

BY THE NAME OF ALLAH  
THE MOST GRACIOUS  
THE MOST MERCIFUL

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**Islamic Republic of Afghanistan**  
**Ministry of Transport and Civil Aviation**

***POLICY FOR  
“EVALUATING THE OWNERSHIP, GOVERNANCE STRUCTURES,  
AND PERFORMANCES OF PORTS IN THE OIC MEMBER STATES”***

**By (COMCEC)**

**Country Report From Afghanistan  
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**Presenter**

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# Background

**Afghanistan** is a landlocked country that located in the meddle of Asia, bordered by;

- **Iran** (936km) to the west.
- **Turkmenistan**(744km) and **Uzbekistan** (137 km) to the north.
- **Tajikistan** (1206 km) and **China** (96 km) to the north and northeast,
- **By Pakistan** (2430 km) to the east and south .

- **Land area:** Afghanistan's area is 652,225 square kilometer.
- **Population :** around 30 millions peoples .
- **Capital:** KBUL city
- **Ethnic groups :** different groups
- **Climate:** Dry (long and cold winters)
- **32 %of Population lives in city Areas**







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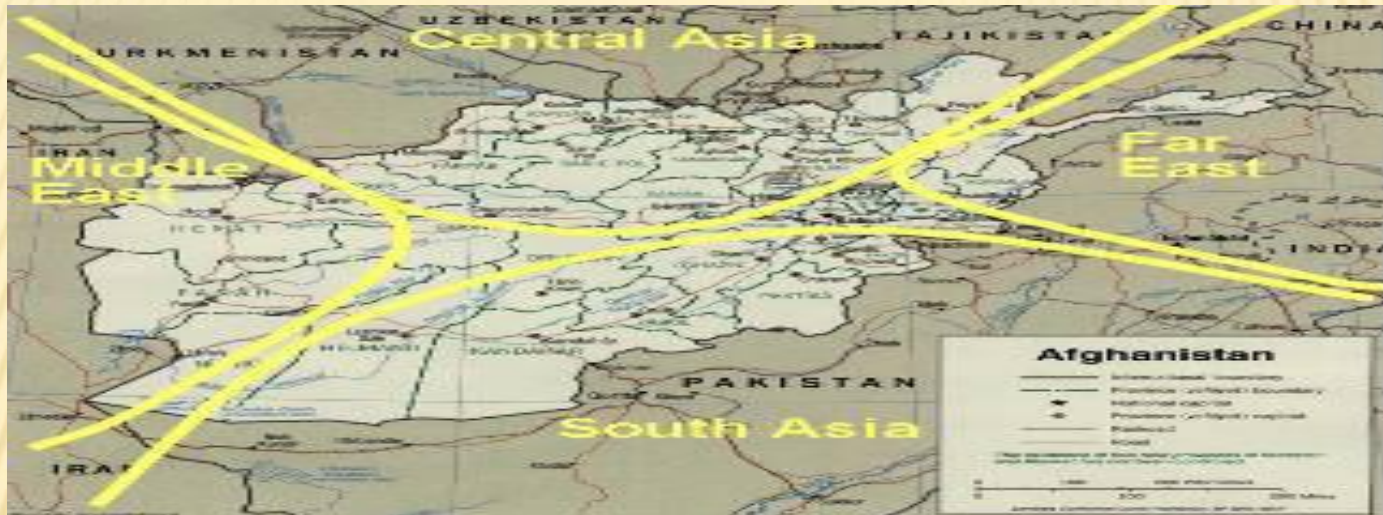
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### GEOGRAPHIC LOCATION





## Current Situation



- ❖ Afghanistan geographical situation is auspicious to connect the north ,south , West and east Asian countries by road Transportation .
- ❖ In the civil aviation area, there are 40 air ports all around the country, but four airport are equipped with modern navigations and sky is also open for air transport.
- ❖ Ground Transportation system is not suitable, in this cause the rules and legislations are under the evaluation to amended .
- ❖ Road way reconstruction is under the National development strategy plans.
- ❖ Renovation of the customs activity and passing boarder procedure is under the development .
- ❖ Some multilateral agreements between the neighboring countries are also signed .



