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**Impact of Afghanistan-Pakistan Transit Trade Agreement on Afghanistan Trade:
An Empirical Exploration**

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Abstract

Afghanistan is a landlocked country, needing transit agreements with neighboring countries such as Pakistan and Iran. Afghanistan is primarily relying on Pakistan and secondly relying on Iran for its international trade. The aim of this investigation was to understand the effect of Afghanistan Pakistan Transit Trade Agreement on Afghanistan Trade. The investigation would collect secondary data from Afghanistan National Statistics and Information Authority, Federal Board of Revenue, Government of Pakistan, reports of World Bank and World Trade Organization. Where quantitative data would be analyzed through percentage, average value, pivot table and pivot charts. The result show that there is a slight change in the export figure to Pakistan from the year 2015 to till 2018 while a drastically decrease in 2019, which is the political tension among the countries and not implementing the APPTA agreement. While there is a significant increase in export to India from the year 2015 to 2019. The finding indicates that APPTA agreement had significant effect on Afghanistan trade as a result the import from Pakistan had drastically increase from the year 2009 to 2015 while the import reduces from 2016 to 2019. This indicates that politically tension and border close out for number of months in 2016 and 2017 between Afghanistan and Pakistan significantly reduced the import from Pakistan to Afghanistan. Where Afghanistan managed to use Iran and China as an alternative way for fulfilling their import needs over the years. The finding indicates that the import share of Pakistan was 9.22% in 2009, reached to its pick in 2016 18.34%. Due to conflict in the implementation of APPTA agreement and political tension among countries and border closer. The Pakistan import share in Afghanistan total import reduced to 12.7% in 2019. Which indicates that effect of APPTA agreement over Afghanistan trade reduces of the last few years. Pakistan and Afghanistan should learn from regional and international transit agreement in to make the APPTA effective and efficient they may also look at transit agreement among Nepal and India. India and Nepal have tariff parity as importers in Nepal pay the same import duty on goods as paid by Indian importers. If Afghanistan and Pakistan introduce tariff parity between under APPTA, it can address plenty of issues raised in the agreement.

Keywords: *Afghanistan Pakistan Transit Trade and Agreement, and Tariff parity*

INTRODUCTION

Background of the Study:

Afghanistan is one of those landlocked countries which has been using newly formed Pakistan to have access to sea for import and exports. Sea port is the cheapest means of transport as compared to other means of transport such as railway, road transport and air corridor. It was evident that some of the countries are disadvantaged by their geographic location in the international trade costs (Hummels, 1998). This geographical location of disadvantaged has made a bigger challenge for countries which are landlocked, and they are significantly negatively affected in economic development and growth because of their geographical position. For instance, per capita Gross Domestic Product (GDP) in landlocked countries is almost 57% less than the countries that have access to seaports (Faye et al. 2004). Afghanistan has been using the Pakistan territory for access to seaports since earliest times. Afghanistan had a trade with British India through Torkham-Jalal Abad and Chaman-Spin Boldak routes before Pakistan was created. The Government of Afghanistan had an agreement "1921 agreement" with the British Government as well as the Afghanistan convention of 1923, but the agreement and convention do not focus on transit trade between the two nations in former times. Though, they mentioned freedom of transit in 1921 at the League of Nations at the Barcelona Conference. With the establishment of Pakistan, Afghanistan carried on its transit trade considering the provisions of the mentioned agreements and used Pakistan territories for trade and transit. As Pakistan was established, the relationship of Afghanistan with Pakistan became tense and deteriorated because of the issue of the Durand line and Pakhtunkhwa. Though, negotiation between Afghanistan and Pakistan started during 1963 which led to signing a bilateral agreement between Afghanistan-Pakistan Transit Trade Agreement "ATTA" in March 1965. In the agreement three exit points were specified such as Torkham, Ghulam Khan and Chaman in the Afghanistan transit trade agreement, where Ghulam Khan exit point was not operationalized during that time. In ATTA Afghan transit goods movement were carried by National Logistics Corporation (NLC henceforth) and Railway. Later, Afghanistan and Pakistan decided to revise the bilateral trade transit agreement for two purposes: the first one was to increase the amount of transit trade efficiently; the second objective was to solve the smuggling issue. The revised transit trade agreement changed to Afghanistan-Pakistan Transit Trade Agreement (APTITA henceforth). The APTITA was signed between Afghanistan and Pakistan in 2010 and it was effective in June 2011. The recent descriptive and effective framework which was followed by both parties for facilitating and regulating transit and trade is known as APTITA. APTITA agreement was effective for five years; after that by mutual agreement would be revised; new concepts could be added and the previous aspects which do not work well would be deleted. This agreement will be automatically renewed after completion of five years unless any of the parties would like to terminate it. In APTITA (2010) Afghan trucks were allowed to carry export shipments of Afghanistan to seaports of Pakistan, which is Wagah border; Afghan trucks were not allowed in previous agreements. Similarly, the tracking devices should be fixed in Afghan trucks carrying shipments of goods to Afghanistan, to have a safety measure and concluded NLC monopoly over Afghan transit trade transportation as under APTITA bonded carriers could carry transit trade goods to Afghanistan. This new agreement forbids smuggling or trans-loading of transit goods in-route due to the fear of goods smuggled into Pakistan's domestic market (Memon, 2015). In APTITA one of the negative consequences is that Afghanistan is not allowed to import goods from India. Since the majority of those goods are the prime need of the Afghanistan market. In APTITA smuggling is one of the prime concerns of Pakistan as it significantly negatively affected the domestic industry of Pakistan, in form of losses to national treasury.

almost threatened the benefits of Afghan transit trade. Based on the findings estimated that 40% of the transited shipments are smuggled back to Pakistan which negatively effect on income tax of Pakistan. Because of the smuggling practice Afghanistan importers are supposed to submit securities equivalent to taxes liable to be paid by Pakistani importers, which negatively affect APTTA. In APTTA Afghanistan proposed to let Indian shipment come from Pakistan root to Afghanistan, Pakistan indicated that those shipments might be dumped in Pakistan which affect local industry. Afghanistan trader should get specialized customs clearance documents, limitation of limited shipments of goods which needs all vehicles to be available during crossing Pakistan to Afghanistan, huge amount of money as security, installation of shipment tracker increases operational cost and reduce the capital of investors all the above are the limitation and barriers that APTTA is facing. The research recommends for Afghanistan and Pakistan government to make the following arrangement for mutual gain and improve trade relationship. It is estimated that trafficking of transit goods causing \$2 billion to \$3 billion revenue loss to the national treasury while according to a World Bank report as quoted by Lahore Chamber of Commerce, during the years 2001-2009, smuggling has caused \$35 billion revenue loss (The Nation, 2015). It is because Pakistan has imposed 17 percent General Sales Tax (GST), 6 percent withholding tax plus 2 percent custom clearance charges, 10 percent import duty for imports into Pakistani markets while transit goods imported for Afghanistan are duty free which increases its smuggling due to least effective border control and corrupt practices on Afghan - Pak border. According to the Directorate of Afghan Transit Trade, Peshawar, around 40% of transit goods find their way into Pakistan. The report published by Central Bank of Afghanistan indicated that imports from Pakistan increased by 44% since 2010 and it is \$ 223 Million in 2016 while exports to Pakistan significantly increase by 136% and reached to \$1,391 million in 2016. It is due to the facts that all exported commodities Pakistan disparity needed. The major trading items between Afghanistan and Pakistan. Afghanistan imports from Pakistan is Serials & Serial Preparations, Sugar Raw and Refine, Construction Materials including cement, vegetables and vegetables, rice and fruit and fruit preparations while the major exports to Pakistan is coal, coke and briquettes, raw cotton, fruit & fruit preparations, and iron.

1.1 Problem Statement:

There is a significant instability in Afghanistan Pakistan Transit Trade agreement which relatively resulted the socioeconomic and political tension between Afghanistan and Pakistan. Afghanistan is a landlocked county needing transit agreements with neighboring countries such as Pakistan and Iran. Afghanistan is primarily relying on Pakistan and secondly relying on Iran for its international trade. Though, Afghanistan transit trade was unbalanced like deteriorated political relations between Afghanistan and Pakistan. Having access to sea is significantly important from economic perspective for a country. The counties not having access to sea advocated to United Nations. In which Afghanistan was the first country long with Bolivia and Czechoslovakia to advocate for rights of landlocked countries. As a result, in international conventions and laws guaranteed that countries who do not have access to sea due to their disadvantaged geographic location will have free access to sea is not exploited by neighboring counties. Beside all those efforts and existence of International Convention and Laws, transit trade of Afghanistan has been suffering. Despite of the existence of International Laws, Conventions, and Bilateral Transit Agreement which claims freedom of transit, Afghanistan have not been deprived of reliable, efficient, and smooth and effective transit trade through seaports of Pakistan. This investigation will focus to investigate the importance of APTTA for trade of Afghanistan and explore the ways for smooth, effective, and reliable implementation of APTTA.

Purpose of the study:

This research is carried out to find out the effect of Afghanistan Pakistan transit trade agreement on Afghanistan trade as well as explore and recommend the ways for smooth, effective, and reliable implementation of APTTA. This study would also be looking at the factors affecting either positively or negatively the effective, smooth, and reliable implementation of APTTA.

