ACBAR

AFGHANISTAN TRANSPORTATION & TRUCKING DIRECTORY

Agency Coordinating Body for Afghan Relief

Peshawar

November 1989
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ACKNOWLEDGEMENTS

A special recognition must go to the ACBAR Liaison for UN Agencies (ALUNA), which provided the forum to address the issue of transporting commodities into Afghanistan and from which the idea of developing to the ACBAR Transportation & Trucking Directory emerged.

Two people were main contributors to the Directory - Mr. Etibari and Tara Fitzgerald. ACBAR is very fortunate to have had the valuable contribution of Mr. Etibari. His many years of experience handling logistics and transportation shipments for the political parties in Peshawar has been invaluable. Mr. Etibari provided most of the interviews contributing to the Trucking Company Profiles. We are grateful to Mr. Ehsanullah Mayar from the Afghan Interim Government for recommending Mr. Etibari for this project. A special thanks to the Afghan Relief Foundation for their generous gesture in seconding Mr. Etibari to ACBAR for this project.

Tara Fitzgerald was also crucial to the development of this directory, transferring all the collected information into the final presentation in this Directory. She was the main contributor to the writing process, the detailed editing and checking of the manuscript. Tara was able to obtain the cooperation and assistance of many individuals and organizations in Peshawar.

Maquim Shah from the Swedish Committee for Afghanistan, and Max Baussan, form UNILOG - Peshawar, also deserve special mention. Maquim contributed valuable ideas in the early stages of this Directory and also collected information for the Trucking Company Profiles. Max provided vital encouragement and support from the beginning and was a key contributor to the ACBAR - UNILOG Guidelines for Transporting Commodities into Afghanistan.

Of equal importance are the numerous other individuals in Peshawar who contributed information about transporting commodities into Afghanistan.

Willem J. Homan
Deputy Executive Coordinator - ACBAR
INTRODUCTION

1. Purpose

The purpose of this Directory is to provide practical information to assist agencies in transporting goods into Afghanistan.

The Directory is not meant to be a manual explaining all the procedural details of how to arrange and manage a cross-border commodity transportation transaction.

2. Organization of Directory

The Directory contains the following categories of information:

- **Government of Pakistan Regulations**: A description of the Government of Pakistan regulations about transporting commodities into Afghanistan. This section explains the procedure for obtaining permits to transport commodities to Afghanistan.

- **Overview of Pakistan - Afghanistan Transportation Industry**: A summary of the traditional cross-border trade and transportation system, the effects of the war and the future prospects for the industry.

- **Guidelines for Transporting Commodities into Afghanistan**: General guidelines for transporting commodities into Afghanistan, prepared jointly by ACBAR and UNILOG.

- **Provincial Profiles**: These profiles include information on major access routes, security concerns, list of trucking companies and their prices for transporting goods to the province and a list of agencies working in the province.

- **Trucking Company Profiles**: This section provides an overview of 16 trucking companies, detailing provinces in Afghanistan the company transports to, price quotes and names of organizations the company has moved commodities for in the past.

The Provincial and Trucking Company Profile information is presented in a standardized page format and designed for easy use and convenient cross-referencing. For example each Provincial Profile includes a list of trucking companies transporting to that province, giving the page number in the Directory on which each company is profiled.
3. **Key Issues and Constraints**

In using this Directory it is important to bear the following issues and constraints in mind.

i. **Provinces Profiled:** It was decided to limit the provincial profile information to nine provinces listed in the Table of Contents. The criteria for choosing these provinces was based on an assessment as to where most commodities will be transported to. This information was obtained directly from active cross-border agencies, the Food and Agriculture Organization (FAO) and the ACBAR/SWABAC Regional Coordination Database.

ii. **Peshawar Based Information:** The usefulness of this Directory is limited to handling transportation transactions out of Peshawar.

iii. **Price Quotes:** The decision to actually include price quotes in this Directory was based not on trying to provide definitive prices for agencies, but rather on linking a range of price quotes with names of trucking companies. The main limitation about any presentation or analysis of transportation prices is that these prices change continuously.

iv. **Trucking Companies Profiled:** The choice of the 16 companies profiled was based on recommendations from ACBAR members and UNILOG. While there are certainly more than 16 trucking companies operating in Peshawar, the selection does include most of the large trucking companies.

**Comments and Suggestions**

We welcome your ideas and suggestions and have included a form in Appendix E for you to fill out. Please take the time to inform us about your reactions to the Directory. Your comments will assist us in making revisions for future editions of the ACBAR Afghanistan Transportation & Trucking Directory.
GOVERNMENT OF PAKISTAN REGULATIONS

ABOUT TRANSPORTING COMMODITIES INTO AFGHANISTAN

This section addresses the Government of Pakistan's (GOP) regulations about transporting commodities into Afghanistan. ACBAR disclaims itself from any misrepresentation of the regulations. The following information does not substitute for the necessity to inquire directly with the appropriate authorities in the GOP about the exact regulations.

I. GOVERNMENT OF PAKISTAN CONCERNS

An understanding of the following major concerns of the Government of Pakistan (GOP) is useful in understanding the GOP's regulations about commodity shipments to Afghanistan.

1. Scarcity of Commodities on the Local Market: North West Frontier Province (NWFP) is a commodity deficient province and thus must import many key commodities. In order to avoid scarcities of certain commodities on the local market, the GOP needs to be able to anticipate the flow of commodities in and out of NWFP. This is the primary reason why the GOP needs to know about commodities shipments into Afghanistan. By knowing the types and quantities of goods to be purchased on the local market for anticipated shipment to Afghanistan and the domestic market needs of these goods, the GOP can both approve the export of certain goods as well as forbid the export of other goods based on anticipated shortages.

2. Export of Pakistan Subsidized Commodities: The GOP subsidizes a number of key commodities in Pakistan. Given these subsidies, the GOP wants to ensure that these subsidized commodities are not being exported to neighbouring countries, like Afghanistan.

II. GOP PROCEDURE FOR OBTAINING PERMITS FOR COMMODITY SHIPMENTS.

In the light of the above concerns the GOP has adopted the following procedure for obtaining permits to move commodities from Pakistan into Afghanistan. The procedure is explained below both for NGO handled shipments and UNILOG handled transactions.
1. **NGO Handled Shipments**

   i. Any organization intending to transport commodities into Afghanistan must submit to the Commissioner for Afghan Refugees (CAR) a list specifying the exact nature, quantity and location in NWFP where the commodity is purchased.

   ii. After receiving this list the CAR submits it to the Director of Foods and if necessary the Director of Industries. It is then determined whether or not the commodities listed for shipment to Afghanistan will have a detrimental impact on the local market supply.

   iii. If the list gets clearance from the Director of Foods and/or Director of Industries, then the CAR issues the appropriate permits to clear the way for shipment.

   iv. Once the permits have been issued, the concerned authorities are notified by the CAR in order to clear passage for transporting the commodities through the Tribal Areas and across the border.

   The CAR maintains that the entire procedure should not take more than 2 - 3 weeks.

2. **UNILOG Handled Shipments**

   The same procedure, described above, applies for UNILOG shipped goods. However, one major difference exists and relates to the nature of commodities that UNILOG is currently entitled to transport. UNILOG currently is only mandated to transport UN procured goods, purchased at world market prices. The two commodities are wheat seed and fertilizer.
The cross-border trade and transportation system from Pakistan to Afghanistan has, despite the war in Afghanistan, continued to operate effectively. While a certain amount of adaptation has been necessary during the war, the overall system has basically remained the same.

The most noticeable effect of the war is the decline in the number of trucks operating. In 1983 the estimated total number of trucks in Afghanistan was 15,000 comprised of 2,000 state owned and 13,000 privately owned trucks. It is estimated that approximately 15-20% of the 2,000 state owned trucks have been destroyed. Estimates of destruction to privately owned trucks are unknown but are probably considerably higher. In spite of the losses incurred, the industry has continued to function effectively.

Types of Trucks and Trucking Routes

The most commonly used trucks are Mercedes, Hinos, Bedfords and Internationals. These trucks vary in size from five to twenty tons: Mercedes trucks are the most widely used because they are sturdier and are capable of carrying heavier loads over rough roads in comparison to Bedfords and Internationals. Hinos are also popular because they have 4x4 wheel drive and a strong frame. However, they are a lot more expensive and spare parts are more difficult to acquire than those for the Mercedes, which are in abundance as they can be smuggled from Iran. Subsequently very few private truckers own Hinos. Most of the Hinos seen in Afghanistan are government owned while the majority of the private truckers use Mercedes.

The process of transportation from Peshawar across the border involves using Bedfords and Internationals up to the border where loads are transferred into Mercedes or occasionally Hino trucks. At present the main routes in use run from: (i) Tarimangal to South East Afghanistan, Paktia, Logar and Nangarhar; (ii) Azam Warsak to Paktika, Ghazni, Wardak, Bamyan and Northern Afghanistan; (iii) the Nawa Pass into Kunar and Laghman; (iv) Torkham into Nangarhar.

Continuation of Traditional System

All these operations are executed according to the traditional system in use for generations. This system relies heavily on long term personal relationships, complete trust and traditional Pashtun honor. The trade is strictly territorial.
which means that groups have for years build up reliable and effective working relationships with each other in a certain region. More often than not one finds Afghan and Pakistani trucking families working together as they have done for generations. The Pakistanis tend to deal with all transactions on their side of the border and then hand over or sell the cargo to their Afghan counterparts who then assume all responsibility for the journey inside Afghanistan.