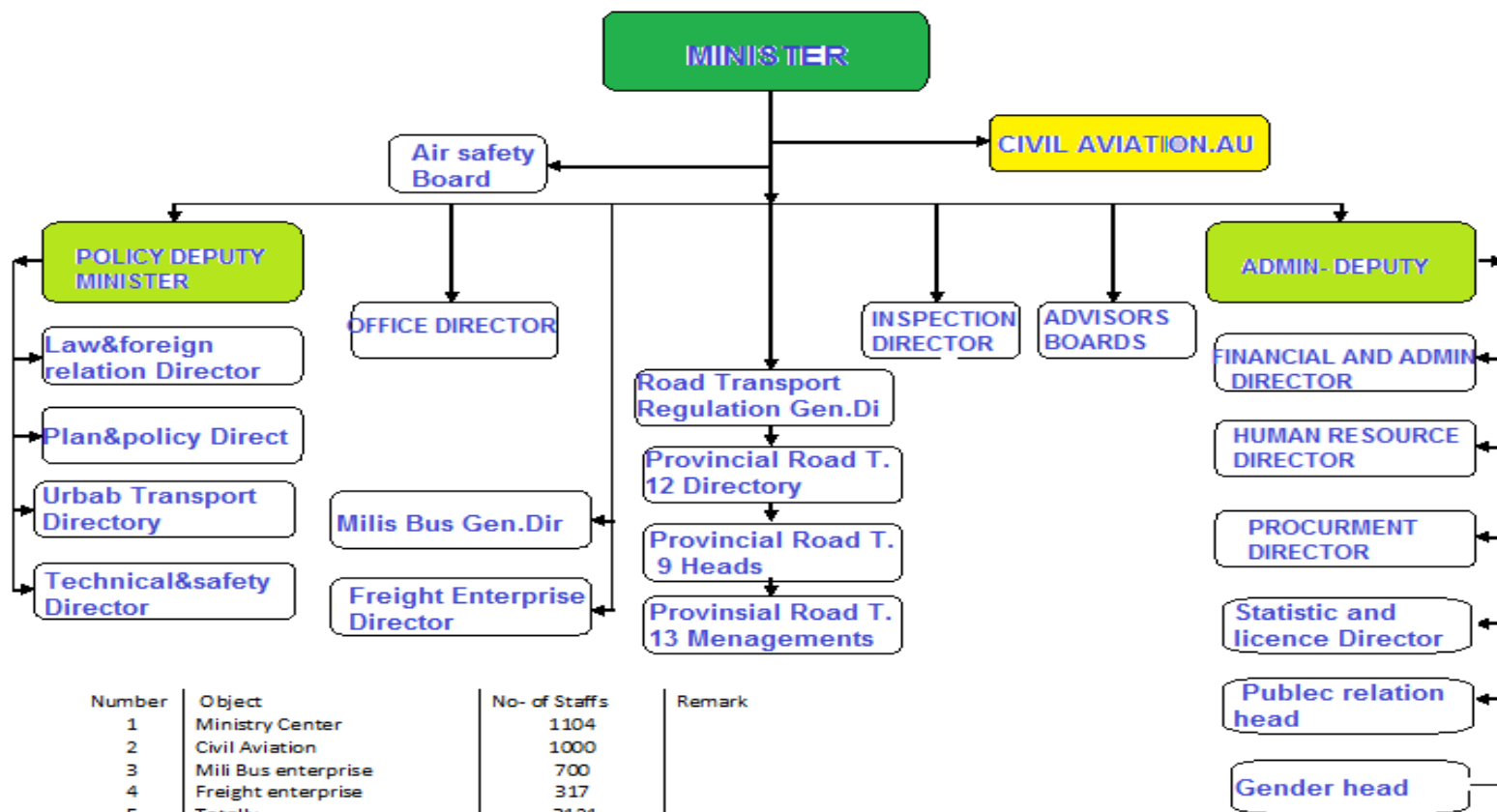
- ✘ Afghanistan is a land lock country, but based on importance of (PPP) model and bringing infrastructure to the market economy we are looking to build and establish dry port in locations that can respond to the current needs.
- ✘ Currently no ports are operating or functional in Afghanistan but in the future we will encourage competition in dry ports using regional and global experience and no doubly MOCI, MOTCA and Afghanistan transportation institute will be organization competition.
- ✘ Since no ports are operating in Afghanistan so we don't have containerization.
- ✘ As we are land lock country so the answer is no
- ✘ We don't have an in depended office for controlling of our dry ports. Just general directorate of land transportation regulation controlling the ports.
- ✘



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### MINISTRY OF TRANSPORT AND CIVIL AVIATION STRUCTURE CHART





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### **Transportation policy**

- reconstruct , renovate and development Transportation infrastructures.
- revision to the transportation old laws and legislation.
- Harmonizing & development regional transportation activities .
- linkage transportation relation to other global nations.
- Human resource capacity building .
- Providing technical and operation safety .