Research Question:

The following research questions for this study are developed:

What is the effect of Afghanistan Pakistan Transit Trade Agreement on Afghanistan Trade?

Research Objectives:

1. To understand the effect of Afghanistan Pakistan Transit Trade Agreement on Afghanistan Trade.
2. To understand the factors effecting either positively or negatively APTTA on Afghanistan trade.

Significance of the study:

The research conducted this investigation to understand the academic importance study to distinguish the effect of Afghanistan Pakistan Transit Trade Agreement on Afghanistan trade. This investigation is concentrating on the substantial effect of factors effecting either positively or negatively APTTA on Afghanistan Trade. The research will also focus the importance of APTTA. The investigation is an important scientific investigation which is conducted in the framework of APTTA and Afghanistan Trade. The investigation will determine the effect of Afghanistan Pakistan Transit Trade Agreement on Afghanistan trade. this research would be significantly important source for investigators carrying out investigation in the future in this study area. The researcher only considers investigating the effect of APTTA on Afghanistan trade where the relationship of dependent and independent variables would be investigated. There might be Numerous mediating and moderating factors affecting the effect of APTTA on trade of Afghanistan such as social economic, political relationship between Afghanis and Pakistan, trade policy of the countries as well as roles and regulation, these mediating and moderating factors have not been considered in this study.

To understand this investigation from the perception of implementation the effect of Afghanistan Pakistan Transit Trade Agreement on Afghanistan trade. this finding of this investigation will be a handy work for those who represent Afghanistan in APTTA meeting and the joint coordination meetings. The finding of this research will also support the businessman to take corrective decision while importing their shipments from Pakistan Seaports. The finding of this study will also contribute to identifying the factors either positively or negatively the effective, smooth, and reliable implementation of APTTA. The businessman would be able to forecast the effect of factors effecting the implementation of APTTA either in positive or negative way.

Limitations of the study

The investigator considered only effect of APTTA on Afghanistan Trade over the ten (10) years period 2010 to 2020. Where the effect of APTTA on economy of Pakistan have not been taken in consideration. Since it is very difficult to identify the dual effect of APTTA on Pakistan and Afghanistan trade. It is therefore very imperative to other investigator to select the effect of APTTA on Pakistan trade. They might also include the very vital mediating variables such as the cultural, social, and political relationship of both countries. Furthermore, this research was mainly conducted on available secondary data “from Afghanistan National Statistics and Information Authority, Federal Board of Revenue, Government of Pakistan, reports of World Bank and World Trade Organization”. The other data collection methods had not been considered. As a result, they result of the investigation may not be 100% accurate

Gap of the Study:

Numerous investigations are conducted to evaluate the effect of bilateral trade on economic performance of various countries but evaluating the effect of Afghanistan Pakistan Transit Trade and Agreement on Afghanistan Trade. when it comes to investigating the effect of APTTA on Afghanistan trade, the investigation become more interesting and complicating as both countries have cultural ties as well as political tension over the Durand Line. These socioeconomic, cultural, and political relationship makes it more special. Various studies have been conducted in the past to understand the importance of APTTA project and trade of the countries. But no investigation has been conducted on the effect of Afghanistan Pakistan Transit Trade Agreement on Afghanistan Trade, after the establish of Unity Government in Afghanistan in 2014 and coming President Ashraf Ghani into power. The political relationship was deteriorated into its worse condition. The investigator would like to understand how all these factors affected the effect of APTTA on trade of Afghanistan. Though, Afghanistan transit trade was unbalanced like deteriorated political relations between Afghanistan and Pakistan. Therefore, this investigation was carried out to find out the effect of APTTA of Afghanistan trade. This investigation would help the decision makers to address the barriers and challenges of APTTA trade between both countries to implement APTTA in better way for the trade prosperity of countries.

Scheme of Research

The investigator divided the complete thesis in to five chapters. Chapter one discussed the background of Afghanistan Pakistan Transit Trade Agreement, problem statement, research objectives, research question, significance of the study and scheme of research report. Chapter two of the thesis consist of Background of Afghanistan Pakistan Transit Trade Agreement, imperial studies, conceptual framework, theoretical framework, research gap, and conclusion of chapter two. While chapter three is completely regarding research methodology, type of study, data collection, data analysis and method of Analysis. Beside that the chapter four covers the overall finding and result of the thesis. Finally, chapter five covers conclusion, recommendation, and limitations for future research.

LITERATURE REVIEW

The literature review chapter of this investigation contains four sections. The first section is Background of Afghanistan Pakistan Transit Trade Agreement which discusses the importance and current literature about Afghanistan Pakistan Transit Trade Agreement, the second section talks about Theoretical Understanding of the literature review, the third section talks about Empirical Studies, where the previous studies have been discussed to support our hypothesis, the fourth section discusses regarding targeting objectives.

2.1 Background of Afghanistan Pakistan Transit Trade Agreement:

Afghanistan is one of those landlocked countries which has been using newly formed Pakistan to have access to sea for import and exports. Sea port is the cheapest means of transport as compared to other means of transport such as railway, road transport and air corridor. It was evident that some of the countries are disadvantaged by its geographic location in the international trade costs (Hummels, 1998). This geographical location of disadvantaged has made a bigger challenge for countries which are landlocked, and they are significantly negatively affected in economic development and growth because of their geographical position. For instance, per capita Gross Domestic Product (GDP) in landlocked countries is almost 57% less than the countries that have access to seaports (Faye et al. 2004). Afghanistan had been using the Pakistan territory for access to seaports since earliest times. Afghanistan had a trade with British India through Torkham-Jalal Abad and Chaman-Spin Boldak routes before Pakistan was created. The Government of Afghanistan had an agreement "1921 agreement" with British Government as well as an Afghanistan convention of 1923, but the agreement and convention does not focus on transit trade between the two nations in former times. However, they mentioned freedom of transit in 1921 at the League of Nations at the Barcelona Conference. With the establishment of Pakistan, Afghanistan carried on its transit trade considering the provisions of mentioned agreements and used Pakistan territories for trade and transit. As Pakistan was established, the relationship of Afghanistan with Pakistan became tense and deteriorated because of the issue of the Durand Line and Pakhtunkhwa. However, negotiation between Afghanistan and Pakistan started during 1963 which led to signing a bilateral agreement between Afghan-Pak transit trade agreements "ATTA" in March 1965. In the agreement three exit points were specified such as Torkham, Ghulam Khan and Chaman in the Afghanistan transit trade agreement, where Ghulam Khan exit point was not operationalized during that time. In ATTA Afghan transit goods movement were carried by National Logistics Corporation (NLC henceforth) and Railway. Later, Afghanistan and Pakistan decided to revise the bilateral trade transit agreement for two purposes: the first one was to increase the amount of transit trade efficiently, the second objective was to solve the smuggling issue. The revised transit trade agreement changed to Afghanistan-Pakistan Transit Trade Agreement (APTITA henceforth). The APTITA was signed between Afghanistan and Pakistan in 2010 and it was effective in June 2011. The recent descriptive and effective framework which was followed by both parties for facilitating and regulating transit and trade is known as APTITA. APTITA agreement was effective for five years after that by mutual agreement would be revised, new concepts could be added and the previous aspects which do not work well would be deleted. This agreement will be automatically renewed after completion of five years unless any of the parties would like to terminate it. The coordinated body was formed by the name of Afghanistan-Pakistan Transit Trade Coordination Authority (APTITCA) to regulate, coordinate, and monitor activities of transit trade and smooth implementation of APTITA under its article 34. Pakistan also has access to Central Asian markets in APTITA agreement. To form APTITA+1, Tajikistan was invited to be included in APTITA and since this agreement.

In APTTA (2010) Afghan trucks were allowed to carry export shipments of Afghan to seaports of Pakistan, which is Wagah border, Afghan trucks were not allowed in previous agreements. Similarly, the tracking devices should be fixed in Afghan trucks carrying shipments goods to Afghanistan, to have safety measure and concluded NLC monopoly over Afghan transit trade transportation as under APTTA bonded carriers could carry transit trade goods to Afghanistan. This new agreement forbidden smuggling or trans-loading of transit goods in-route due to the fear of goods smuggled into Pakistan's domestic market (Memon, 2015). In APTTA one of the negative consequences is that Afghanistan is not allowed to import goods from India. Since majority of those goods are the prime need of Afghanistan market. In APTTA smuggling is one of the prime concerns of Pakistan as it significantly negatively affected domestic industry of Pakistan, in form of losses to national treasury almost threatened the benefits of Afghan transit trade. Based on the findings estimated that 40% of the transited shipments are smuggled back to Pakistan which negatively effect on income tax of Pakistan. Because of the smuggling practice Afghanistan importers are supposed to submit securities equivalent to taxes liable to be paid by Pakistani importers, which negatively affect APTTA. The terms and conditions in APTTA acted as discouragements for Afghanistan importers to utilized seaports of Pakistan for Afghanistan imports comparatively decline in Afghan transit trade via Pakistan.