The nature of the trade is such that complete confidentiality is expected in all transactions. It also means that a great deal of personal contact must be maintained with various people in order to keep their trust, including those in power in the area through which the goods are transported. On the Pakistan side of the border this includes the maintenance of good relations with the Political Agents of the Tribal Areas, the Border Police as well as other traders. Relations with the leaders and inhabitants of the Tribal Areas must also be cultivated since they, rather than the Political Agent, have ultimate control over who and what passes through their agency. This is illustrated in the Khyber Agency where the Shinwari and Afridi tribes have created syndicates that virtually monopolize access to the Political Agent. In Waziristan the tribal leaders deliberately make it difficult to pass through their areas. Similarly, on the Afghan side of the border the traders must maintain healthy relations with the appropriate powers, such as local tribal leaders and local commanders, in order to secure safe transit.

Financing

Trucking companies need a certain amount of financial liquidity on both sides of the border in order to be able to operate. The three options for financing are self-finance, traditional informal financing and bank financing. The traditional informal finance system has been in operation for generations and is the second most common form of financing after self financing. The traditional system consists of an order to pay foreign currency from the account of the signee to the bearer, giving those operating on either side of the border easy access to cash and foreign currency. It does, however, involve a very high trust factor on the part of the person giving the loan which yet again emphasizes the reason for long term relationships among the traders. The option of formal bank financing has been almost entirely ruled out due to the complications involved in obtaining a letter of credit from the bank, a process that has become increasingly complicated since the war. For the majority of small traders bank financing is not feasible, although it is sometimes used by big traders.

Trade Restrictions and Permits

Pakistan trade restrictions between Afghanistan and Pakistan imposed during the course of the war, have contributed to some changes in the trading system. The trade restrictions categorizes all commodities in three ways, permitted goods, restricted goods and banned goods. This system is intended to control smuggling
across the border. However, smuggling is a relatively simple procedure facilitated by the tribal belt. Here the Political Agents have a certain amount of control, handing out passes to enable local people to bring in wheat and other restricted goods for themselves. Inevitably these passes are open to abuse once they have been obtained and are then used to facilitate the smuggling operations into Afghanistan.

**Prices and Carrying Capacity**

Despite the flexibility shown by the entire transport industry, the war has had its effect on prices. Transport rates have risen dramatically from the pre-war prices due to the increased risk factor and the degeneration of road conditions. The bombing and mining of roads and bridges has led to the use of alternative routes which are generally in bad condition. It also means that the load/capacity ratio of the trucks has been decreased. For example, 20 ton trucks plying the Khyber route carry 10 - 15 tons while the same trucks in Kandahar will be carrying only 7 tons. This is yet another factor causing transport rates to increase.

Insurance costs, especially during the Soviet occupation, was a major contributor to the sharp rise in transportation rates. While still an important component of overall transportation rates, insurance costs have been declining since the Soviet withdrawal.

Since the Soviet withdrawal, the transport rates have dropped considerably due to a relative improvement in security. Truckers no longer consider it necessary to recoup the value of the truck in three trips, as they did before the withdrawal. They are now able to travel freely during the day through most parts of the country rather than driving at night with no headlights as they had to do prior to February 1989.

**Future Potential**

With an estimated fleet of 5,000 Afghan trucks with temporary road permits available in Pakistan and an estimated 10,000 trucks in Afghanistan the transportation industry is capable of dealing with quantities far greater than at present. Not only does the industry have the number of trucks to deal with an increase in transport demand, it also has an effective traditional system to cope with it. There is an effective chain of contacts that allow the passage of goods through tribal areas and across the border, complimented by an efficient financial system that will be able to bear the burden of a growing market. The resilient and adaptive nature of the transport industry places it in a strong position to absorb the inevitable increase in transportation demand that will result as the reconstruction of Afghanistan gains momentum.
ACBAR - UNILOG

GUIDELINES FOR TRANSPORTING COMMODITIES

INTO AFGHANISTAN

NGO Handled Commodity Transportation: Sections I-VI are suggested guidelines for NGOs handling their own commodity shipments.

UNILOG Handled Commodity Transportation: Section VII, entitled UNILOG Transport Procedure and General Responsibilities, explains UNILOG’s procedure for handling commodity transportation on behalf of NGOs.

I. PAYMENT

1. All payment should be in Pakistani rupees.

2. All payment should be made after delivery of goods at final destination and a 'Letter of Confirmation' has been signed by the designated field officer or a pre-established tribal leader or commander and received and certified by NGO.

II. RATES

1. Rates should be in Pakistani Rupees / Metric Ton from the point of departure in Pakistan to point of final destination in Afghanistan.

2. Rates should be inclusive of all expenses incurred en route. The following is an incomplete list of such expenses:

<table>
<thead>
<tr>
<th>Expense</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>Permit costs</td>
</tr>
<tr>
<td>Driver expenses</td>
<td>Various taxes</td>
</tr>
<tr>
<td>Maint. of vehicle</td>
<td>Spare parts</td>
</tr>
<tr>
<td>Border transfer costs</td>
<td>Repair costs</td>
</tr>
</tbody>
</table>

3. Loading and unloading costs will be covered by UNILOG when commodity is loaded from UNILOG storage space. Unloading costs may have to be agreed upon separately between transporter and NGO or UNILOG. UNILOG will cover unloading costs when they are organizing the transport.

4. For general guidelines on average shipment rates, based on information received by ACBAR and UNILOG, see APPENDIX B.
III. ROUTES
1. When obtaining price quotes NGOs should enquire, and specify if possible, which route will be used since some routes translate into significantly higher prices. See APPENDIX A for a map showing major routes.

IV. CONTRACTS
1. NGOs are strongly urged to enter into a written contract or agreement with the trucking company. A sample contract is attached as APPENDIX C.

V. PERMITS
1. When handling their own transportation, NGOs are strongly urged to obtain appropriate tribal passes and cross border permits.

VI. SECURITY
1. NGOs should arrange security and escorts for their convoys.
2. NGOs are strongly recommended to contact and inform local authorities (Shuras and commanders) prior to shipping commodities. This will decrease the likelihood of disruption or hijacking of convoys.

VII. UNILOG TRANSPORT PROCEDURE AND GENERAL RESPONSIBILITIES

The following points pertain only to UNILOG arranged transportation of UN procured goods:

1. UNILOG can only act when a Transport Request is signed by and received from an UN Agency. (See APPENDIX D for a sample Transport Request form). The Transport Request must mention type of commodity, quantity, name of NGO receiving, name of NGO representative at destination, province and village of destination.

A Transport Request must only relate to one commodity and one receiving party.
2. Once transport arrangements are made, UNILOG will contact NGOs to coordinate and agree on date of loading and dispatch of trucks. NGO's representative is then requested to be present at time and place of loading.

3. UNILOG transport contractors are always responsible for transport from Peshawar to final destinations (as agreed per contract). In case of transfer from truck to truck at border, NGOs will be informed prior to loading ex Peshawar.

4. UNILOG will obtain tribal area passes and arrange security through tribal areas in Pakistan up to the border of Afghanistan.

5. UNILOG will obtain authorizations and cross border permits for UN procured goods only.

6. All customs issues will be handled by UNILOG.

7. NGOs will arrange for assistance/escort from the border to destination in Afghanistan.

8. NGOs are responsible for receiving the goods at destination and signing UNILOG Way Bill in the box 'receiving Shura/person' only, mentioning date and time received. (See APPENDIX D for a sample UNILOG Way Bill). When all copies are signed NGO's representative keeps the pink copy only.

9. Unloading at destination can be performed either by the transport contractor, or by NGO's laborers but always at UNILOG cost who will refund either party against supporting voucher.

10. Drivers must return to Peshawar with 3 copies of Way Bills: White, Blue, Green copies.

11. NGO head office in Peshawar will then be required to certify the signature of their representatives on these 3 Way Bills copies in the box 'certifying officer' and stamp the Way Bills.

NGOs are requested not to delay the certification of Way Bills since certification is required before payment can be made to the transport contractor.

12. NGO representatives are not allowed to change the destinations or quantities once Way Bills are issued by UNILOG, Peshawar.
PROVINCIAL PROFILES

- Explanation of Information Presented -

The information for the Provincial Profiles was collected during August - September 1989. Given how rapidly circumstances change in a province, it is likely that some of the information in the following Provincial Profiles will already be outdated by the time this Directory is released.

The Provincial Profiles are only meant to provide basic information about the following categories of information.

MAIN ACCESS POINTS AND ROUTES

This section outlines the main routes and access points into each province and gives information about the relation between price and route, prices and condition of roads and bridges. Appendix I, at the end of the Directory, contains a map showing main access routes into Afghanistan from Peshawar.

SECURITY AND OTHER ISSUES

This includes information about the security situation in the provinces and any other useful information about transporting commodities into the province. This section is not included in all the Provincial Profiles.

TRUCKING COMPANIES OPERATING IN THE PROVINCE

This is a list of all the companies operating in the province, their estimated prices from Peshawar and the page number in the Directory where you can find a profile of the company.

Please take note that the majority of the quotes in this section are probably too high and should be negotiated down. The listed price quotes are only intended to provide an idea of the range of quoted prices by specific trucking companies.

AGENCIES WORKING IN THE PROVINCE

This is intended to provide the user of this Directory with a list of agencies to contact to obtain additional information. The list of organizations was obtained from the ACBAR/SWABAC Regional Coordination Database.
GI-IAZNI

MAIN ACCESS POINTS AND ROUTES:

Azam Warsak: The main route runs in from Paktika, using Wana and Azam Warsak as its access point. The road then continues to Angurradah and Khand from where it goes into Ghazni, providing access to all areas from the south. This is longer and more expensive than the Parachinar route but the security is more reliable so it is still used by the majority of truckers. Obviously one would have to check out the situation on both routes before deciding which one should be used.

