>Motorway (6-lanes)</b>	<b>Under construction/ 2-lanes existing road available for traffic</b>	<b>Mentioned Separately</b>	<b>To be completed by Dec 2016</b>

# STATUS OF ROAD INFRASTRUCTURE

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**Karachi Sea Ports (Pakistan) to Hasanabdal (N-5 or Motorways) -Gilgit-Sust(KKH)-Khunjrab(China)**

**Status of Route from Hasanabdal to Karachi Sea Ports via National Highway N-5 (OPTION-I)**

Hasanabdal to Karachi Section of National Highway N-5 (1585 Km)	National Highway (4-Lanes)	Good condition with bypasses around major cities	Mentioned separately	710 km improved/ up-gradation works completed in 2012 under World Bank funding. 300 Kms rehabilitated through ADB funding
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**Status of Route from Hasanabdal to Karachi Sea Ports via Motorways (OPTION-II)**

Hasanabdal/Burhan to Islamabad Section of Motorway M-1 (67 Km)	Motorway (6-Lanes)	Very Good	Mentioned Separately	Completed in 2007
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# STATUS of ROAD INFRASTRUCTURE

Road Section	Road Grade/Class	Current Condition	Weight Axle Load restrictions applied	Planned or Ongoing Improvements
Islamabad to Pindi Bhattian Section of Motorway M-2 (235 Km)	Motorway (6-Lanes)	Very Good	Mentioned Separately	Completed in 1997. Now overlay being done.
Pindi Bhattian to Faisalabad Motorway (53 Km)	Motorway (4-Lanes)	Very Good	Mentioned Separately	Expansion to 6-lanes planned on PPP mode
Faisalabad to Gojra Section of Motorway M-4 (59 Km)	Motorway (4-Lanes)	Very Good. Newly constructed	Mentioned Separately	Completed & opened for traffic in January 2015 (ADB Funded)
Gojra to Khanewal Sections of Motorway M-4 (126 Km)	Motorway (4-Lanes)	New construction. Land being acquired. Loan negotiations started with ADB.	Mentioned Separately	Start: Dec 2015 End: Jan 2018 (ADB Funded)

# STATUS OF ROAD INFRASTRUCTURE

Road Section	Road Grade/Class	Current Condition	Weight Axle Load restrictions applied	Planned or Ongoing Improvements
<b>Khanewal - Multan Section of Motorway M-4 ( 57 Km)</b>	<b>Motorway (4-Lanes)</b>	<b>Under construction. 94 % completed.</b>	<b>Mentioned Separately</b>	<b>Completion by September 2015. Islamic Development Bank funding.</b>
<b>Multan-Sukkur Section of Motorway KLM (392 km)</b>	<b>Motorway (4-Lanes)</b>	<b>New construction. Financial Bids opened. Award in 2 months</b>	<b>Mentioned Separately</b>	<b>Early Harvest Project under Pak-China Economic Corridor. Completion by 2018.</b>
<b>Sukkur -Hyderabad Section of Motorway KLM (345 Km)</b>	<b>Motorway (4-Lanes)</b>	<b>New construction. Tendered on PPP mode</b>	<b>Mentioned Separately</b>	<b>Planned under Pak-China Economic Corridor. Completion by 2018.</b>
<b>Hyderabad- Karachi Motorway 136 Km (M-9)</b>	<b>Motorway (6-Lanes)</b>	<b>Under construction on PPP mode</b>	<b>Mentioned Separately</b>	<b>Completion planned by Dec 2017</b>