2.2 Theoretical Understanding

The theoretical understand indicates how Afghanistan Pakistan Transit Trade Agreement effect on Afghanistan trade, in this investigation Afghanistan trade in dependent variable while Afghanistan Pakistan Transit Trade Agreement is the independent variable. This research is proposed to formulate the hypothesis based on the theoretical framework. The independent variable was selected based on the nature of the topic which has also been used in similar studies in other countries.

Figure: 1 Conceptual Framework



2.3 Empirical Studies:

Husain.I and Elah.M.A. (2015). Conducted research on the Future of Afghanistan-Pakistan Trade Relations. The prime object of the study was to understand the future relationship of Afghanistan Pakistan Trade. The investigation determine that Afghanistan is the largest trading partner of Pakistan and second largest export market. Afghanistan and Pakistan need to invest on the improvement of transit and trade facilities as well as improve peaceful economic cooperation and coordination will improve economic condition of Afghanistan and Pakistan but also connect Afghanistan with South Asia and Pakistan with Central Asia. In APTTA Afghanistan proposed to let Indian shipment come from Pakistan root to Afghanistan, Pakistan indicated that those shipments might be dumped in Pakistan which affect local industry. Afghanistan trader should get specialized customs clearance documents, limitation of limited shipments of goods which needs all vehicles to be available during crossing Pakistan to Afghanistan, huge amount of money as security, installation of shipment tracker increases operational cost and reduce the capital of investors all the above are the limitation and barriers that APTTA is facing. The research recommends for Afghanistan and Pakistan government to make the following arrangement for mutual gain and improve trade relationship.

Rahim. S.A (2018). Conducted research on Afghanistan's Dependence on Pakistan: Trade, Transit and the Cost of Being Landlocked. The problems Afghanistan faced in the transit trade is the same as other typical landlocked country would face. The amount of trade in 2001 was \$170 million which reached to 2.5 billion dollars by 2011. Pakistan was the top export market for Afghanistan products mainly the agriculture products including fresh and dry fruits. The export of Afghanistan to Pakistan was \$30 million and reached to 172 million in 2011. While during las five years Afghanistan export to Pakistan increased from 198 to 357 million until 2011. The export of Afghanistan to Pakistan remained the highest until 2018. The % of total export of Pakistan to Afghanistan in 2009 reached to it highest which was 69% of the total imports of Afghanistan. While the % was declining downward. On the other side, the export of India raising on upward which was 25% in 2009 and reached to 43% in 2018. The export of India and Pakistan to Afghanistan equals in 2018. APTTA faced significant challenges over the years these challenged were trading with India, vivid risk management system, unfair charges and extortion fees and closer of crossing points such as Torkham and Spenboldak. These challenges forced Afghanistan to search for the alternative roots to have effective and efficient trade with India. India, Iran and Afghanistan have come up to alternative root which is Chabahar. India and Iran have done significant investment in Chabahar port.

Ahmed, Vaqar (2016), have conducted investigation on Afghanistan – Pakistan Transit Trade Agreement. Briefing Paper for Planning Commission of Pakistan. APTTA have given transit freedom to both countries. Where Pakistan is permitted to have access to Central Asian Republic. Afghanistan Pakistan transit trade agreement still have significant challenges from Pakistan side. If Pakistan wants for extend this agreement. They should together with Afghanistan solve those problems. These challenges are Closure of Main Crossing Points, Barriers to Trade with India, Inefficient Risk Management System, and Unfair Demurrage Charges and Extortion Fees. These challenges forced Afghanistan to search for the alternative roots to have effective and efficient trade with India.

Shahid Karim (2014). Carried out investigation on Trade Policy Reforms in Pakistan. Pakistan in implementing ISI strategy for enforced various kind of trade barriers to provide safety to the local industry and local industrial development. The preferential strategies for safeguarding local industries existed for a very time till they understood that frankness to trade was necessary if Pakistan want to accomplish the required objectives of prosperity and economic development.

Pakistan- Afghanistan Bilateral and Transit Trade Issues & Proposed Resolutions. Social ties and bilateral trade were significantly affected by the postponement of bilateral talks where transit and trade were significantly reduced, and Afghanistan also shifted its focus of international trade to other regional neighbors. The roots make the trade and transit economical and cost efficient for both countries. They need to Peaceful economic cooperation since disturbances across the border also negatively affected social ties between the two countries mainly in border areas. Afghanistan calls for several invitations to table talks are stopped, and preferential trade agreement (PTA) is also pending. These delays further worsen the relationship between the two countries. Other regional players are trying to capture the share in Afghanistan due to widening gap between the two countries. These regional players are providing competitive trade to Afghanistan and Afghanistan in reciprocity is ensuring the same. The government of Afghanistan proposed that Pakistan should allow Afghan Vehicles/Containers till the assigned port of Pakistan, including Wagha border, which will lead to facilitate a healthy volume of export from Afghanistan. Policy Advocacy should be conducted for Perishable vs. Non-Perishable items.

Khan.S.A, Takrim.K and Hayat Gul (2017). Carried out research on Afghanistan - Pakistan Transit Trade: Pre & Post APTTA Scenario. The aim of the investigation was to understand the reason of decline in transit trade through Pakistan. The investigator indicated that there are different caused for decline in Afghan transit trade through Pakistan. Pakistan is fearful of smuggling which producing income losses to national treasury as well as putting domestic industry at a clear harmful situation. It is estimated that trafficking of transit goods causing \$2 billion to \$3 billion revenue loss to the national treasury while according to a World Bank report as quoted by Lahore Chamber of Commerce, during the years 2001-2009, smuggling has caused \$35 billion revenue loss (The Nation, 2015). It is because Pakistan has imposed 17 percent General Sales Tax (GST), 6 percent withholding tax plus 2 percent custom clearance charges, 10 percent import duty for imports into Pakistani markets while transit goods imported for Afghanistan are duty free which increases its smuggling due to least effective border control and corrupt practices on Afghan - Pak border. According to the Directorate of Afghan Transit Trade, Peshawar, around 40% of transit goods find their way into Pakistan.

PAJCCI research report (2017). Bilateral & Transit Trade between Afghanistan and Pakistan. The objective of report is to update stakeholders on volume of bilateral trade and transit and recent trade trends between Afghanistan and Pakistan. The finding indicates that Pakistan export reduced to 36% since 2011 from Rs. 199 billion to 127 billion in 2016, while Afghanistan imports increased by 169% from 14.7 billion in 2011 to Rs. 39.5 billion in 2016. This is very clear that the trade balance improved in Afghanistan favor for the targeted period. The report published by Central Bank of Afghanistan indicated that imports from Pakistan increased by 44% since 2010 and it is \$ 223 Million in 2016 while exports to Pakistan significantly increase by 136% and reached to \$1,391 million in 2016. It is due to the facts that all exported commodities Pakistan disparity needed. The major trading items between Afghanistan and Pakistan. Afghanistan imports from Pakistan is Serials & Serial Preparations, Sugar Raw and Refine, Construction Materials including cement, and vegetables, rice and fruit and fruit preparations while the major exports to Pakistan is coal, coke and briquettes, raw cotton, fruit & fruit preparations, and iron.

Rahim.SA (2017). Afghanistan Pakistan Transit Trade agreement “background, legal perspective, and agonies of landlocked countries. Afghanistan is landlocked country who is mainly relied on neighbors for international trade. Afghanistan is majorly importing petroleum, metals, machinery, equipment, food items from nine leading exporters to Afghanistan five are its nearby neighbors. Afghanistan has been in decline figures for its imports which is due to two factors. The first one is the withdrawal of international troops in 2014 and the second is that Afghanistan is gradually becoming self-dependent. Where the necessity is fulfilled with in the domestic border of

the country. Afghanistan has China, Iran and Pakistan as vital trading partners. The finding indicates that the share of Pakistan in Afghanistan import is gradually reduce in recent years. It is due to the security and transport problems which Afghan businessmen faced in Pakistan. As the key export items of Afghanistan are perishable fresh fruits and vegetables inter alia, it is very important for the trade route to be smooth, reliable and time efficient. On the other hand, the timely delivery of goods keeps the economic wheel moving as Afghanistan is a heavily import dependent country. In this context, sudden and prolonged closure of crossing points by Pakistan has harmed the Afghan economy every time it was exercised. There are several instances when the crossing points were closed for goods and people posing serious economic and humanitarian problems. On August 18, 2016, Pakistan closed the Chaman-Spin Boldak crossing point claiming that a group of Afghans had set Pakistani flag on fire. India and Afghanistan share strong political and economic relations. The survey conducted by APJCCI reveals that the loading and unloading of containers and the system for clearance of documentation at the customs at Pakistani ports cause unnecessary delays which have cost implications in the form of demurrage charges for Afghan traders. They imply that Afghan traders do not have to go through these troubles while transiting through Iran.