Parachinar: The second route which is shorter and more direct uses Parachinar and Tarimangal as it’s access point and then continues into Logar via Jaji until it meets the Puli-Alam / Kabul road. From here the road then goes south into northern Ghazni from where one has access to all regions provided that one steers clear of Ghazni town. This route would seem more practical for NGOs shipping in from Peshawar, though there is still a risk of air raids from the Kabul regime involved along this route.

Quetta: A third route which is also feasible uses Quetta as its access point and then travels up from the south west of Ghazni. This would allow access to all areas of the province though it would obviously take a lot longer. The one advantage is that it follows an established Mujahideen route and would therefore mean good security provided that arrangements were made with commanders etc before departure.

TRUCKING COMPANIES OPERATING IN GHAZNI:

<table>
<thead>
<tr>
<th>Company</th>
<th>Price from Peshawar</th>
<th>Company Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghan Ahmadzai</td>
<td>2500 Rs/mt</td>
<td>page 32</td>
</tr>
<tr>
<td>Afghan Mangal</td>
<td>5000 Rs/mt</td>
<td>page 33</td>
</tr>
<tr>
<td>Afghan Transport</td>
<td>2800 Rs/mt</td>
<td>page 34</td>
</tr>
<tr>
<td>Arros</td>
<td>2500 Rs/mt</td>
<td>page 35</td>
</tr>
<tr>
<td>Bahauddin</td>
<td>2300 Rs/mt</td>
<td>page 36</td>
</tr>
<tr>
<td>Haji Abdul Jamel</td>
<td>3200 Rs/mt</td>
<td>page 39</td>
</tr>
<tr>
<td>Haji Juma Khan</td>
<td>3800 Rs/mt</td>
<td>page 40</td>
</tr>
<tr>
<td>Haji Mohammed Khan</td>
<td>3500 Rs/mt</td>
<td>page 41</td>
</tr>
<tr>
<td>Haji Wardak</td>
<td>4500 Rs/mt</td>
<td>page 42</td>
</tr>
<tr>
<td>Jaji Kuram</td>
<td>4500 Rs/mt</td>
<td>page 43</td>
</tr>
<tr>
<td>Mangal &amp; Kuram</td>
<td>5100 Rs/mt</td>
<td>page 44</td>
</tr>
<tr>
<td>Moslem Insaf</td>
<td>2500 - 3000 Rs/mt</td>
<td>page 45</td>
</tr>
<tr>
<td>Reyes Khan</td>
<td>4000 Rs/mt</td>
<td>page 46</td>
</tr>
<tr>
<td>Safi Bangash</td>
<td>3000 Rs/mt</td>
<td>page 47</td>
</tr>
</tbody>
</table>
AGENCIES WORKING IN GHAZNI:

Action Internationale Medicale Estudiante
Afghanaid
Afrane
Austrian Relief Committee
Avicen
DACAAR
Dutch Committee for Afghanistan
Freedom Medicine
German Afghanistan Committee
German Afghanistan Foundation
International Medical Corps
Management Sciences for Health
Medicins Du Monde
Medicins sans Frontieres (France)
Mercy Corps International
Norwegian Committee for Afghanistan
Norwegian Refugee Council
Save the Children (US)
Swedish Committee for Afghanistan
VITA
MAIN ACCESS POINTS AND ROUTES:

Nawa Pass: The main route into Kunar is through the Nawa pass in Mohmand Tribal Area. This route joins the Jalalabad/Asadabad road, which gives access to the whole province.

Torkham: A second route is through Torkham along the Jalalabad road and then up into Kunar through northern Nangarhar.

Chitral road to Barikoot: A third route goes from the Chitral road to Barikoot and then down into Kunar. The Mujahideen have just built a bridge with a capacity of 12 tons which makes access through Barikoot a lot easier, though it is necessary to get permission to cross it since it is a military bridge.

Binchey: The fourth alternative is through Binchey in Dir Tribal Territory. Once complete, this will be a good route since the Pakistani roads to Binchey are very good and there are no problems in the Dir Tribal Territory. However, there is currently 5 kilometers of unfinished road which requires transshipment of goods.

SECURITY AND OTHER ISSUES:

For every access route into Kunar it is strongly recommended to have a pre-arranged armed escort waiting for you with a letter from their Commander. This will help prevent goods being appropriated en route to their destination.

It should be remembered that Mohmand inhabitants can be difficult regarding shipments passing through.

The main logistical problem found in Kunar is that the majority of the bridges have been destroyed which means that transferral to animals is necessary at some stage to reach most areas in Kunar.
TRUCKING COMPANIES OPERATING IN KUNAR:

<table>
<thead>
<tr>
<th>Company</th>
<th>Price from Peshawar</th>
<th>Company Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghan Ahmadzai</td>
<td>1000 Rs/mt</td>
<td>page 32</td>
</tr>
<tr>
<td>Arros</td>
<td>1000 Rs/mt</td>
<td>page 35</td>
</tr>
<tr>
<td>Bahauddin</td>
<td>3000 Rs/mt</td>
<td>page 36</td>
</tr>
<tr>
<td>Gardiwal</td>
<td>2200 Rs/mt</td>
<td>page 37</td>
</tr>
<tr>
<td>Haji Juma Khan</td>
<td>3000 Rs/mt</td>
<td>page 40</td>
</tr>
<tr>
<td>Haji Wardak</td>
<td>N.A.</td>
<td>page 42</td>
</tr>
<tr>
<td>Jaji Kuram</td>
<td>1400 Rs/mt</td>
<td>page 43</td>
</tr>
<tr>
<td>Rayes Khan</td>
<td>950 - 1000 Rs/mt</td>
<td>page 46</td>
</tr>
<tr>
<td>Safi Bangash</td>
<td>950 Rs/mt</td>
<td>page 47</td>
</tr>
</tbody>
</table>

AGENCIES WORKING IN KUNAR:

- Afghan Relief Foundation
- Afghanistan Nothilfe
- AHSAAO
- Aide Medicale Internationale
- CARE International
- DACAAR
- Freedom Medicine
- German Afghanistan Committee
- Human Concern International
- Islamic Relief Agency
- Madera
- Management Sciences for Health
- Norwegian Committee for Afghanistan
- SERVE
- Shelter Now International
- Swedish Committee for Afghanistan
- USAID
- VITA
- Welfare and Relief Committee
LAGHMAN

MAIN ACCESS POINTS AND ROUTES:

Nawa Pass: There is one route into Laghman which comes in over the Nawa pass into Kunar. From here it continues straight across Kunar to Pul-e-Sarkani, crossing the Asadabad/Jalalabad road, and straight into Laghman.

However, once you reach Koz Kunar all cargo must be transferred to mules since the roads are not fit for vehicles after this point.

SECURITY AND OTHER ISSUES:

Security is a problem due to fighting among the Hezbi commanders in the area. This means that a very strong and reliable armed escort is needed for any convoys sent into the area. This will help prevent goods being appropriated on route to their destinations, but will also add to transport expenses.

There are also Arabs working on education and welfare programmes in the area.

TRUCKING COMPANIES OPERATING IN LAGHMAN:

<table>
<thead>
<tr>
<th>Company</th>
<th>Price from Peshawar</th>
<th>Company Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghan Ahmadzai</td>
<td>2500 Rs/mt</td>
<td>page 32</td>
</tr>
<tr>
<td>Bahauddin</td>
<td>3000 Rs/mt</td>
<td>page 36</td>
</tr>
<tr>
<td>Gardiwal</td>
<td>2700 Rs/mt</td>
<td>page 37</td>
</tr>
<tr>
<td>Rayes Khan</td>
<td>2000 Rs/mt</td>
<td>page 46</td>
</tr>
</tbody>
</table>

AGENCIES WORKING IN LAGHMAN:

Avicen
Aide Medicale Internationale
Dutch Committee for Afghanistan
Freedom Medicine
German Afghanistan Foundation
Islamic Relief Agency
Management Sciences for Health
Madera
Norwegian Committee for Afghanistan
Swedish Committee for Afghanistan
Welfare and Relief Committee
LOGAR

MAIN ACCESS POINTS AND ROUTES:

Parachinar: The main route into Logar is through Parachinar and Tarimangal. From here the road continues through Jaji district in Paktia and then straight into Logar up to Mohamad Aga from where a number of roads allow access to all areas of Logar. From Doubandi there is a route to Baraki Barak and Tangi Wardak.

Transport rates to Logar are expensive, because its proximity to Kabul increases the risk factor for the truckers. Prices are also affected by the mountainous terrain that must be crossed on this route.