# STATUS OF BORDER CROSSING POINTS

Border Crossing Point	Existing Facilities, Operating Seasons, operating hours	Current Condition of infrastructure, natural hazards, safety and security issues	Existing information communications technologies, capacity to transmit & process cross border cargo information	Required Planned or Ongoing Improvements
<p><b>Khunjrab/Sost</b></p>	<p><b><u>Existing facilities:</u></b></p> <p><b>1. <u>Silk Route Dry Port</u></b>            a. <b><u>Ownership:</u></b> Silk Route Dry Port Trust (joint venture of Chinese and local community) Handling Capacity: Examination/Warehousing of Cargo up to ten containers of 56 feet on daily basis. Handles both Import/Export Cargo.</p> <p><b>b. <u>Offices accommodation:</u></b></p> <p>Assistant Collector. 1            Superintendents/other staff: 10</p>	<p>The current condition of infrastructure needs improvements, repairs and extension</p> <p>Safety and security issues are satisfactory.</p> <p>The facility is at Karakorum highway, which is prone to natural hazards like floods and landslides occasionally.</p>	<p>The communication is unsatisfactory. Cross-border communication is through mail only. There is no online communication.</p> <p>One Customs is installed. WeBOC has not been installed.</p>	<p>The Dry Port is owned by SRDP Trust. The department is in communication with them to improve the facility. There is litigation in courts due to internal matters of the owners and the Chinese company. <u>Expansion of the port alongwith office accommodation is required.</u></p> <p>The residential areas need improvement. BOQs has been submitted. Expansion and further construction is required.</p>

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	<p><b>2. <u>Baggage Section</u></b></p> <p>Pakistan Customs facility for personal baggage of passengers. Handling facility : 100 passengers.</p> <p><b>3. <u>Residential Accommodation for staff</u></b></p> <p>Makeshift accommodation for officers/staff Maximum capacity 20 personnel.</p> <p><b>4. <u>Operating Seasons</u></b></p> <p>April 1<sup>st</sup> to 30<sup>th</sup> November,. Daily hours: Sunrise to Sunset.</p>			<p>Communication will improve with the construction of the Attabad tunnel bypassing Attabad lake, including installation of WeBOC by December 31, 2015.</p>

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Border Crossing Point	Existing Facilities, Operating Seasons, operating hours	Current Condition of infrastructure, natural hazards, safety and security issues	Existing information communications technologies, capacity to transmit and process cross border cargo information	Required Planned or Ongoing Improvements
<b>Karachi</b>	03 International Container Terminals, handling thousands of containers daily. PICT, KICT and QICT. In addition to these terminals there are several Off-Dock container terminals such as AICT, NLC, MTO, BOML, etc. all terminals operate round the clock 24/7 through out the year.	Satisfactory infrastructure, Karachi being the main economic hub and the main port city of Pakistan it has sufficient infrastructure to handle any added cargo inflow.	Pakistan Customs internet based automated system is currently operational at all terminals of Karachi. Electronic transmission is not an issue at Karachi. From manifest filing till the release of cargo is all handled through the automated system of Pakistan Customs called WeBOC	New container terminal is under construction at Grohyne shipyard which once operational will further add to the capacity that Karachi can handle. Furthermore, regular system upgradation and addition of new operations and procedures through updated/new modules are added in the WeBOC system.

# PROCEDURE PROPOSED FOR QTTA EXTENSION, INCLUSION OF TAJIKISTAN AND NEW CORRIDORS

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.”*

1. Existing Contracting Parties to agree in principle, **FIRST.**
2. Government of Tajikistan to forward official request alongwith proposed route extension in their territory to Pakistan being Depository State of QTTA.
3. Meanwhile, proposed Amendment or Additional Protocol be drafted with legal assistance/facilitation from ADB.
4. Pakistan will circulate this request together with proposed Amendment or Additional Protocol among existing Contracting Parties for their written consent.
5. After receiving consent from all, Depository State to approach all States including Tajikistan to complete their legal formalities before signing the Additional Protocol.



# ACTIONS REQUIRED FOR REBOOTING OF QTTA 33

- Issuance of visas to the drivers/personnel operating under the Quadrilateral Agreement is usually delayed. No facilitation by Member States. Member States to **grant at least 6 months or one year multiple entry visas to drivers/crew members as agreed under Agreement.**
- Lack of knowledge regarding agreement and allied Protocols is an issue. Authorities stop unnecessarily the vehicles at numerous locations in transit through their territories. Member States to create awareness Government Stakeholders and business community in their respective territories.
- Harmonization of working hours at the borders is needed.
- Any transiting truck with proper seal be allowed to proceed ahead immediately after inspection by Customs Authorities.

*Contd..*

# ACTIONS REQUIRED FOR REBOOTING OF QTTA 34

- Formation of Joint Intergovernmental Commission on QTTA
- Steps towards induction of globally acceptable TIR Guaranteeing System within QTTA
- Digital Connectivity amongst Customs Authorities of QTTA Member States
- Borders be opened/operational for 7 days a week.
- To make it more successful, more new routes need to be added.

# THANK YOU