Regional Cooperation and Trade among Afghanistan and its Neighbors (2014). Report on Poverty Reduction and Economic Management. Five closest neighbors, Iran, Turkmenistan, Pakistan, Uzbekistan, Tajikistan, and Afghanistan have opened the way to supportive efforts to stand-in transit trade and improve trade assistance. The report provided the following key recommendation. The report foresees significant, medium-term aids for Afghanistan and its neighbors from trade policy liberalization, from country-by-country modifications in trade logistics, and, particularly within Afghanistan, from road rehabilitation and building a commercially oriented enabling environment for trade, private investment, and entrepreneurial development. The growth of transit and regional trade will increase growth and private investment in the short-to-medium term and help to realize the long-term vision for Afghanistan as a country moving toward middle-income status, based on sustainable development of its resources. For neighboring countries, sustained peace in Afghanistan, open trade and private sector-led growth facilitated by supportive public policies, institutions, and social and infrastructure investments, will help secure higher growth and reduce the risk of future economic insecurity. Reorganization of border crossing procedures, recreating formal financial and insurance systems including development of an effective clearance and settlement system, applying a national customs and transit system, removing restrictions on direct transit, removing internal checking-posts and in-route inspections; and growing domestic trucking competition. Duplicating reforms in Afghanistan, its neighbors could facilitate intra-regional trade and with the rest of the world by taking steps to improve trade logistics and to reduce trade barriers, not least by liberalizing outright prohibitions on trade in many agricultural commodities.

Saad.S & Ahmed.V (2014). Conducted investigation on effect of bilateral trade agreement on Pakistani Provinces of Baluchistan and Khyber Pakhtunkhwa. After launch of US war in Afghanistan have significantly increase bilateral trade agreement between Afghanistan and Pakistan. Research paper published in 2010 by planning commission of Pakistan indicated that transit trade agreement is not only signed with Pakistan but also signed with Tajikistan, Iran, Turkmenistan, and Uzbekistan. Beside all these efforts Pakistan holds the largest part of the transit trade which is 34% of imports and exports during the investigation period. Despite all the contribution there are plenty of issues or obstacles such as lack of reliable rail or road infrastructure, inefficiency in procedures, lack of Pakistan businessmen awareness of the Afghanistan market potential, cross border tension and transportation blockage. There is no scientific investigation to indicate the impact of growth in transportation, warehousing,

trade, and communication on the socioeconomic condition of the citizen of Pakistan provinces bordered with Afghanistan.

Report of Pakistan Afghanistan Joint Chamber of Commerce and Industry (PAJCCI) (2013). *Pakistan - Afghanistan Trade: Trends and Issues Perceptions of Business Community*. The prime object of this report is to analyze the trends and issues of Afghanistan Pakistan bilateral trade. The trading volume in 2007 \$ 0.83 billion between both sides reached to \$2.25 billion in 2013 based on the compiled data from Bureau of Statistics of Pakistan. The investigator considers the above progress encouraging. Beside the two consecutive year decline in the volume of trade in the year 2011 and 2012, which indicates that the target of \$ 5 billion bilateral trade is likely to be missed. The prime supplier of goods is the Afghan Pak trade agreement which is in the favor of Pakistan. This trend is going to continue in the midterm which will weak Afghanistan export potential. The total export of Afghanistan was projected \$ 2.71 billion for 2014, which indicates a marginal improvement over \$2.52 billion recorded in 2009. Although Pakistan had a bigger share of Afghanistan's total trade, according to 2012 CSO data, Iran's trade with Afghanistan has increased notably in the last ten years. From \$120 million in 2002-03 and \$250 million in 2005, Afghan-Iran trade grew to more than \$1 billion by 2012. More recently, in just the first five months of calendar year 2013, Iran's exports to Afghanistan stood at \$1.18 billion, according to a new report by Azerbaijan's Trend News Agency. There are numerous roles in APITA agreement which negatively affect the Afghanistan businessman such as shifting of truck is prohibited. If any trailer is damaged or done accident the container shifting should be allowed otherwise custody charges are applied and product quality is affected. Pakistan and Afghanistan need to review other transit agreement in order to reach to a common object of increase volume of trade and freedom of trade.

Shah.Z.A & Nusrat.R (2017). *Afghanistan's Cross-border Trade with Pakistan and Iran and the Responsibility for Conflict-sensitive Employment*. The study also sheds some light on the interests of the governments of Pakistan and Iran that shape their intervention or neglect, investment efforts or withdrawal. Changes in their engagement are obviously related to larger international relations, such as the economic sanctions imposed by Western countries on Iran and the expectation of sanctions being lifted. The study reveals that employment strategies in the transport sector vary between large and small or medium-sized companies. Both groups have in common the need to respond sensitively to changing market conditions and risks. Large companies employ a very limited number of core staff on long term or permanent contracts and flexibly bring in or drop sub-contractors, i.e. short-term contracted drivers and other staff, as needed. SMEs or individual truck owners take market opportunities as they come and rely on the cheapest possible employment solutions. The reason is the 'functional independence' of all the various actors across the industry. The strongest job-related link is provided by the tehkedar and adda systems, which operate as fluid brokering agencies rather than organizations representing workers' interests. These harsh conditions and the adjustments to them explain why workers and small self-employed entrepreneurs in the transport sector are far from perceiving violent conflict affecting their society as the outstanding problem affecting their daily lives. Threats and risks stem from a range of other actors and incidences but, in their experience, rarely from NSAGs.

Shabbir.S & Ahmed.V (2015). *Conducted investigation on Impacts of Afghan Trade on Khyber Pakhtunkhwa and Baluchistan Provinces of Pakistani*. The unity government has now been recognized following the standstill that came after the May 2014 elections. Based on the report from Washington 9800 American and international troops will remain in Afghanistan after 2015. Moreover, Afghanistan government striving to support of the neighboring countries to keep peace in the region. How Afghanistan challenges these growing problems will be

critical in defining its future, the drop-down belongings of which will determine the stability of the Afghan-Pakistan region. Worries about what the future holds for this region with a long history of violence and insurgency are currently being stated at many levels of humanity, including on talk shows, at government meetings, within NGOs, and at business forums. Unlike most of the studies done on the Afghan-Pakistan region that focus on the security of the region, this article focuses on the welfare and economic impacts of post-2014 Afghanistan on the neighboring Pakistani provinces of Baluchistan and Khyber Pakhtunkhwa, at the household level.

Shams.I, Khan.M.N & Jadoon.Z.Ali (2017). Conducted research on impact of Pakistan Afghanistan bilateral trade on economic growth of Afghanistan. The objective of the study was to investigate the effect of bilateral trade on Afghanistan economic growth. The investigator used time series data from 2008 to 2016. The real data of gross domestic product has been taken from the website of world bank. The finding of investigation indicates that there is a long-term relationship between Afghanistan and Pakistan bilateral trade. Afghanistan Pakistan bilateral trade might not have significantly worthy but in the long term it negative impact of Pak Afghan bilateral trade on Afghanistan economic growth is insignificant. Where some time the short-term effect converts to long term effect. The investigator recommends that the import of Afghanistan from Pakistan is very massive while the export to Pakistan is worthless. To fill this gap Afghanistan must work on the specializing in the local production and manufacturing. They also need to uniform trade among the two countries which will lead to improve trade volume. They also need to work on reducing the trust deficit, domestic conflict, and conflict on border and political instability which will improve the trade among both countries.

Ahmed.V & Shabbir.S (2016). Conducted Trade & Transit Cooperation with Afghanistan: Results from a Firm-level survey from Pakistan. The objective of the investigation informs the policy makers and academic on the means and ways of increasing the trade with Afghanistan and debate on the process and procedures related to trade that could reduce the cost of business with Afghanistan. The investigation suggests a very small improvement in the transit facilities for Afghan shipments through Pakistan seaport could significantly improve the trade panorama among the two countries. The vital issues and challenges in APTTA are the imports of Afghanistan from India or other countries are coming through Pakistan where they are sometime legally sold in Pakistan which poses' threat to local industries in Pakistan. The other aspect is the smuggling of imported shipment through Pakistan back to Pakistan. Since the duties, customs and taxis are very high in Pakistan. It leads the smuggling to Pakistan from Afghanistan.

Dawood. A. R (2020). Conducted research on Pakistan -Afghanistan trade to boost regional integration. The aim of the investigation is to maximize the changes of economic integration and improve regional connectivity. In the 8th round of session on Afghanistan Pakistan transit trade agreement Afghanistan minister of commerce and industry Nisar Ahmad Faizi said that there is a need for smooth transit trade for improving integration of Central Asian countries, integrate regional trade with Gwadar port and finalizing APTTA and preferential trade agreement "PTA" was the prime discussion point for negotiation among Afghanistan and Pakistan. Afghanistan have already been allowed to use Gwadar for transit trade it was also recommended to allow central Asian countries to connect them with Gwadar Port in the future. Afghanistan minister said that Kabul is devoted in offering all conveniences to Islamabad for growing investment prospects in Afghanistan. He indicated that Preferential Trade agreement among Afghanistan and Pakistan to be finalized by January 2022

Kakar.A (2020). Carried out research on Afghanistan Towards Independent Transit Trade: A Decay of Affiliation to Pakistan. Afghanistan is dependent on Pakistan territory for the international trade since ancient time. Pakistan have used transit trader facilities as a pressure point on Afghanistan and they were pressurizing Afghanistan to

meet their demands. The analysis and finding called the terms of transit and trade is explored to find out the transit trade association set up of Afghanistan and Pakistan in prior to 2014 and afterward. The finding of the investigation indicates that Afghanistan after the exploring on the alternative routes has not longer depend on Pakistan ports for international trade. Afghanistan established and inaugurated Chabahar Port, Lapis Lazuli corridor and Air corridors for the international transit and trade. The investigation concluded that Chabahar port, Afghanistan India Air corridor and Lapis Lazuli corridor are the best alternative Afghanistan have identified for the alternative of Pakistan transit trade routes.