TRUCKING COMPANIES OPERATING IN LOGAR:

<table>
<thead>
<tr>
<th>Company</th>
<th>Price from Peshawar</th>
<th>Company Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghan Ahmadzai</td>
<td>2000 Rs/mt</td>
<td>page 32</td>
</tr>
<tr>
<td>Afghan Mangal</td>
<td>2800 Rs/mt</td>
<td>page 33</td>
</tr>
<tr>
<td>Afghan Transport</td>
<td>2900 Rs/mt</td>
<td>page 34</td>
</tr>
<tr>
<td>Arros</td>
<td>2000 Rs/mt</td>
<td>page 35</td>
</tr>
<tr>
<td>Bahauddin</td>
<td>2500 Rs/mt</td>
<td>page 36</td>
</tr>
<tr>
<td>Haji Abdul Jamel</td>
<td>5200 Rs/mt</td>
<td>page 39</td>
</tr>
<tr>
<td>Haji Juma Khan</td>
<td>3200 Rs/mt</td>
<td>page 40</td>
</tr>
<tr>
<td>Haji Mohamed Khan</td>
<td>3000 Rs/mt</td>
<td>page 41</td>
</tr>
<tr>
<td>Haji Wardak</td>
<td>3500 Rs/mt</td>
<td>page 42</td>
</tr>
<tr>
<td>Jaji Kuram</td>
<td>2500 Rs/mt</td>
<td>page 43</td>
</tr>
<tr>
<td>Mangal &amp; Kurram</td>
<td>3100 Rs/mt</td>
<td>page 44</td>
</tr>
<tr>
<td>Moslem Insaf</td>
<td>2500 - 3000 Rs/mt</td>
<td>page 45</td>
</tr>
<tr>
<td>Rayes Khan</td>
<td>3500 Rs/mt</td>
<td>page 46</td>
</tr>
<tr>
<td>Safi Bangash</td>
<td>3000 Rs/mt</td>
<td>page 47</td>
</tr>
</tbody>
</table>

AGENCIES WORKING IN LOGAR:

Afrane
Aide Medicale International
Austrian Relief Committee
DACAAR
Dental Clinic for Afghan Refugees
Dutch Committee for Afghanistan
Freedom Medicine
German Afghanistan Committee
German Afghanistan Foundation
Human Concern International
International Medical Corps
Islamic Relief Agency
Management Sciences for Health
Shelter Now International
Swedish Committee for Afghanistan
VITA
NANGARHAR

MAIN ACCESS POINTS AND ROUTES:

Torkham: Entry through Torkham provides access to south eastern Nangarhar via Barikow, Nazian, and Achian. It also allows access to northern Nangarhar via Lalpur district, crossing the Kabul river at Kamkai dakka.

Nawa Pass: An alternative route into northern Nangarhar is through the Nawa pass then down the Jalalabad / Asadabad road. This route is slightly longer and would require an escort through Kunar. It is also more expensive.

Parachinar: A third route, going via Parachinar and Tarimangal, through Paktia and up to the Lakari pass provides access to all south west Nangarhar. This route is noticeably more expensive than the other routes used.

SECURITY AND OTHER ISSUES:

Since there is security threat in Nangarhar, it is a good idea to transport with the cooperation of the tribal leaders and/or the local commanders.

Another alternative for transport into Nangarhar is to use party trucks which go in directly through Torkham. This involves paying diesel and driver costs for the trucks used and is cheaper. It does involve one with party politics and is only a realistic option when considering relatively small commodity shipments.

TRUCKING COMPANIES OPERATING IN NANGARHAR:

<table>
<thead>
<tr>
<th>Company</th>
<th>Price from Peshawar</th>
<th>Company Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghan Ahmadzai</td>
<td>1000 Rs/mt</td>
<td>page 32</td>
</tr>
<tr>
<td>Arros</td>
<td>1000 Rs/mt</td>
<td>page 35</td>
</tr>
<tr>
<td>Bahauddin</td>
<td>N.A.</td>
<td>page 36</td>
</tr>
<tr>
<td>Gardiwal</td>
<td>1500 Rs/mt</td>
<td>page 37</td>
</tr>
<tr>
<td>Habib Rahman</td>
<td>800 Rs/mt</td>
<td>page 38</td>
</tr>
<tr>
<td>Haji Juma Khan</td>
<td>2500 Rs/mt</td>
<td>page 40</td>
</tr>
<tr>
<td>Haji Wardak</td>
<td>N.A.</td>
<td>page 42</td>
</tr>
<tr>
<td>Rayes Khan</td>
<td>2000 Rs/mt (Via Torkham)</td>
<td>page 46</td>
</tr>
<tr>
<td></td>
<td>4000 Rs/mt (Via Parachinar)</td>
<td>page 47</td>
</tr>
<tr>
<td>Safi Bangash</td>
<td>1000 Rs/mt</td>
<td></td>
</tr>
</tbody>
</table>
AGENCIES WORKING IN NANGARHAR:

Action Internationale Medicale Estudiante
Afghanaid
Afghan Relief Foundation
Afghan Ob/Gyn Hospital
Afghanistan Nothilfe
AHSAO
AVICEN
Council for International Development
Dutch Committee for Afghanistan
Freedom Medicine
German Afghanistan Foundation
Islamic Relief Agency
Management Sciences for Health
Norwegian Committee for Afghanistan
Shelter Now International
Swedish Committee for Afghanistan
Save the Children (US)
VITA
Welfare and Relief Committee
PAKTIA

MAIN ACCESS POINTS AND ROUTES:

Parachinar: The road from Parachinar to Chamkani allows access to all areas in Paktia. This is popular because the terrain isn't as treacherous as the other routes. It does, however, require transferral into smaller vehicles at Sharinow. On both routes truckers will only carry a maximum load of six and a half tons.

Alizai Post: This road runs down to Thal and then on to Alizai Post, before Parachinar, where you cross the border and travel on to Khost. The Parachinar roads are, however, very steep and the road conditions rough which means that transferring cargo to more appropriate vehicles is necessary at least once if not twice. This inevitably pushes the price up somewhat.

SECURITY AND OTHER ISSUES:

Paktia has a strong tribal system which means that travelling through the province is relatively easy if one has good contacts with whom to arrange security etc through the area.

North of Khost are the Mangal tribe who are friendly and cooperative, and it is not necessary to make contact with them before transporting through the area. But it is a good idea to establish contact with the local leaders before transporting to an area.

TRUCKING COMPANIES OPERATING IN PAKTIA:

<table>
<thead>
<tr>
<th>Company</th>
<th>Price from Peshawar</th>
<th>Company Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghan Ahmadzai</td>
<td>350 Rs/mt (from border)</td>
<td>page 32</td>
</tr>
<tr>
<td></td>
<td>900 Rs/mt</td>
<td></td>
</tr>
<tr>
<td>Afghan Mangal</td>
<td>1600 Rs/mt</td>
<td>page 33</td>
</tr>
<tr>
<td>Afghan Transport</td>
<td>1200 Rs/mt</td>
<td>page 34</td>
</tr>
<tr>
<td></td>
<td>1500 Rs/mt</td>
<td></td>
</tr>
<tr>
<td>Arros</td>
<td>350 Rs/mt (from border)</td>
<td>page 35</td>
</tr>
<tr>
<td>Bahauddin</td>
<td>2000 Rs/mt</td>
<td>page 36</td>
</tr>
<tr>
<td>Haji Juma Khan</td>
<td>2500 Rs/mt</td>
<td>page 40</td>
</tr>
<tr>
<td>Haji Wardak</td>
<td>3000 Rs/mt</td>
<td>page 42</td>
</tr>
<tr>
<td>Haji Kuram</td>
<td>1600 - 3500 Rs/mt</td>
<td>page 43</td>
</tr>
<tr>
<td>Mangal &amp; Kuram</td>
<td>2100 Rs/mt</td>
<td>page 44</td>
</tr>
<tr>
<td>Moslem Insaf</td>
<td>N.A.</td>
<td>page 45</td>
</tr>
<tr>
<td>Rayes Khan</td>
<td>3000 Rs/mt</td>
<td>page 46</td>
</tr>
<tr>
<td></td>
<td>950 Rs/mt</td>
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</tr>
<tr>
<td>Sufi Bangash</td>
<td>8000 Rs/mt</td>
<td>page 47</td>
</tr>
</tbody>
</table>
AGENCIES WORKING IN PAKTIA:

Afghanistan Nothilfe
Afghan Relief Foundation
Aide Medicale Internationale
Avicen
German Afghanistan Committee
Freedom Medicine
International Rescue Committee
Islamic Relief Agency
Management Science for Health
Norwegian Committee for Afghanistan
Shelter Now International
Swedish Committee for Afghanistan
VITA
World Vision
PAKTika

Main Access Points and Routes:

Azam Warsak: The main access to Paktika is through Wana and Azam Warsak and then to Angurraddah. This road allows access to all areas of Paktika and leads directly to Urgun. It is also a possible route to both Ghazni and Wardak Provinces and consequently all of the northern areas. This route is more expensive because of the distance to Azam Warsak.

Miran Shah: There is a shorter route to Angurrada that runs through Miran Shah to Razmak and then to Angurrada. The drawback about this shorter route is that it travels though North Waziristan

Security and Other Issues:

Even though security in Paktika is good it is advisable to establish contact with the local leaders before transporting goods into particular districts/areas.

Trucking Companies Operating in Paktika:

<table>
<thead>
<tr>
<th>Company</th>
<th>Price from Peshawar</th>
<th>Company Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghan Ahmadzai</td>
<td>2000 Rs/mt</td>
<td>page 32</td>
</tr>
<tr>
<td>Afghan Transport</td>
<td>2600 Rs/mt</td>
<td>page 34</td>
</tr>
<tr>
<td>Arros</td>
<td>2000 Rs/mt</td>
<td>page 35</td>
</tr>
<tr>
<td>Bahauddin</td>
<td>2000 Rs/mt</td>
<td>page 36</td>
</tr>
<tr>
<td>Haji Abdul Jamel</td>
<td>1500 Rs/mt (Anguradah)</td>
<td>page 39</td>
</tr>
<tr>
<td>Haji Juma Khan</td>
<td>3700 Rs/mt</td>
<td>page 40</td>
</tr>
<tr>
<td>Haji Wardak</td>
<td>4500 Rs/mt</td>
<td>page 42</td>
</tr>
<tr>
<td>Moslem Insaf</td>
<td>N.A.</td>
<td>page 45</td>
</tr>
<tr>
<td>Rayes Khan</td>
<td>4000 Rs/mt</td>
<td>page 46</td>
</tr>
<tr>
<td></td>
<td>1700 Rs/mt (Azam Warsak)</td>
<td>page 47</td>
</tr>
<tr>
<td>Safi Bangash</td>
<td>1400 Rs/mt</td>
<td></td>
</tr>
</tbody>
</table>

Agencies Working in Paktika:

Afghan Relief Foundation
Avicen
DACAAR
Freedom Medicine
German Afghanistan Foundation
International Medical Corps
Islamic Relief Agency
Management Sciences for Health
Medicins Sans Frontieres (France)
Norwegian Committee for Afghanistan
Shelter Now International
Swedish Committee for Afghanistan
VITA
MAIN ACCESS POINTS AND ROUTES:

Access to Parwan is fairly simple with two main routes into the province. Both routes go through Wardak and then split.