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### **Afghanistan in the regional institutions**

Economic Cooperation Organization (ECO)

South Asia Association Regional Cooperation (SAARC)

Central Asian Regional Economic Cooperation (CAREC)

Central and South Asia Transport and Trade Forum  
(CSATTF)

Shanghai Cooperation Organization (SCO) as viewer.

Organization for Security and Cooperation in Europe  
(OSCE)

Transporte Corredor Europa Caucas Asia (TRACECA)



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### Highways situation

Most roads building occurred in the 1960s to tie Afghanistan in their own respective commercial and economic, that's including around 1685 km roads which was suitable just for 20th century transportation stream.

### Length of roads from beginning to present :

Regional high way: 3365

National high way: 4884

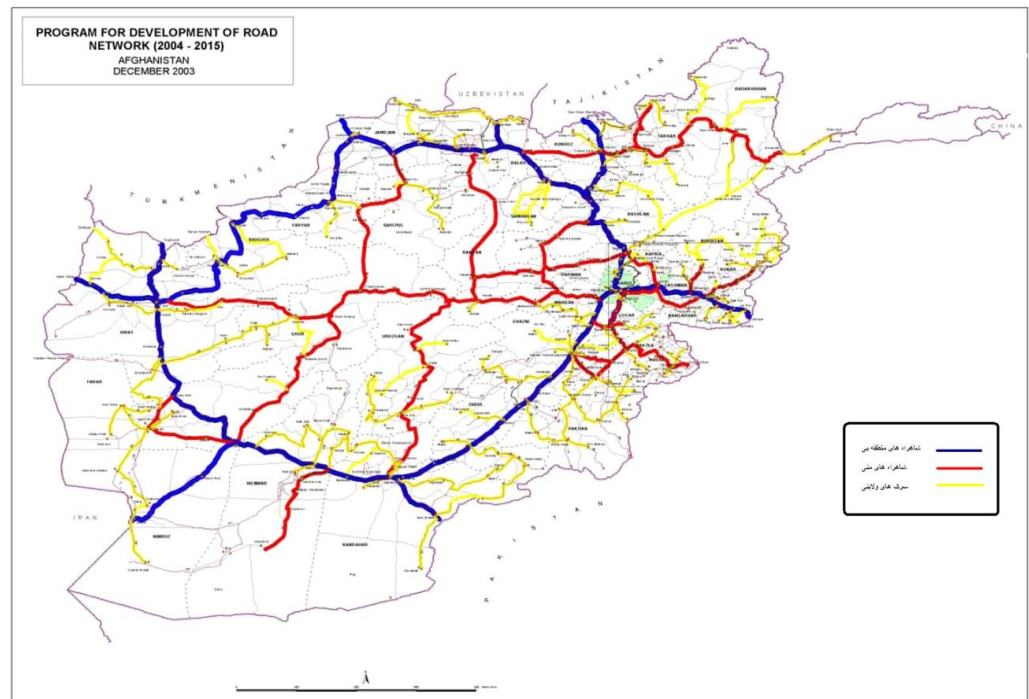
Provincial roads :9656

Totally : 17905 km

Villager roads :17000 km

Entirety : 34905 km.