Shah.S.S.H (2018). Post 2010 Afghanistan-Pakistan's Transit Trade: Implications of Legal and Illegal Endeavors. The prime objective of this investigation is to understand the legal and illegal trade among Pakistan and Afghanistan in the late 2010. The research used qualitative method to find out the impact of legal and illegal trade among Pakistan and Afghanistan in late 2010. The finding of investigation indicates that despite geological factors and political ties, the lower price of smuggled commodities and corruption are the main factors that leads to violation of Afghan Transit trade agreement. As a result, these factors significantly negatively affected economy of Pakistan and it also threaten the national interest of Pakistan economy badly. The investigation recommend that smuggling could be reduced through better, and durable polices as well as associated measures. Beside that both countries should activate the check and balance system.

Ahmed.V & Shabbir.S (2016). Conducted investigation in Trade & Transit Cooperation with Afghanistan: Results from a Firm-level survey from Pakistan. The prime objective of the investigation was to notify the policymakers and academia. The investigator discovered the insights regarding opportunities and challenges of economic activities in Afghanistan and its potential effect on economy of Pakistan and states of central Asia. The finding of the investigation indicates the 25% of the revenues of business considered as a sample size are the firm abroad. The investigator recommended that small improvement in the APTTA facilities for Afghanistan goods through Pakistan border could lead to significant trade prospects between two countries. There is a need to improving the tracking mechanism, where support is needed to improve the progress of monitoring the ports, rail infrastructure and road infrastructure based on bilateral cooperation among both countries.

Report on Chabahar International Transit and Transport Corridor. Afghanistan have faced number of obstacles in the APTTA agreement from Pakistan over a decade, particularly with the established of Unity government of Afghanistan. The Chabahar Transit and transport corridor agreement consist of two principles. Firstly, it facilitates access to international markets through sea, land and air transportation and secondly it standardizes, simplify and harmonize procedures for managing tri country transit and transport of goods. The huge investment has been done by India on Zaranj Delaram Highway, where it connects to Iran border. These infrastructures allow Afghanistan to have access to Arabian Sea via Iran and increase the possibility of rouse more investment from trade with progressive economies like India's. On behalf of a support of the Afghan Government's Infrastructure and Connectivity Development National Priority Program, the contract trails on from the recent introduction of fifty Afghan companies to the Chabahar Free Trade Industrial Zone. The investigator also recommended that support to be provided in maintaining the key infrastructure improvements of port. They should also have a coordination body to conduct meeting among the parties so that the maintain the customs, consular and protocols of transit issues. They also need to finalize the general procedures on the agreements.

World Customs Organization (2017). Transit Guidelines. Route for efficient transit regime. The aim of this transit guideline was to provide countries with clear instruction on how to implement transit regime efficiently and effectively. Beside that it also supports the countries to implement relevant international agreement. This

investigation indicates that World Customs Organization custom administration showed significant interest in transit issues while secretariat have received plenty of support in its members in establishing more transit regimes. The WCO resumes to convey of training, capacity building, and mentorship support to demanding Customs administrations to support them with innovation and reform. WCO strongly recommend to its partner organizations to incorporate the transit guidelines into their own transit projects.

Aliyev (2018). U.S - Kazakhstan Transit Agreement Faces Challenges from Russia. The aim of this investigation is to the challenges that Kazakhstan and USA transit agreement faced due Russia intervention. It was indicated the even officials of Russian maintained the Northern Distribution Network "NDN". Which was a Russia controversial over a year, whereas several nationalist and part of public protested over it. For instance, it was planned to establish transit logistical center in Ulyanovsk in 2012 which resulted the protest of public. Once the Russia interfere in Ukraine and successive western sanctions. The government of Russia closed the Northern distribution network in 2015. The foreign relationship among Russia, China and USA was the biggest challenge Kazakhstan Faced, particularly during the series of leadership in the country.

2.4 Targeting Objectives:

According to Husain.I and Elah.M.A. (2015). Conducted research on the Future of Afghanistan-Pakistan Trade Relations, Rahim. S.A (2018). Afghanistan's Dependence on Pakistan: Trade, Transit and the Cost of Being Landlocked. Ahmed, Vaqar (2016), have conducted investigation on Afghanistan – Pakistan Transit Trade Agreement. And Khan.S.A. A, Takrim.K and Hayat Gul (2017). Carried out research on Afghanistan - Pakistan Transit Trade: Pre & Post APTTA Scenario. The above investigator has carried out investigation understand the effect of Afghanistan Pakistan Transit Trade Agreement on Afghanistan trade and understand the factors effecting either positively or negatively APTTA on Afghanistan trade.

3. RESEARCH METHODOLOGY

The methodology chapter of this investigation contains five sections. The first section is regarding research approach, the second section discusses research methodology, the third section discusses study period, and the fourth section discusses data analysis method while the last section discusses Operationalization of Variable.

The research selected positivism research philosophy for the investigation. The reason for selecting positivism research philosophy is that positivism philosophy lets research to collect accurate data or information which are measured with tools such as descriptive and inferential analysis. Positivism research philosophy restricts or limits the opinion of research during collecting, compiling, interpreting, reporting, and concluding the collected data. Where the finding of investigation is observable and quantifiable which restricts the biasness of the investigator's perspective in the investigation.

3.1 Approach of Research:

The investigator selected inductive research approach. In inductive approach the researcher identified the general phenomena based on general phenomena to draw a specific conclusion which leads to incorporate the finding and recommendation of the research. The research should use inductive techniques to come up with hypothesis based on current theory. The researcher needs to develop research strategy to examine the hypothesis after the research techniques are selected. The suggested theory will lead to hypothesis considering the inductive approach.

3.2 Research Methodology:

Based on the nature of research, research question, research objective, the research selected quantitative research methodology. Where the investigation would collect secondary data from Afghanistan National Statistics and Information Authority, Federal Board of Revenue, Government of Pakistan, reports of World Bank and World Trade Organization. The data could be mainly regarding the import and export figures of Afghanistan particularly APTTA over the last ten years and Afghanistan trade volume with Pakistan over the 10 years of investigation. Based on secondary data and analyzing the data would get the finding of investigation. Besides that quantitative data collected from different sources would be analyzed through percentage and frequency of the data as well as through pivot table and charts. The investigation focused on (a) trends and patterns of intra Afghanistan and Pakistan trade, (b) trade compatibility and (c) welfare effects of APTTA on Afghanistan trade.

3.3 Study Period

The investigator collected ten (10) years data for a period of 2010 till 2020 from Afghanistan National Statistics and Information Authority, Federal Board of Revenue, Government of Pakistan, reports of World Bank and World Trade Organization. The collected data would mainly be on the import and export of Afghanistan particularly the import and export figures of APTTA.

3.4 Data Analysis Methods

The investigator selected quantitative research methodology based on the nature of research, research objective and research question. Where quantitative data would be analyzed through percentage, average value, pivot table and

pivot charts afterward the collected data would be analyzed through global general equilibrium model “GTAP” where general equilibrium model could include all the effects of multi-sectoral trade liberalization. Global Trade Analysis Project (GTAP) model. The GTAP model was originally formulated by Hertel (1997). The model is multi-market, with market for final goods, intermediate goods, traded goods, and factors of production. It is also multi-regional, with a region representing a country or a group of countries. The quantity of endowments—land, skilled labour, unskilled labour, natural resources, and initial capital—in each region is fixed exogenously within the GTAP model. The main agents in this model are producers, consumers, and the government.

3.5 Operationalization of Variables:

The concepts in the real-world of observations representing is usually operationalized by investigator to develop specific research definition. Operationalization is a process of firmly defining variables into measurable factors thus in this investigation the investigator defined specific variables which will help the investigation in data collection and data analysis. This process defines “fuzzy” concepts and allows them to be measured systematically. The investigation focused on (a) trends and patterns of intra-Afghanistan and Pakistan trade, (b) trade compatibility and (c) welfare effects of APTTA on Afghanistan trade. The investigation would use Global Trade Analysis Project (GTAP) model to find out the welfare effect of APTTA on Afghanistan Trade. The GTAP model was originally formulated by Hertel (1997). The model is multi-market, with market for final goods, intermediate goods, traded goods, and factors of production. It is also multi-regional, with a region representing a country or a group of countries. The quantity of endowments—land, skilled labour, unskilled labour, natural resources, and initial capital—in each region is fixed exogenously within the GTAP model. The main agents in this model are producers, consumers, and the government.