Paghaman: This is the shorter, and consequently cheaper of the two routes, moving through Wardak up to Paghaman and then into western Parwan. It is however, notably more risky due to its proximity to Kabul which means that the road can only be used at night.

Bamyan: The alternative route moves from Wardak along the road to Bamyan and passes very briefly through Ghourband district in Bamyan along the old Sheber/Jabal Seraj road before entering Parwan from the east. This is obviously a far safer route than the Paghaman one though it does involve passing through Hazara territory.

SECURITY AND OTHER ISSUES:

An escort is a necessity for convoys to Parwan since there are approximately forty check posts from all the different parties along the way.

When travelling through Hazarajat it is strongly recommended to make contact with the tribal leaders in order to announce safe passage.

TRUCKING COMPANIES OPERATING IN PARWAN:

<table>
<thead>
<tr>
<th>Company</th>
<th>Price from Peshawar</th>
<th>Company Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghan Ahmadzai</td>
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<td>page 32</td>
</tr>
</tbody>
</table>

AGENCIES WORKING IN PARWAN:

Afghanaid
Avicen
Dutch Committee for Afghanistan
Freedom Medicine
German Afghanistan Foundation
International Medical Corps
Islamic Relief Agency
Management Sciences for Health
Medicins Sans Frontieres (Belgium/Holland)
Norwegian Committee for Afghanistan
VITA
WARDAK

MAIN ACCESS POINTS AND ROUTES:

**Parachinar:** The main access point to Wardak is through Parachinar and Tarimangal. From there two major routes are used:

1. **Doubandi to Baraki Barak:** This goes through Logar Province via Doubandi to Baraqi Barak into Wardak Province via Tangi Wardak. From there it has access to all of Wardak.

2. **Doubandi to Mohammed Agha:** This route goes from Doubandi to Mohammed Agha to Kulangar and then Tangi Wardak. It is the more popular of the two routes because it has a tarmac road and is further away from the government post of Pul-e-Alam.

The above roads are used for access to northern Wardak. The route is shorter but it is also slightly riskier than the alternative through Azam Warsak described below. It also crosses through mountainous terrain, which is difficult to pass in winter, and also contributes to a higher price.

**Azam Warsak:** The alternative route goes in through Wana and Azam Warsak and via Angurradah to Ghazni. It then moves up to Band Sardeh in eastern Ghazni and then into Wardak from the south west. This route tends to be used more often, especially to southern and south western Wardak, since it is much more secure than the Parachinar road.

Either of these routes are main access routes to all northern and north eastern areas of Afghanistan including Bamyan, Parwan and Baghlan.

**TRUCKING COMPANIES OPERATING IN WARDAK:**

<table>
<thead>
<tr>
<th>Company</th>
<th>Prices from Peshawar</th>
<th>Company Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghan Ahmadzai</td>
<td>2500 Rs/mt</td>
<td>page 32</td>
</tr>
<tr>
<td>Afghan Mangal</td>
<td>3500 Rs/mt</td>
<td>page 33</td>
</tr>
<tr>
<td>Afghan Transport</td>
<td>3000 Rs/mt</td>
<td>page 34</td>
</tr>
<tr>
<td>Arros</td>
<td>2500 Rs/mt</td>
<td>page 35</td>
</tr>
<tr>
<td>Haji Abdul Jamel</td>
<td>4700 Rs/mt</td>
<td>page 39</td>
</tr>
<tr>
<td>Haji Juma Khan</td>
<td>4000 Rs/mt</td>
<td>page 40</td>
</tr>
<tr>
<td>Hadji Wardak</td>
<td>4500 Rs/mt</td>
<td>page 42</td>
</tr>
<tr>
<td>Jaji Kuram</td>
<td>3500 Rs/mt</td>
<td>page 43</td>
</tr>
<tr>
<td>Mangal &amp; Kurram</td>
<td>3800 Rs/mt</td>
<td>page 44</td>
</tr>
<tr>
<td>Rayes Khan</td>
<td>4000 Rs/mt</td>
<td>page 46</td>
</tr>
</tbody>
</table>
AGENCIES WORKING IN WARDAK:

Avicen
Council for International Development
Dutch Committee for Afghanistan
Freedom Medicine
German Afghanistan Committee
German Afghanistan Foundation
International Medical Corps
Islamic Relief Agency
Management Sciences for Health
Medicans Du Monde
Norwegian Committee for Afghanistan
Solidarite Afghanistan
Swedish Committee for Afghanistan
Veterinaires Sans Frontieres
VITA
The following Company Profile information was obtained from interviews with trucking companies. The Company Profiles provide an overview of 16 individual trucking companies, detailing provinces in Afghanistan the company transports to, price quotes and names of organizations the company has moved commodities for in the past. For a list of the 16 companies profiled see page 31.

Each company profile includes the following information:

ADDRESS & PHONE NUMBER

CONTACT PERSON

NUMBER AND TYPE OF TRUCKS
Indicates the number and type of trucks owned by the trucking company. Most truckers will claim to have access to as many trucks as you need. It should be pointed out that the actual size of the companies fleet is less important than the ability to lease additional trucks for a particular shipment.

PAKISTAN TRIBAL AREAS
Lists the Tribal Areas which the particular company has experience transporting through. The company usually has personal contacts in these Tribal Areas.

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR
List of provinces in Afghanistan the company transports commodities to. The price quotes in this section are for shipments from Peshawar, unless otherwise specified.

LOSS POLICY
Covers the company's policy regarding loss of cargo during transportation.

COMPANY DESCRIPTION
Provides relevant background and descriptive information about the company.

HAS TRANSPORTED FOR
Provides a list of agencies that the trucking company has transported for in the past.
## LIST OF TRUCKING COMPANIES PROFILED

<table>
<thead>
<tr>
<th>Company</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Afghan Ahmadzai Transport</td>
<td>32</td>
</tr>
<tr>
<td>2. Afghan Mangal Transport</td>
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</tr>
<tr>
<td>3. Afghan Transport</td>
<td>34</td>
</tr>
<tr>
<td>4. Arros</td>
<td>35</td>
</tr>
<tr>
<td>5. Bahauddin</td>
<td>36</td>
</tr>
<tr>
<td>6. Gardiwal Transport</td>
<td>37</td>
</tr>
<tr>
<td>7. Habib Rahman &amp; Alayar Khan</td>
<td>38</td>
</tr>
<tr>
<td>8. Haji Abdul Jamel Transport</td>
<td>39</td>
</tr>
<tr>
<td>9. Haji Juma Khan Transport</td>
<td>40</td>
</tr>
<tr>
<td>10. Haji Mohamed Khan</td>
<td>41</td>
</tr>
<tr>
<td>11. Haji Wardak Transport</td>
<td>42</td>
</tr>
<tr>
<td>12. Jaji Kuram Goods Transport</td>
<td>43</td>
</tr>
<tr>
<td>13. Mangal &amp; Kurram Union Goods Transport Co.</td>
<td>44</td>
</tr>
<tr>
<td>14. Moslem Insaf</td>
<td>45</td>
</tr>
<tr>
<td>15. Rayes Khan</td>
<td>46</td>
</tr>
<tr>
<td>16. Safi Bangash Union Goods Transport Co.</td>
<td>47</td>
</tr>
</tbody>
</table>
AFGHAN AHMADZAI TRANSPORT

Cheghal Pora, Peshawar.
Tel: 63063

CONTACT PERSON:
Haji Abdul Hanan
Haji Mohammed Anwar
Haji Abdul Qudus

NO. OF TRUCKS:
90

TYPE OF TRUCKS:
Mercedes (15 tons)
20 eight ton trucks

PAKISTAN TRIBAL AREA:
Bajaur
Kurram
Mohamand
S. Waziristan

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Price (Rs/mt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>2500</td>
</tr>
<tr>
<td>Kabul</td>
<td>2500</td>
</tr>
<tr>
<td>Kunar</td>
<td>1000</td>
</tr>
<tr>
<td>Kapisa</td>
<td>5500</td>
</tr>
<tr>
<td>Logar</td>
<td>2000</td>
</tr>
<tr>
<td>Laghman</td>
<td>2500</td>
</tr>
<tr>
<td>Nangarhar</td>
<td>1000</td>
</tr>
<tr>
<td>Parwan</td>
<td>4800</td>
</tr>
<tr>
<td>Paktia</td>
<td>350 close to border, 900 elsewhere</td>
</tr>
<tr>
<td>Paktika</td>
<td>2000</td>
</tr>
<tr>
<td>Wardak</td>
<td>2500</td>
</tr>
</tbody>
</table>

LOSS POLICY:
They will accept responsibility for loss of goods in any circumstances other than war losses or attacks by Mujahideen.