Paved roads : 6500 km





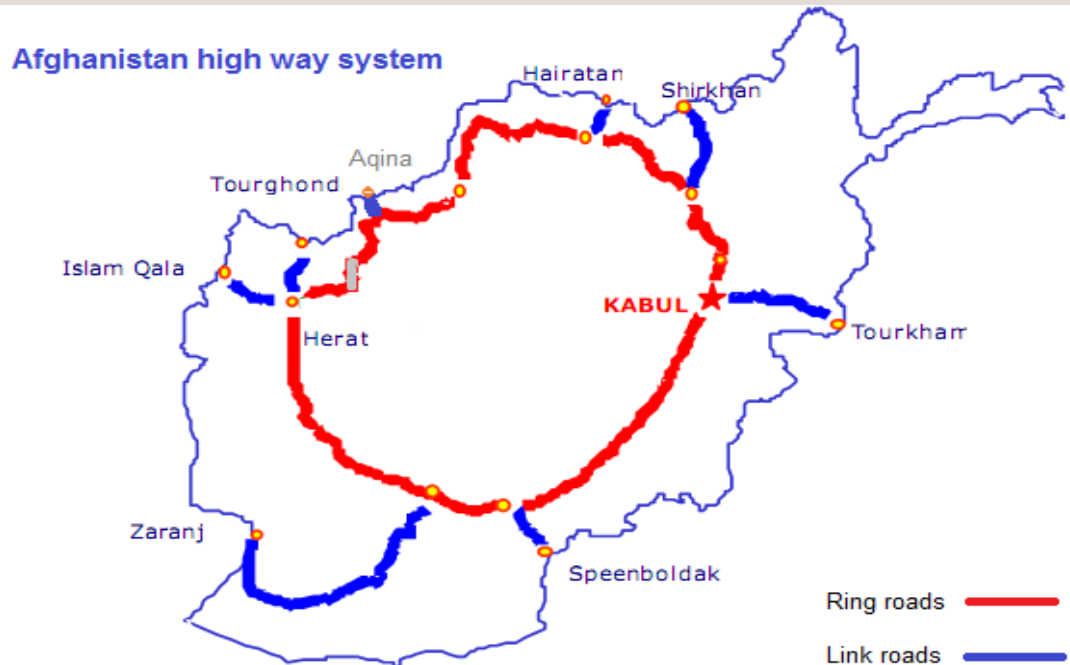
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### Regional roads

Early 2002 and after that, though the regional roads were too narrow, but reconstructed again, and sum more roads built.

Right now there are (3365km) regional roads which joint Afghanistan in 8 point with 5 countries, but not viable and respondent for present traffic streams .







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### Air Transport status

Before the year 1992 Afghanistan had, just Two air lines : **Arianna afghan airline** and **Bakter Afghan airline**, that have managed by government.

Since year 2002 private sectors also involved in this arena:

- Safi air .
- Kam air .
- Aufoqe sharq.
- Afghan jet .





## Current status of road Transport Sector

There are existing from beginning namely (transportation organization -establishment in Afghanistan) around 1000 institutions in nationwide ,with deferent and used motor vehicles. Its necessary to renovate and standard them, but first of all needs to amended the legislations and transportation law , but from deferent reasons we could not reach for this objective yet.

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the number of vehicles :

Totally commercially vehicles are almost 365000.

The high load trucks, within registered about 30000.

Among them 30% launched for regional activity.

68% are utilizing inland transportation system.

2% are ready for **TIR** and international forwarding.

We try to establish motor vehicles technical inspection centers in our country on future , to inspect all the vehicles .

Also wants to open training centers for with experience drivers to instruct them for international activities and else .....





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### **Challenges**

- Policy and institutional reform.
- Air control and air transport renovation.
- Poor quality highways and roads .
- Lack a sufficient urban transportation institution.
- Variety and used vehicles in freight transportation system. .
- Non security at the some transportation routs .
- Pakistan and India political friction effected by Afghans goods transit.
- bureaucracy and corruption.
- Security and general unrest in Afghanistan.



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### Our immediate needs:

- Renovate air transportation system and air control.
- National Bus infrastructure reconstruction.
- Update, and Modernized Boundaries.
- Transportation companies should be standard.
- Vehicles technical inspection sinters necessity.
- Afghan Transport Companies should be to transport goods to neighboring countries (including Pakistan) and to third Destination.
- Visa provision should be facilitated to Afghan drivers Afghan trucks should be allowed to load Afghan Transit Goods(ATG) from ports in Pakistan.
- Illegal, extra charges/fees should be eliminated on Afghan trucks.
- Perishable goods should not be dally in customs, also in the rout of transit.



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**THANKS FOR YOUR ATTENTION**

**ABDUL BASIR - RAHMANI**