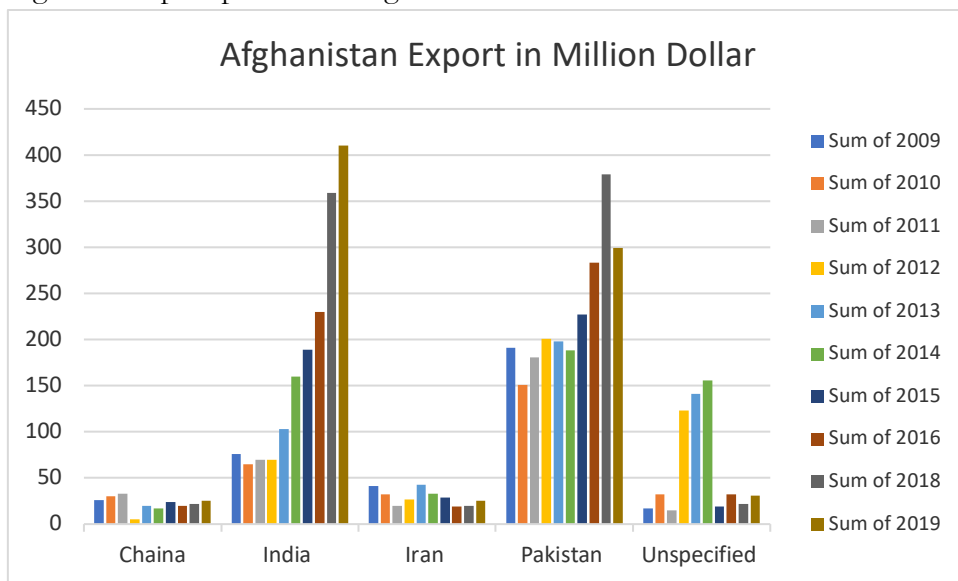
4. DATA ANALYSIS AND FINDINGS

The research selected positivism research philosophy for the investigation the reason for selecting positivism research philosophy is that positivism philosophy lets research to collect accurate data or information which are measured with tools such as descriptive and inferential analysis. The investigator selected inductive research approach. In inductive approach the researcher identified the general phenomena based on general phenomena draw a specific conclusion which leads to incorporate the finding and recommendation of the research. The research should use inductive techniques to come up with hypothesis based on current theory. Based on the nature of research, research question, research objective, the research selected quantitative research methodology. Where the investigation would collect secondary data from Afghanistan National Statistics and Information Authority, Federal Board of Revenue, Government of Pakistan, reports of world bank and World trade organization. The investigator selected quantitative research methodology base on the nature of research, research objective and research question. Where quantitative data would be analyzed through percentage, average value, pivot table and pivot charts afterward the collected data would be analyzed through global general equilibrium model “GTAP” where general equilibrium model could include all the effects of multi-sectoral trade liberalization. Global Trade Analysis Project (GTAP) model. The GTAP model was originally formulated by Hertel (1997). The model is multi-market, with market for final goods, intermediate goods, traded goods, and factors of production. It is also multi-regional, with a region representing a country or a group of countries. The quantity of endowments—land, skilled labour, unskilled labour, natural resources, and initial capital—in each region is fixed exogenously within the GTAP model. The main agents in this model are producers, consumers, and the government.

4.1 Export pattern of Afghanistan from Countries:

The Investigator analyzed the total export of Afghanistan, which also includes the export and import with Pakistan because of APTTA. The investigator analyzed the effect of APITA on Afghanistan trade. The bellow table indicates that the export volume of Afghanistan drastically increases with Pakistan and India, which indicates that APPAT has significant effect on Afghanistan export to Pakistan. Since root of Pakistan to see port for Afghanistan is significantly economically and efficient. Therefor the government of Afghanistan and business community wants to have trade with Pakistan despite Nemours challenges in the process, such as damping, high taxation in the sea ports, keeping the car for longer time in the sea ports, not allowing Afghanistan track to cross Pakistan border and reach to see ports as well as Visa and board pass for the drivers. The export of Afghanistan to Pakistan slightly increases over the years. While if we analyze the export to India. It is significantly increase with India since 2014, with the formation of unity government the president of Afghanistan emphasized on exploring new transit route to be free from only relying on Pakistan ports. Therefor the prime objective of this investigation is not depending on Pakistan routes for international trade. The data in this investigation is taken from Afghanistan National statistics and information authority and World Bank. The analysis and finding called the terms of transit and trade is explored to find out the transit trade association set up of Afghanistan and Pakistan in prior to 2014 and afterward. The finding of the investigation indicates that Afghanistan after the exploring on the alternative routes has not longer depend on Pakistan ports for international trade. Afghanistan established and inaugurated Chabahar Port, Lapis Lazuli corridor and Air corridors for the international transit and trade. The investigation concluded that Chabahar port, Afghanistan India Air corridor and Lapis Lazuli corridor are the best alternative Afghanistan have identified for the alternative of Pakistan transit trade routes. The Central Asian Republics are doing the bulk of their foreign trade through seaports of Iran, and it is being done, despite the distances of thousands of kilometers. Bander Abbas, the seaport of Iran, is at 3,800 kilometers from Uzbekistan, whereas Karachi seaport is only 1,800 kilometers away. It is because of the obstacles in Afghanistan that Pakistan’s exports to Central Asia have shrunk from \$600 million to \$58.4 million according to the state bank of Pakistan (Altaf, 2018).

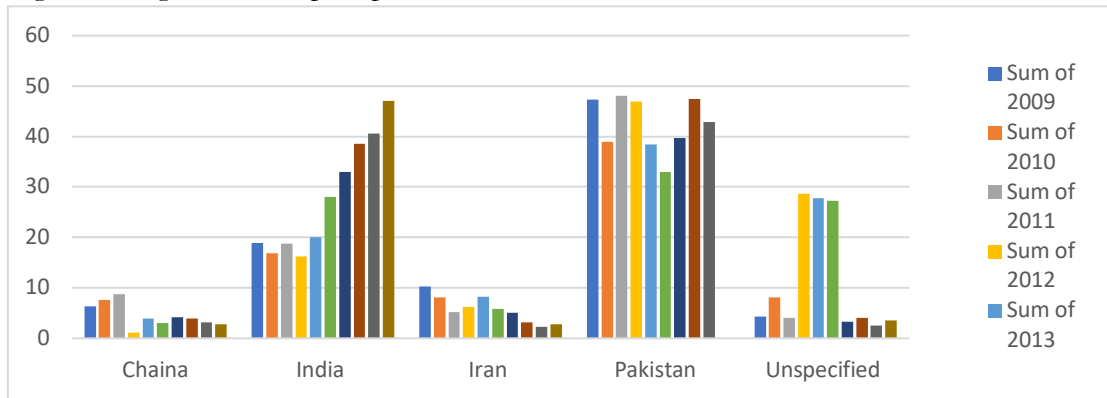
Figure: 2 Export pattern of Afghanistan from Countries:



4.2 Afghanistan export partner share from Countries:

The Investigator analyzed the total export partner share of top countries with Afghanistan, which also includes the export with Pakistan because of APTTA. The investigator analyzed the effect of APTTA on Afghanistan trade. The below table indicates that the export volume of Afghanistan slightly increased with Pakistan, which indicates that APPAT had effect on Afghanistan export of Pakistan. Despite the Nemours challenges the business community faced with Pakistan authorities. Due to political tension between Pakistan and Afghanistan effect the trade among countries. Where the partner share 47.38 % of the total export for the year 2009 is higher than Pakistan shares 42.86% of the total export of Afghanistan for the year 2019.

Figure: 3 Afghanistan export partner share from Countries:

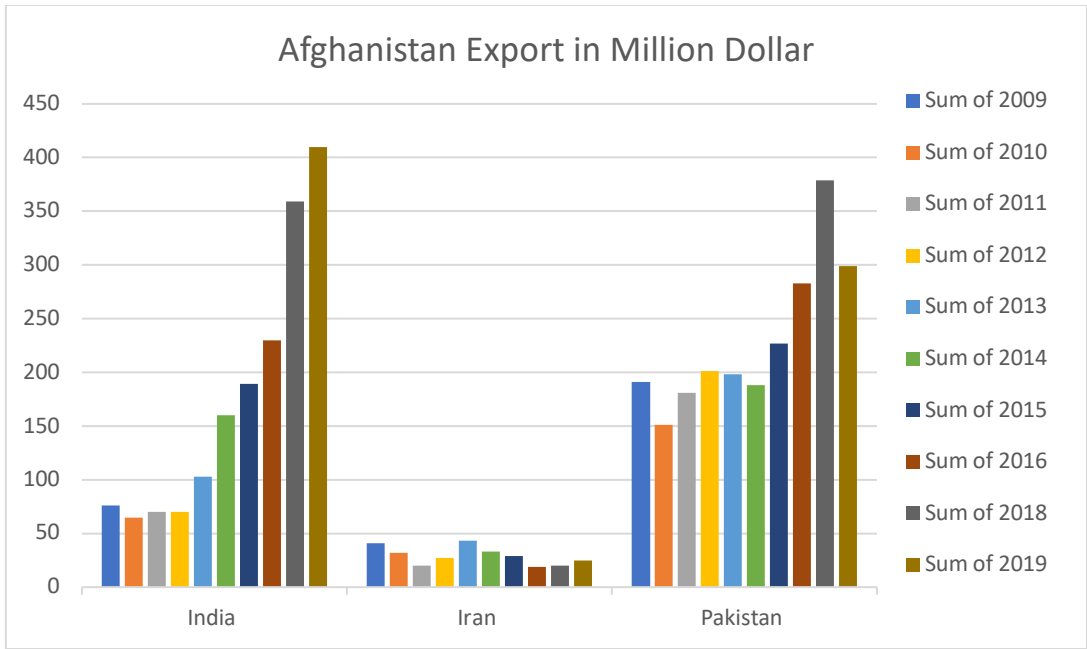


This indicates that APPAT effect on Afghanistan was not significant from 2014 to 2019. Due to political tension as well as not implementing the roles of APPTA agreement. The partner share of India in Afghanistan export for 2009 was 18.84, 28% in 2015 and reached to 47.12% of the total export of Afghanistan. This huge increase in the contribution of Afghanistan indicates that the effect of APPTA reduced with the establish of Chabahar port and Air corridor, despite that those roots were not economical and efficient.