COMPANY DESCRIPTION:
The company was originally started in Afghanistan and since moving to Pakistan seems to have built a fairly good reputation, having worked with a variety of NGOs.

One useful feature is that they don’t transfer their cargo into other trucks at the border, but do insist that the drivers are familiar with the route they are using and they also have a smaller vehicle leading the convoy to give feedback on the situation ahead.

HAS TRANSPORTED FOR:
Austrain Relief Committee
VITA
AFGHAN MANGAL TRANSPORT

Chinar Market, Sadda Bazaar, Kurram.
Tel: 460 c/o Shaheen Hotel

CONTACT PERSON: Lal Mohammad Mangal
NO. OF TRUCKS: 20
TYPE OF TRUCKS: Internationals (8 tons)
Mercedes (12 tons)

PAKISTAN TRIBAL AREAS:
Kurram

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Estimated Price Rs/mt</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>5000</td>
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<tr>
<td>Kabul</td>
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<tr>
<td>Logar</td>
<td>2800</td>
</tr>
<tr>
<td>Paktia</td>
<td>1600</td>
</tr>
<tr>
<td>Wardak</td>
<td>3500</td>
</tr>
</tbody>
</table>

LOSS POLICY:
They accept responsibility for lost cargo except for losses due to attacks by government forces or Mujahideen.

COMPANY DESCRIPTION:
They appear to be a bit of a camping outfit and rather a haphazard organization. At the moment their operation is run from their hotel room. They do claim to be able to get as many trucks as one requires and they would use Afghan drivers to transport the goods. They have no previous experience of working with NGOs.

HAS TRANSPORTED FOR:
None
AFGHAN TRANSPORT

Cheghal Pora, Peshawar.
Tel: 63063 c/o Afghan Ahmadzai

**CONTACT PERSON:** Haji Mohammed Anwar

**NO. OF TRUCKS:** 15

**TYPE OF TRUCKS:** Mercedes (15 ton)

**PAKISTAN TRIBAL AREAS:**
- Kurram
- S. Waziristan

**PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:**

<table>
<thead>
<tr>
<th>Province</th>
<th>Price (Rs/mt)</th>
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<tbody>
<tr>
<td>Ghazni</td>
<td>2800</td>
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<tr>
<td>Loghar</td>
<td>2900</td>
</tr>
<tr>
<td>Paktia</td>
<td>1200</td>
</tr>
<tr>
<td></td>
<td>1500</td>
</tr>
<tr>
<td>Paktika</td>
<td>2600</td>
</tr>
<tr>
<td>Wardak</td>
<td>3000</td>
</tr>
</tbody>
</table>

**LOSS POLICY:**

They will only accept responsibility for losses other than those incurred through war situations and the appropriation of cargo by Mujahideen.

**COMPANY DESCRIPTION:**

Afghan Transport previously had a transport operation in Ghazni called Hakim Sanai. They are a separate company to Afghan Amadzai though they use their telephone to be contacted. One should phone Afghan Ahmadzai and leave a message for Afghan Transport. They also have a branch in Azam Warsak which is run by Shah Jehan & Bros.

They transfer their cargo into Afghan trucks at the border and insist that the drivers are familiar with the area to which they are travelling.

**HAS TRANSPORTED FOR:**

VITA
ARROS

Board, Nassir Bagh Rd.
Tel: 42794

CONTACT PERSON: Haji Ibrahim Rashid

NO. OF TRUCKS: 28

TYPE OF TRUCKS: Mercedes (10-18 tons)

PAKISTAN TRIBAL AREAS:

<table>
<thead>
<tr>
<th>Bajaur</th>
<th>Mohmand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kurram</td>
<td>S. Waziristan</td>
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</table>

PAKISTAN TRIBAL AREAS:

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Estimated Price</th>
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<tbody>
<tr>
<td>Ghazni</td>
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<tr>
<td>Logar</td>
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</tr>
<tr>
<td>Nangarhar</td>
<td>100 Rs/mt (close to the border)</td>
</tr>
<tr>
<td></td>
<td>1000 Rs/mt (elsewhere)</td>
</tr>
<tr>
<td>Paktia</td>
<td>350 Rs/mt (close to the border)</td>
</tr>
<tr>
<td></td>
<td>950 Rs/mt (elsewhere)</td>
</tr>
<tr>
<td>Paktika</td>
<td>2000 Rs/mt</td>
</tr>
<tr>
<td>Wardak</td>
<td>2500 Rs/mt</td>
</tr>
</tbody>
</table>

LOSS POLICY:
They will accept all responsibility for lost goods apart from bombings, mines and Mujahideen attacks.

COMPANY DESCRIPTION:
The firm is well established and has an office with personnel who speak several languages. They tend to send in convoys of 6 trucks which are accompanied by a pickup with a mechanic. They do not consider it necessary for the drivers to be familiar with the area to which they are travelling.

If the quantity being shipped exceeds 500 mt then they give 5% discount and if it exceeds 100 mt then they give a 10% discount.

HAS TRANSPORTED FOR:

AFRANE
German Afghanistan Committee
UNILOG
BAHAUDDIN

Cheghal Pora, Peshawar.
Tel: 65442

CONTACT PERSON: Bahauddin

NO. OF TRUCKS: 12

TYPE OF TRUCKS: Mercedes (10-15 tons)

PAKISTANI TRIBAL AREAS:

Bajaur
N. Waziristan
S. Waziristan

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>2300 Rs/mt</td>
</tr>
<tr>
<td>Kabul</td>
<td>2800 Rs/mt</td>
</tr>
<tr>
<td>Kunar</td>
<td>3000 Rs/mt</td>
</tr>
<tr>
<td>Logar</td>
<td>2500 Rs/mt</td>
</tr>
<tr>
<td>Laghman</td>
<td>3000 Rs/mt</td>
</tr>
<tr>
<td>Nangarhar</td>
<td>N.A.</td>
</tr>
<tr>
<td>Paktia</td>
<td>2000 Rs/mt</td>
</tr>
<tr>
<td>Paktika</td>
<td>2000 Rs/mt</td>
</tr>
</tbody>
</table>

LOSS POLICY:

If goods are lost in Pakistani territory they will accept responsibility but if they are lost in Afghanistan they will not accept responsibility.

COMPANY DESCRIPTION:

Bahauddin has a good track record among the NGOs and has proved very reliable. He subcontracts to various transporters and makes sure that they come from the region to which they are travelling. This makes him more flexible as to where he can reliably transport goods. He is also prepared to find quotes for absolutely anywhere though he should be given a couple of days notice for this. He is also prepared to work with a written contract and doesn't expect payment until the goods have been delivered.

HAS TRANSPORTED FOR:

- Dutch Committee for Afghanistan
- Swedish Committee

36
GARDIWAL TRANSPORT

Shabgadr, opposite Civil Hospital.
Tel: 42214

CONTACT PERSON: Haji Enzargul

NO. OF TRUCKS: 30

TYPE OF TRUCKS: Bedford (5 tons)
Nissan (7 tons)
Mercedes (10 tons)

PAKISTAN TRIBAL AREAS:

Bajaur
Khyber
Mohmand

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Price (Rs/mt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kunar</td>
<td>2200</td>
</tr>
<tr>
<td>Laghman</td>
<td>2700</td>
</tr>
<tr>
<td>Nangarhar</td>
<td>1500</td>
</tr>
</tbody>
</table>

LOSS POLICY:

They accept full responsibility for safety of the goods except for losses through army or Mujahideen attacks.

COMPANY DESCRIPTION:

Haji Enzargul Gardiwal was a merchant in Afghanistan before the war and then became a commander in Mohmand dara and Nangarhar and consequently has very strong and reliable contacts in these areas. He has a good reputation among the other truckers and is well liked. He insists that his drivers are Afghan and familiar with the area to which they are travelling.

HAS TRANSPORTED FOR:

Afghan Health and Social Assistance Organization
HABIB RAHMAN & ALYAR KHAN

Block 2, Maund Camp.
Tel: -

CONTACT PERSON(S): Habib Rahman
                   Alyar Khan

NO. OF TRUCKS: 50

TYPE OF TRUCKS: Bedfords (6-10 ton)

PAKISTAN TRIBAL AREAS:

Khyber

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

Nangarhar 800 Rs/mt

They specialize in the following districts within Nangarhar:

Ghanikhil
Goushta
Kahi
Lalpur
Mohmand dara
Nader koot

LOSS POLICY:

They accept responsibility for lost cargo except for losses due to attacks by government forces or Mujahideen.

COMPANY DESCRIPTION:

The company was operational in Afghanistan under the name of Kamawal Transport before moving to Pakistan. Habib and Alayar are both from Nangarhar and consequently have good, reliable contacts there. They are known and liked by the other truckers.

HAS TRANSPORTED FOR:

None
HAJI ABDUL JAMEL TRANSPORT

Haji Mali Market, Azam Warsak.
Tel: c/o phone 2, Azam Warsak.

CONTACT PERSON: Haji Abdul Jamel
NO. OF TRUCKS: 17
TYPE OF TRUCKS: Mercedes (10-15 tons)

PAKISTANI TRIBAL AREAS:

S. Waziristan

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM AZAM WARSAK:

<table>
<thead>
<tr>
<th>Province</th>
<th>Estimated Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>3200 Rs/mt</td>
</tr>
<tr>
<td>Kabul</td>
<td>6200 Rs/mt</td>
</tr>
<tr>
<td>Logar</td>
<td>5200 Rs/mt</td>
</tr>
<tr>
<td>Paktika</td>
<td>1500 Rs/mt Angurraddah</td>
</tr>
<tr>
<td>Wardak</td>
<td>1700 Rs/mt Azam Warsak</td>
</tr>
<tr>
<td></td>
<td>4700 Rs/mt</td>
</tr>
</tbody>
</table>

LOSS POLICY:
If goods are stolen they will accept responsibility but if they are taken by Mujahideen or the truck is blown up they won't accept responsibility.