4.3 Afghanistan export trend with Pakistan, Iran, and India:

The Investigator analyzed the total export partner share of top countries with Afghanistan, which also includes the export with Pakistan because of APTTA. The investigator analyzed the effect of APTTA on Afghanistan trade. The investigator also included the trade with India in the process to clarify the results of the investigation in a better way. The result show that there is a slight change in the export figure to Pakistan from the year 2015 to till 2018 while a drastically decrease in 2019, which is the political tension among the countries and not implementing the APPTA agreement. While there is a significant increase in export to India from the year 2015 to 2019.

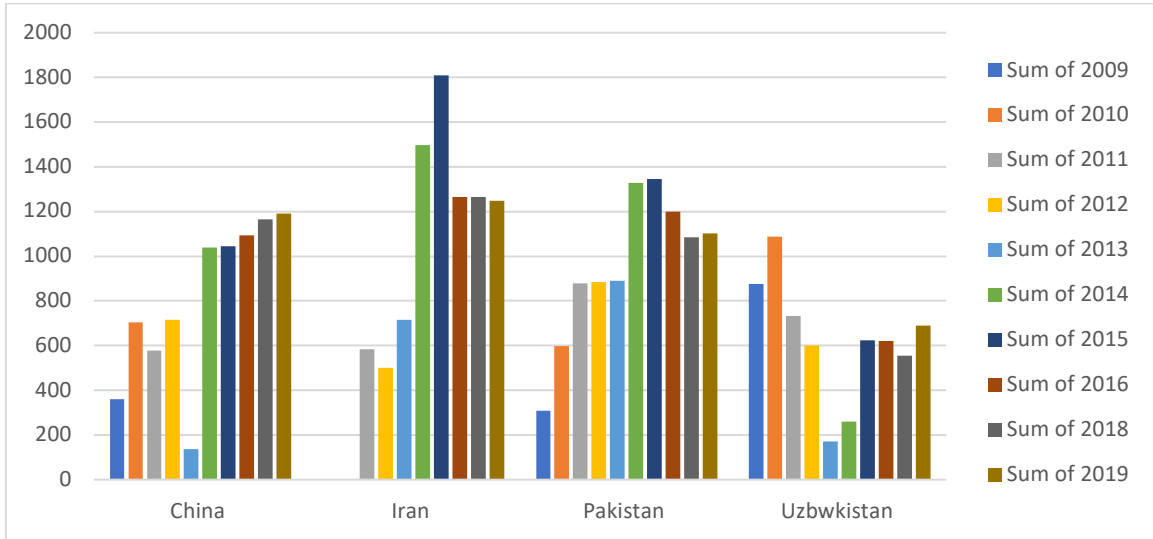
Figure 4 Afghanistan export trend with Pakistan, Iran, and India



4.4 Import pattern of Afghanistan with Countries:

The Investigator analyzed the total import partner from top countries to Afghanistan, which also includes the import from Pakistan because of APTTA. The investigator analyzed the effect of APTTA on Afghanistan trade. The finding indicates that APPTA agreement had significant effect on Afghanistan trade as a result the import from Pakistan had drastically increase from the year 2009 to 2015 while the import reduces from 2016 to 2019. This indicates that politically tension and border close out for number of months in 2016 and 2017 between Afghanistan and Pakistan significantly reduced the import from Pakistan to Afghanistan. Where Afghanistan managed to use Iran and China as an alternative way for fulfilling their import needs over the years.

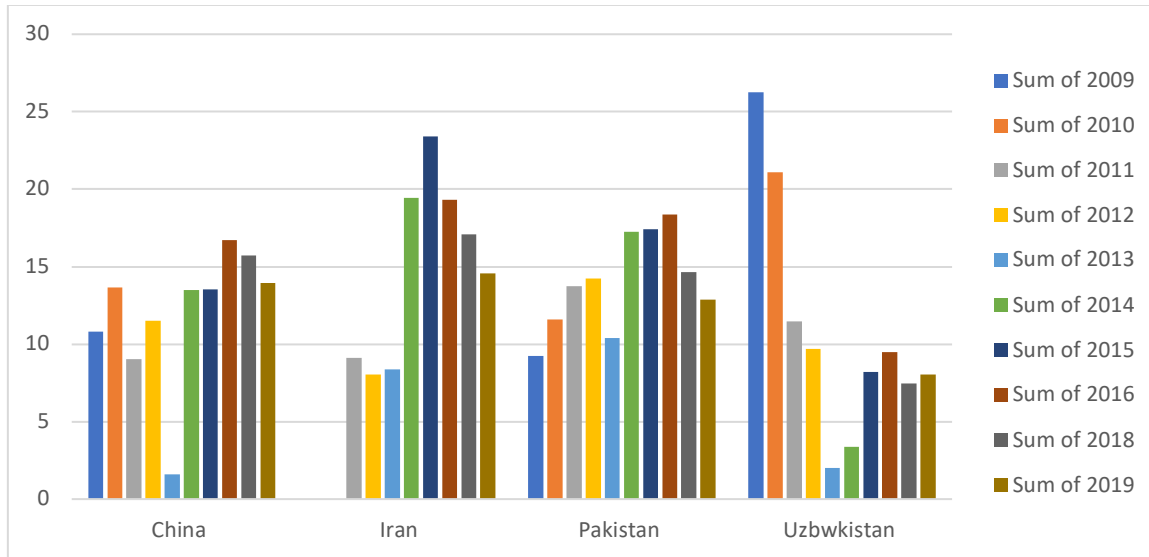
Figure: 5 Import pattern of Afghanistan with Countries:



4.5 Afghanistan import partner share with Countries:

The Investigator analyzed the total import partner share from top countries with Afghanistan, which also includes the import from Pakistan because of APITTA. The investigator analyzed the effect of APITTA on Afghanistan trade. The finding indicates that the import share of Pakistan was 9.22% in 2009, reached to its pick in 2016 18.34%. Due to conflict in the implementation of APITTA agreement and political tension among countries and border closer. The Pakistan import share in Afghanistan total import reduced to 12.7% in 2019. Which indicates that effect of APITTA agreement over Afghanistan trade reduces of the last few years.

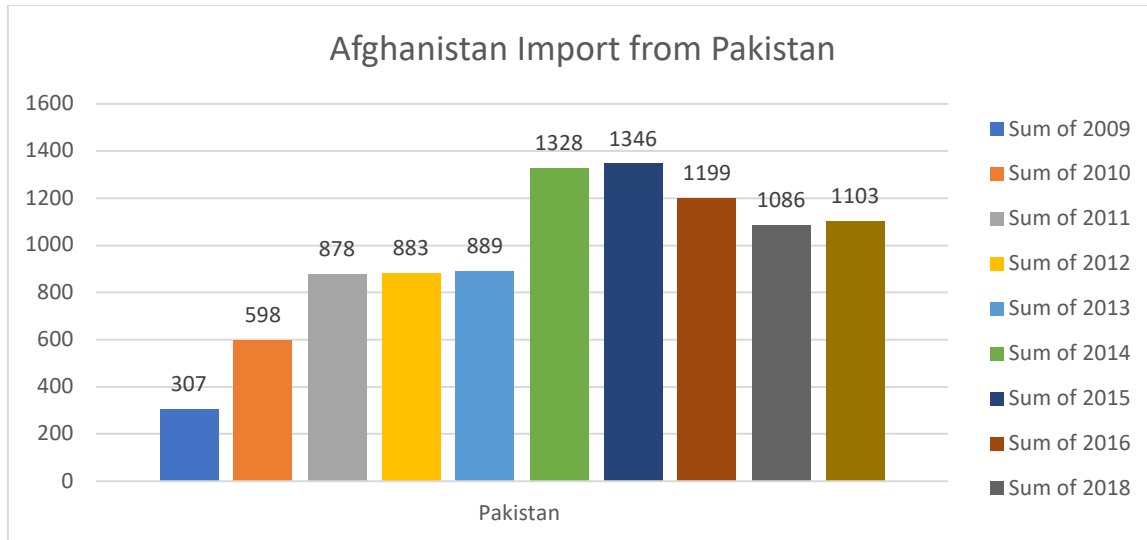
Figure: 6 Afghanistan import partner share with Countries



4.6 Afghanistan Import trend with Pakistan:

The Investigator analyzed the total export partner share of top countries with Afghanistan, which also includes the export with Pakistan because of APITTA. The investigator analyzed the effect of APITTA on Afghanistan trade. The finding indicates that the total import of Pakistan for the year 2009 was 307 million USD, reached to its highest figure in 2015 1346, while it reduced to 1103 in 2019. This indicates that APITTA had significant effect on Afghanistan trade from 2009 up to 2016, due to establishment of Unity government, political tension and not implement the APITTA agreement. The effect of APPT gradually reduced on Afghanistan Trade.