COMPANY DESCRIPTION:
Abdul Jamil is from Musakhil in Paktika where he ran a transport operation before coming to Pakistan. He is known and liked by other truckers, through whom he can arrange a further 50 reliable trucks in addition to his own 17. He insists that the drivers must be familiar with the region to which they are travelling.

For transport through Waziristan he has arranged a deal with Waziristan transporters to take the cargo up to Angurraddah at a rate of 200 Rs/mt. He also tries to avoid reloading by arranging with the Waziris to allow him to drive his own trucks through to Angurraddah.

HAS TRANSPORTED FOR:

VITA
HAJI JUMA KHAN TRANSPORT

Chegal Pora, Peshawar.
Tel: 61660

CONTACT PERSON: Haji Juma Khan

NO. OF TRUCKS: 20

TYPE OF TRUCKS: Mercedes (10-20 tons)

PAKISTAN TRIBAL AREAS:

- Kurram
- Mohmand
- Bajaur
- S. Waziristan

PAKISTAN TRIBAL AREAS:

- Kurram
- Mohmand
- Bajaur
- S. Waziristan

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Price (Rs/mt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>3800</td>
</tr>
<tr>
<td>Katawaz</td>
<td>3700</td>
</tr>
<tr>
<td>Logar</td>
<td>3200</td>
</tr>
<tr>
<td>Paktika</td>
<td>3700</td>
</tr>
<tr>
<td>Wardak</td>
<td>4000</td>
</tr>
</tbody>
</table>

LOSS POLICY:

They will accept responsibility for goods lost in Pakistan and for goods lost cross border provided that both truck and driver are unharmed. They will not accept responsibility for loss of goods caused by war.

COMPANY DESCRIPTION:

Mr. Juma always uses drivers from the region to which the goods are going. He sub-contracts all shipments at the border. Mr. Juma has a good reputation among the truckers and is considered very reliable. He also has access to Mercedes spare parts which means that all the truckers deal with him and he is therefore well connected as well as being well known and liked among them.

HAS TRANSPORTED FOR:

DACAAR
HAJI MOHAMMED KHAN

Kohat Road, Peshawar.  
Tel: 30423

CONTACT PERSON: Haji Mohammed Khan

NO. OF TRUCKS: 10

TYPE OF TRUCKS: Mercedes (16-25 tons)  
International (6-10 tons)

PAKISTAN TRIBAL AREAS:  
Khyber  
Kurram  
Malakand

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Price (Rs/mt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>3500</td>
</tr>
<tr>
<td>Kabul</td>
<td>N.A.</td>
</tr>
<tr>
<td>Logar</td>
<td>3000</td>
</tr>
</tbody>
</table>

LOSS POLICY:

They accept no responsibility at all for loss of cargo but are willing to take along armed escorts provided by NGOs.

COMPANY DESCRIPTION:

This company is owned by a very large and wealthy Logar family. They are prepared to move goods to all areas in Afghanistan and have an unlimited number of trucks available to suit conditions. The family is very influential in most of Logar. The company has a good information network and can provide updated information on road conditions and logistics inside Afghanistan.

HAS TRANSPORTED FOR:

None
HAJI WARDAK TRANSPORT

Cheghal Pora, Peshawar.
Tel: 61566

CONTACT PERSON: Haji Wardak
NO. OF TRUCKS: 10
TYPE OF TRUCKS: Mercedes (10 tons)

PAKISTAN TRIBAL AREAS:

Bajaur
Khyber
Kurram
Mohmand
S. Waziristan

PAKISTAN TRIBAL AREAS:

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Estimated Price (Rs/mt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>4500</td>
</tr>
<tr>
<td>Kunar</td>
<td>N.A.</td>
</tr>
<tr>
<td>Kabul</td>
<td>4000</td>
</tr>
<tr>
<td>Logar</td>
<td>3500</td>
</tr>
<tr>
<td>Nangarhar</td>
<td>N.A.</td>
</tr>
<tr>
<td>Paktia</td>
<td>3000</td>
</tr>
<tr>
<td>Paktika</td>
<td>4500</td>
</tr>
<tr>
<td>Wardak</td>
<td>4500</td>
</tr>
</tbody>
</table>

LOSS POLICY:

If cargo were stolen they would expect a full investigation and then, if the driver was proven responsible they would provide a refund. They won't accept responsibility if goods are taken by Mujahideen.

COMPANY DESCRIPTION:

Haji Wardak is from Shniz in Maiden Wardak where he had a transport operation called Wardak Transport before he came to Pakistan. He is well known among the transporters and has a good reputation among them.

He does not insist that the drivers come from the region to which they are transporting though he does insist that they are accompanied by a guide who is familiar with the area.

HAS TRANSPORTED FOR:

Swedish Committee for Afghanistan
JAJI KURAM GOODS TRANSPORT

New General Truck Stand, Block 99, Haji Camp
Tel: 60835

CONTACT PERSON: Jaji Kuram

NO. OF TRUCKS: 70

TYPE OF TRUCKS: Hino (10-15 tons)
Bedford (10 tons)
Mercedes (20 tons)

PAKISTAN TRIBAL AREAS:
Khyber
Kurram
S. Waziristan

PAKISTAN TRIBAL AREAS:

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

Ghazni 4500 Rs/mt
Kabul 3500 Rs/mt via Logar
Kunar 1400 Rs/mt
Logar 2500 Rs/mt
Paktia 1600 - 3500 Rs/mt
Wardak 3500 Rs/mt

LOSS POLICY:

They will accept responsibility for lost cargo provided that it is not lost through government or Mujahideen attacks.

COMPANY DESCRIPTION:

Jaji Kuram is an Afghan who ran a transport operation in Afghanistan before coming to Pakistan. Since arriving here he has joined forces with the Pakistani truckers with whom he has a good working relationship. They transport goods up to the border and then sub-contract to Afghan truckers who cannot enter Pakistan. His Afghan truckers are always familiar with the area to which they are trucking and are pretty reliable. To date he hasn’t done any shipments for NGOs.

HAS TRANSPORTED FOR:

None
MANGAL & KURRAM UNION GOODS TRANSPORT CO.

Mangal Hotel, Shobba Bazaar, Peshawar.
Tel: 212642 or 213597

CONTACT PERSON: Haji Zareen Khan

NO. OF TRUCKS: 250

TYPE OF TRUCKS: Hino (7-12 tons)
Bedford ("")
Mercedes ("")

PAKISTAN TRIBAL AREA: Kurram

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Price (Rs/mt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>5100</td>
</tr>
<tr>
<td>Kabul</td>
<td>4000</td>
</tr>
<tr>
<td>Logar</td>
<td>3100</td>
</tr>
<tr>
<td>Paktia</td>
<td>2100</td>
</tr>
<tr>
<td>Wardak</td>
<td>3800</td>
</tr>
</tbody>
</table>

LOSS POLICY:

They accept responsibility for all losses except for those caused by Government or Mujahideen attacks.

COMPANY DESCRIPTION:

This appears to be a well run operation, with offices both here and in Teri Mangal. They have a large amount of trucks available including 100 Hinos and Bedfords in Pakistan and 150 Mercedes driven by Afghans in Afghanistan. Mr Zareen Khan is originally an Afghan trucker who appears to be a man of some social standing in Parachinar, including being president of one of the religious groups of the area. He also claims to have travelled extensively through Europe and the Middle East.

HAS TRANSPORTED FOR: None
MOSLEM INSAF

Cheghal Pora, Peshawar
Tel: 65442

CONTACT PERSON: Moslem Insaf
Haji Bahawadin

NO. OF TRUCKS: 25

TYPE OF TRUCKS: Mercedes (16-25 tons)

PAKISTAN TRIBAL AREAS:
Kurram
N. Waziristan

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

<table>
<thead>
<tr>
<th>Province</th>
<th>Estimated Price (Rs/mt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>2500-3000</td>
</tr>
<tr>
<td>Logar</td>
<td>2500-3000</td>
</tr>
<tr>
<td>Paktika</td>
<td>N.A.</td>
</tr>
<tr>
<td>Paktia</td>
<td>N.A.</td>
</tr>
</tbody>
</table>

LOSS POLICY:
Within Pakistan they accept full liability for lost cargo but accept none at all in Afghanistan.

COMPANY DESCRIPTION:
All trucks have Afghan licenses with Pakistani permission but are used almost entirely in Pakistan. They also have a fleet of trucks available at the border where all cargo is reloaded into suitable vehicles.

The company is prepared to truck anywhere except to Central Afghanistan due to the present friction among the Hazara. Mr. Moslem is from Paktia and is therefore most reliable for sending cargo there. He always uses drivers from the area to which he is sending cargo.

HAS TRANSPORTED FOR:

SCA
RAYES KHAN

Kacha Gari Camp no.3, Charmari.
Tel: None

CONTACT PERSON: Rayes Khan

NO. OF TRUCKS: 3

TYPE OF TRUCKS: Bedford (5-10 ton)

PAKISTAN TRIBAL AREAS:

Bajaur  
Khyber
Kurram
Malakand
Mohmand
N. Waziristan
S. Waziristan

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM PESHAWAR:

- Ghazni: 4000 Rs/mt
- Kabul: N.A.
- Kunar: 1000 Rs/mt
- Laghman: 2000 Rs/mt
- Logar: 3500 Rs/mt
- Nangarhar: 2000 Rs/mt (Torkham)
- 4000 Rs/mt (Parachinar)
- Paktia: 3000 Rs/mt
- Paktika: 4000 Rs/mt
- Wardak: 4000 Rs/mt

LOSS POLICY:
They will accept responsibility for loss of goods except for goods lost to Mujahideen.

COMPANY DESCRIPTION:
Mr. Rayes works with his brother, Khawas Khan and a friend called Lala Gul. They had a trucking business in Afghanistan and then joined the Khugyani transporters before they came to Pakistan. They make sure that the drivers who take the cargo must be familiar with the area to which the cargo is going. They appear to be fairly well connected.

HAS TRANSPORTED FOR:
Afghan Health Social Assistance Organization
SAFI BANGASH UNION GOODS TRANSPORT CO.

Haji Camp, GT Road
Tel: 60775 or 62426

CONTACT PERSON: Safi Bangash
                 Muzamil Shah

NO. OF TRUCKS: 50

TYPE OF TRUCKS: Bedford (5-20 tons)

PAKISTAN TRIBAL AREA:

Bajaur
Khyber
Kurram
Malakand
Mohmand
N. Waziristan
S. Waziristan

PROVINCES IN AFGHANISTAN AND ESTIMATED PRICES FROM THE BORDER:

<table>
<thead>
<tr>
<th>Location</th>
<th>Price (Rs/mt)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>3000</td>
</tr>
<tr>
<td>Kabul</td>
<td>3000</td>
</tr>
<tr>
<td>Kunar</td>
<td>1000</td>
</tr>
<tr>
<td>Logar</td>
<td>3000</td>
</tr>
<tr>
<td>Nangarhar</td>
<td>1000</td>
</tr>
<tr>
<td>Paktia</td>
<td>1350</td>
</tr>
<tr>
<td>Paktika</td>
<td>2900</td>
</tr>
</tbody>
</table>

LOSS POLICY:
They don't accept responsibility for any loss of cargo especially if it is lost through war causes.

COMPANY DESCRIPTION:
The company is run by a Pakistani who has his own trucking set up in Pakistan which is basically Bedford trucks. He can arrange up to 50 trucks immediately and could easily obtain more if required, though he would need a little more notice for this. Pakistani truckers would take the cargo to the border where they would then sub-contract to Afghan truckers who cannot enter Pakistan. The reliability of this is uncertain, but is worth investigating.

HAS TRANSPORTED FOR:
Austrian Relief Committee
VITA
MAIN TRANSPORTATION ROUTES
FROM PESHAWAR TO AFGHANISTAN

APPENDIX A
APPENDIX B

AVERAGE SHIPMENT PRICE TABLE

January - August 1989

This table is only meant to indicate the wide range in prices quoted for shipping commodities into the provinces listed below. The following average prices must not be interpreted as the definitive price for each destination.

<table>
<thead>
<tr>
<th>PROVINCE</th>
<th>PRICE RANGE Rs /mt</th>
<th>NO. OF PRICE QUOTES</th>
<th>AVERAGE Rs /mt</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghazni</td>
<td>2300 - 5100</td>
<td>15</td>
<td>3480</td>
</tr>
<tr>
<td>Kunar</td>
<td>741 - 5000</td>
<td>11</td>
<td>1881</td>
</tr>
<tr>
<td>Laghman</td>
<td>2000 - 3000</td>
<td>4</td>
<td>2550</td>
</tr>
<tr>
<td>Logar</td>
<td>2000 - 5200</td>
<td>12</td>
<td>3041</td>
</tr>
<tr>
<td>Paktia</td>
<td>900 - 3500</td>
<td>17</td>
<td>1666</td>
</tr>
<tr>
<td>Paktika</td>
<td>1500 - 4500</td>
<td>12</td>
<td>2572</td>
</tr>
<tr>
<td>Parwan</td>
<td>4800</td>
<td>1</td>
<td>---</td>
</tr>
<tr>
<td>Wardak</td>
<td>2500 - 4700</td>
<td>13</td>
<td>3507</td>
</tr>
</tbody>
</table>

EXPLANATIONS:

1. Price Range: The prices obtained are a combination of prices paid by NGOs in 1989 and price quotes obtained from Trucking Companies during August 1989. Some factors impacting above price ranges are:

   i. Payment of extra "charges" on roads by some truckers due to inexperience and lack of contacts.
   ii. Changing military/security situation.
   iii. Seasonal changes in road conditions
   iv. Use of different routes to reach the same destination.

2. No. of price quotes: Total number of individual price quotes from NGOs and Trucking Companies.

3. Average: The sum of the individual price quotes divided by total number of quotes.
SAMPLE CONTRACT
BETWEEN AGENCY AND TRUCKING COMPANY

Date: ______________________
Contract No: ________________

This transportation agreement is entered into between:

Name: ___________________________________________
Organization: ______________________________________
Address: _________________________________________
Hereafter referred to as the TRANSPORTER, and

Name: ___________________________________________
Organization: ______________________________________
Address: _________________________________________
Hereafter referred to as AGENCY.

TERMS AND CONDITIONS

The TRANSPORTER agrees to transport the commodities detailed below:

<table>
<thead>
<tr>
<th>COMMODITY (Type)</th>
<th>ORIGIN (Pakistan)</th>
<th>DESTINATION (Afghanistan)</th>
<th>QUANTITY (Metric/Ton)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL QUANTITY TRANSPORTED ______________________
UNILOG
UNITED NATIONS LOGISTICS OPERATIONS

TRANSPORT REQUEST

Date:.................
We, the undersigned organization, request UNILOG to:
Transport and consign to Messr........................................ or store on behalf
aid cargo as detailed below:
DESCRIPTION OF GOODS:................................................. Units:..............
ORIGIN:................................................................. Unit Dimensions:...x....x...
DESTINATION PROVINCE:.................................

A. TRANSPORTATION

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>QUANTITY (MT)</th>
<th>DATE TRANSP. REQUIRED</th>
<th>ESTIMATED RATE/MT *</th>
<th>ESTIMATED COST *</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL (MT) TOTAL COST (RS)

B. STORAGE

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>QUANTITY (MT)</th>
<th>RATE PER MT/DAY *</th>
<th>PERIOD FROM</th>
<th>TO</th>
<th>ESTIMATED COST *</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCATION</td>
<td>QUANTITY (MT)</td>
<td>RATE PER MT/DAY *</td>
<td>PERIOD FROM</td>
<td>TO</td>
<td>ESTIMATED COST *</td>
</tr>
<tr>
<td>LOCATION</td>
<td>QUANTITY (MT)</td>
<td>RATE PER MT/DAY *</td>
<td>PERIOD FROM</td>
<td>TO</td>
<td>ESTIMATED COST *</td>
</tr>
</tbody>
</table>

TOTAL (MT) TOTAL COST (RS)

REQUESTING ORGANIZATION:....................... FOR UNILOG

Name:....................... Title:....................... Approved by

Signature & Seal:....................... Signature & Seal:.......................

Name of Consignee:............................... Date:....................... (*) To be filled by UNILOG

Contact Person:............................... Ph.:.......................
### WAY BILL

**UNITED NATIONS LOGISTICS OPERATION**

**Date/Time Despatch:**

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Unit Type/Weight</th>
<th>Number of Units</th>
<th>Actual Weight in Metric Tons</th>
<th>Chargeable Weight in Metric Tons</th>
</tr>
</thead>
</table>

**Certify Commodities Loaded**

<table>
<thead>
<tr>
<th>Despatching Storekeeper</th>
<th>Transporter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
<td>Company:</td>
</tr>
<tr>
<td>Date &amp; Time Arrival Truck:</td>
<td>Driver's Name:</td>
</tr>
<tr>
<td>Date &amp; Time Arrived:</td>
<td>I.D. No.:</td>
</tr>
<tr>
<td>Date &amp; Time Unloaded:</td>
<td>Signature:</td>
</tr>
</tbody>
</table>

**Certify Commodities Received**

<table>
<thead>
<tr>
<th>Receiving Person</th>
<th>Certifying Officer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
<td>Name:</td>
</tr>
<tr>
<td>Designation:</td>
<td>Designation:</td>
</tr>
<tr>
<td>Signature:</td>
<td>Signature:</td>
</tr>
<tr>
<td>Date &amp; Time Arrived:</td>
<td>Seal:</td>
</tr>
<tr>
<td>Date &amp; Time Unloaded:</td>
<td></td>
</tr>
</tbody>
</table>

Received commodities in good condition as stated above; unless specifically stated otherwise below.

**Remarks:**

To be signed by recipients and return to base office.
ACBAR
AFGHAN TRUCKING AND TRANSPORTATION DIRECTORY

SUGGESTION FORM

(Please take the time to inform us about your reactions to the Directory. Your comments will assist us in making revisions for future editions of the Directory).

1. Would you like an updated edition of this Directory in early 1990?  
   Yes _____ No _____
   By what date would you need a revised edition? _____________________

2. Are there any other Trucking Companies which your organization has used in the past, and would recommend to others?
   __________________________________________________________
   __________________________________________________________

3. What additional information would you like included?
   __________________________________________________________
   __________________________________________________________
   __________________________________________________________

4. Do you have any other comments or suggestions for the Directory?
   __________________________________________________________
   __________________________________________________________
   __________________________________________________________

Please return this form to: Willem Homan
ACBAR
2 Rehman Baba Rd., U.T. Peshawar