Figure: 7 Afghanistan Import from Pakistan:



4.7 Discussion on research findings:

As a result of the findings, APPAT effect on Afghanistan was not significant from 2014 to 2019. Due to political tension as well as not implementing the roles of APPTA agreement. The partner share of India in Afghanistan export for 2009 was 18.84, 28% in 2015 and reached to 47.12% of the total export of Afghanistan. This huge increase in the contribution of Afghanistan indicates that the effect of APPTA reduced with the establishment of Chabahar port and Air corridor, despite that those routes were not economical and efficient. The finding indicates that the import share of Pakistan was 9.22% in 2009, reached to its pick in 2016 18.34%. Due to conflict in the implementation of APPTA agreement and political tension among countries and border closer. The Pakistan import share in Afghanistan total import reduced to 12.7% in 2019. Which indicates that effect of APPTA agreement over Afghanistan trade reduces of the last few years. The finding indicates that APPTA agreement had significant effect on Afghanistan trade as a result the import from Pakistan had drastically increase from the year 2009 to 2015 while the import reduces from 2016 to 2019. This indicates that politically tension and border close out for number of months in 2016 and 2017 between Afghanistan and Pakistan significantly reduced the import from Pakistan to Afghanistan. Where Afghanistan managed to use Iran and China as an alternative way for fulfilling their import needs over the years. As a conclusion of the above findings Pakistan and Afghanistan should learn from regional and international transit agreement in to make the APPTA effective and efficient they may also look at transit agreement among Nepal and India. India and Nepal have tariff parity as importers in Nepal pay the same import duty on goods as paid by Indian importers. If Afghanistan and Pakistan introduce tariff parity between under APPTA, it can address plenty of issues raised in the agreement.

5. CONCLUSION AND RECOMMENDATIONS

5.1 Conclusion of the Study

There is a significant instability in Afghanistan Pakistan Transit Trade agreement which relatively resulted the socioeconomic and political tension between Afghanistan and Pakistan. Afghanistan is a landlocked county which needs to have such transit agreements with neighboring countries such as Pakistan and Iran. Afghanistan is primarily relying on Pakistan and secondly relying on Iran for its international trade. Though, Afghanistan transit

trade was unbalanced like deteriorated political relations between Afghanistan and Pakistan. Having access to sea is significantly important from economic perspective for a country. The countries not having access to sea advocated to United Nations. In which Afghanistan was the first country along with Bolivia and Czechoslovakia to advocate for rights of landlocked countries. As a result, in international conventions and laws guaranteed that countries who do not have access to sea due to their disadvantaged geographic location will have free access to sea is not exploited by neighboring countries. The aim of this investigation was to understand the effect of Afghanistan Pakistan Transit Trade Agreement on Afghanistan Trade. To understand the factors effecting either positively or negatively APTTA on Afghanistan trade. The research selected positivism research philosophy for the investigation the reason for selecting positivism research philosophy is that positivism philosophy lets research to collect accurate data or information which are measured with tools such as descriptive and inferential analysis. The investigator selected inductive research approach. In inductive approach the researcher identified the general phenomena based on general phenomena draw a specific conclusion which leads to incorporate the finding and recommendation of the research. The research should use inductive techniques to come up with hypothesis based on current theory. Based on the nature of research, research question, research objective, the research selected quantitative research methodology. Where the investigation would collect secondary data from Afghanistan National Statistics and Information Authority, Federal Board of Revenue, Government of Pakistan, reports of World Bank and World trade organization. Where quantitative data would be analyzed through percentage, average value, pivot table and pivot charts afterward the collected data would be analyzed through global general equilibrium model “GTAP” where general equilibrium model could include all the effects of multi-sectoral trade liberalization. Global Trade Analysis Project (GTAP) model. The GTAP model was originally formulated by Hertel (1997). The model is multi-market, with market for final goods, intermediate goods, traded goods, and factors of production. It is also multi-regional, with a region representing a country or a group of countries. The quantity of endowments—land, skilled labour, unskilled labour, natural resources, and initial capital—in each region is fixed exogenously within the GTAP model. The main agents in this model are producers, consumers, and the government. The Investigator analyzed the total export of Afghanistan, which also includes the export and import with Pakistan because of APTTA. The investigator analyzed the effect of APTTA on Afghanistan trade. The bellow table indicates that the export volume of Afghanistan drastically increases with Pakistan and India, which indicates that APPAT has significant effect on Afghanistan export to Pakistan. Since root of Pakistan to sea port for Afghanistan is significantly economically and efficient. Therefor the government of Afghanistan and business community wants to have trade with Pakistan despite Nemours challenges in the process, such as damping, high taxation in the sea ports, keeping the car for longer time in the sea ports, not allowing Afghanistan truck to cross Pakistan border and reach to sea ports as well as Visa and board pass for the drivers. The export of Afghanistan to Pakistan slightly increases over the years. While if we analyze the export to India. It is significantly increase with India since 2014, with the formation of unity government the president of Afghanistan emphasized on exploring new transit route to be free from only relying on Pakistan ports. Therefor the prime objective of this investigation is not depending on Pakistan routes for international trade. The data in this investigation is taken from Afghanistan National statistics and information authority and World Bank. The analysis and finding called the terms of transit and trade is explored to find out the transit trade association set up of Afghanistan and Pakistan in prior to 2014 and afterward. The finding of the investigation indicates that Afghanistan after the exploring on the alternative routes has not longer depend on Pakistan ports for international trade. Afghanistan established and inaugurated Chabahar Port, Lapis Lazuli corridor and Air corridors for the international transit and trade. The

investigation concluded that Chabahar port, Afghanistan India Air corridor and Lapis Lazuli corridor are the best alternative Afghanistan have identified for the alternative of Pakistan transit trade routes. The below table indicates that the export volume of Afghanistan slightly increased with Pakistan, which indicates that APPTA had effect on Afghanistan export of Pakistan. Despite the Nemours challenges the business community faced with Pakistan authorities. Due to political tension between Pakistan and Afghanistan effect the trade among countries. Where the partner share 47.38 % of the total export for the year 2009 is higher than Pakistan shares 42.86% of the total export of Afghanistan for the year 2019. The result show that there is a slight change in the export figure to Pakistan from the year 2015 to till 2018 while a drastically decrease in 2019, which is the political tension among the countries and not implementing the APPTA agreement. While there is a significant increase in export to India from the year 2015 to 2019. The finding indicates that APPTA agreement had significant effect on Afghanistan trade as a result the import from Pakistan had drastically increase from the year 2009 to 2015 while the import reduces from 2016 to 2019. This indicates that politically tension and border close out for number of months in 2016 and 2017 between Afghanistan and Pakistan significantly reduced the import from Pakistan to Afghanistan. Where Afghanistan managed to use Iran and China as an alternative way for fulfilling their import needs over the years. The finding indicates that the import share of Pakistan was 9.22% in 2009, reached to its pick in 2016 18.34%. Due to conflict in the implementation of APPTA agreement and political tension among countries and border closer. The Pakistan import share in Afghanistan total import reduced to 12.7% in 2019. Which indicates that effect of APPTA agreement over Afghanistan trade reduces of the last few years.

5.2 Recommendation

The investigator recommended the following aspect while addressing the issues related to APPTA agreement. If Afghanistan and Pakistan jointly and truly implement the recommended aspect in the APPTA agreement. Both countries would be able to optimize the effect on APPTA on their economy. Both countries desperately need to have APPTA agreement. Pakistan needs APPTA agreement to have access to central ASIA while Afghanistan needs to have APPTA agreement to have access to seaport and India market. The following aspects are needed to make the APPTA agreement effective and efficient for both countries.

1. Afghanistan and Pakistan should offer better and enough facilities for their businessman. Such as visa, border pass, tariff compensation, speed in payment of taxation, insurance, seaport charges and banking facilities so that the businessman would be able to trade easily and able to do sufficient investment.
2. Pakistan and Afghanistan should learn from regional and international transit agreement in to make the APPTA effective and efficient they may also look at transit agreement among Nepal and India. India and Nepal have tariff parity as importers in Nepal pay the same import duty on goods as paid by Indian importers. If Afghanistan and Pakistan introduce tariff parity between under APPTA, it can address plenty of issues raised in the agreement.
3. The Taxation office of both countries need to reduce additional taxation of the cargo cars carrying goods of the neighboring countries.
4. Pakistan needs to provide facilities to Afghanistan to import goods from India through Wagga Seaport. As they are requesting Afghanistan to have trade with Central ASIA.
5. Pakistan needs to provide sufficient facilities to car importing and exporting Afghanistan goods. While the same services and facilities needs to be provided to Pakistani car importing and exporting Pakistan goods.
6. The countries need to have semi-annual and annual meeting to address the challenges raised over the year.

7. Both countries need to have representative to review the APPTA agreement in five years and extra condition for better facilitation and optimizing the effect of APPTA agreement.

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