

**Impact of Fencing upon Pak-Afghan Bilateral (Un) Declared
Land Trade Routes: District Kurram**

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Abstract

The study attempts at assessing impact of fencing upon Pak-Afghan bilateral, both, undeclared and declared, trade via land routes, connecting District Kurram with vilayat (province) of Paktia, Ningahar and Khost of Afghanistan. It documents land trade in terms of volume and revenue prior to fencing. Government of Pakistan, Federal Board of Revenue, under Articles 9 and 10 of 'The Customs Act', 1969, notified four (4) bilateral land trade routes: Shahidano Dand, Kharlachi, Borki and Peiwar Kotal. To begin with, the local traders urge the Government of Pakistan to: introduce tax policy at Kharlachi, similar to that of Chaman, Torkham and Spinboldak land trade routes; Notifiy Shorki, an undeclared land route, located in lower Kurram, a declared bilateral trade route. Moreover, to notify Kot Ragh, a land route located in Upper Kurram, closer to Jaji maidan in Afghanistan to conduct bilateral, declared trade. Earlier, for decades, traders have been resenting control of Frontier Corps/Constabulary (FC), Pak-Army over trade at Kharlachi and demanded handing over control to the Civilian authorities. It is high time, that Board notifies undeclared land trade routes, including Spinna Shagga and Sursurang, located in upper Kurram, used earlier for illegal drug trade, as declared land routes to bring them in the ambit of legal/Formal trade.

Key words: *Spinna Shagga, Sursurang, Shorki, Kotragh, Shutargarden, Kaymataye, Gadarra, Ktraye, Tari Mangal, Hariab, Borki, Kharlachi, Shahidano Dand, and Peiwar Kotal*

INTRODUCTION

Pakistan and Afghanistan are separated by the Durand Line stretched over 2679 km, having at least 141[un]declared bilateral/transit land trade routes.¹ Around 1229 km of Khyber Pakhtunkhwa and 1450 km of Balochistan face ten (10) Afghan provinces (Vilayat) namely: Badakhshan, Kunar, Nooristan, Ningarhar, Khost, Paktia, Paktika, Zabal, Helmand and Qandhar.²

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Out of twelve districts of Khyber Pakhtunkhwa Province bordering Afghanistan: Upper and Lower Districts of Chitral face: 493 km of Badakhshan, Nooristan and Kunar vilayat of Afghanistan including 471 km of glacial, higher altitude, difficult to cross land routes of which Lutko (Shah Saleem) and Arandu are declared bilateral land trade routes; Upper, Middle and Lower Districts of Dir, share 39 km with Kunar and Nooristan vilayat including Brawal undeclared land trade route; District Bajuar, 50km with Ningarhar vilayat having 26 (un)declared, large/small land trade routes, including Latai, Ghakhai and Novapass; District Mohmand shares 69 km with Ningarhar and Kunar having Navagai declared bilateral land trade route; District Khyber shares 111km with Ningarhar vilayat having Torkham, declared transit and bilateral land trade route and Shelman declared bilateral land trade route; District North Waziristan shares 183km with Khost and Paktia vilayat having Ghulam Khan declared transit/bilateral land trade route; Upper and Lower Districts of South Waziristan face 94 km of Afghan vilayat of Paktika and Zabal having Angoor Adda, declared bilateral land trade route; and District Kurram shares 191km with three Afghan Vilayat of Paktia, Khost and Ningarhar having around forty (40) land trade routes both [un] declared and licit but illegal including Shahidano Dand, Kharlachi, Borki and Peiwar Kotal.³ Of Balochistan: Districts of Zhob, Qila Saifulla, Qila Abdulla and Chaghi face Afghan vilayat Helmand, Qandhar and Zabal having Transit/bilateral declared land trade routes including Qamardeen, Badeeni and Chaman.

This paper focuses bilateral both declared/undeclared, land trade routes between District Kurram and Afghanistan. Out of four notified land trade routes data on Shaheedano Dand cannot be accessed, hence, not included in this research.

1. **Kurram: An Overview**

A systematic study of early history of the Kurram valley, previously known as Kirman, has been scanty. Almost nothing was known prior to its occupation by the Bangash tribes. Traces of Mehmud of Ghazna (971-1030) invading India via Kurram,⁴ can still be found in village Kirman. A huge hole in the name of Prison in Shrine Kandey Abbas on the north side of Marmaro palace called Kaskay still exists.⁵ Olden archival finds, antiques including: gold plates, rings, jugs etc., point to the fact that numerous invading rulers used this route at different periods.⁶ Various sources interchangeably use Kurram River instead of Kurram valley: Ancient Hindu, Aryan holy sources, including Rig Veda too, use term Kurram, citing different rivers of the Region.⁷ The Kurram valley has always been one of the easiest, most-used routes, into India, during migrations which took place between 4000 and 2000 B.C.⁸ The Kurram River has been mentioned as Karmu, one of the tributaries joining the Indus on its right bank⁹. The Sufaid Koh range that currently forms boundary between Kurram and Paktia Vilayat appears to be ancient Suethpatha.¹⁰ It seems, rich, healthy uplands of Kurram and Khost have been places of habitation and agriculture since times immemorial.¹¹ Evidence of habitation of the country by early Hindu Aryan migrants has been

provided by C. C Davies, in 'The Problem of North-West Frontier 1890-1908' by quoting a Chinese tourist. In the 5th and 7th centuries A.D., a few Chinese tourists visiting Upper Kurram valley, reported that followers of Buddhism reside in the valley.¹² A Greek settlement might have also been established in the valley by the successors of Alexander, since inscriptions found in the Sanchi Stupas mention, a gift by a Greek resident of the Sufaid Koh or the Svethaptha.¹³ The oral history narrated by the people reports that original inhabitants of Kurram were two brothers: *Shundani* and *Budani*, probably mythical names. The name of District Kurram originates from the river Kurram. Memoires of the Mughal Emperor, Zahiruddin Babur (1483-1530), *Tuzk-i Babri*, mentions Kurram as the Bangash valley.¹⁴

The total area of the district Kurram is 3380 sq. km stretches 72 miles, moving in northwest direction from Thall to Paiwar Kotal on the Afghan border.¹⁵ The main river in the valley is the Kurram River originating in Afghanistan in the western area of the *Koh-i-Sufaid*. Its head-waters rise at the eastern base of Sarkai Pass in Rukhiyan. It flows between the Tor Ghar hills on the west and Matungi hills on the east. About 24 miles below Rukhiyan main stream is fed by three tributaries: Lallidar Toi, Sarkal Toi and Lowani Toi, flowing through the Afghan valley of Hariob.¹⁶ Two more tributaries, the Karkin Toi and the Lajja Toi join the main stream near the Tor Ghar hills from the west, the point of junction is Begiyara. The main stream up to this point is known as Rukhiyan. From Bagiyara water flows some 16 miles through the settlement of Chamkanni of Kareyan and Jaji of Danda.¹⁷ It receives the waters of Gobar, a stream flowing through Mangal area¹⁸. Two more tributaries: Sitiya and Paiwar Toi join here this river, from Kharlachi onwards the river is known as Kurram river.¹⁹

Copper, granite, slate, sand Stone and porphyry have been found in the mountains surrounding the Parachinar plateau. Soapstone is the only commercially exploitable mineral in the district. At Gandaf, near Daradar, the largest deposit estimated 2. 23 million Tons exists. A large deposit 1.59 million Tons exists at Daradar too. Much smaller deposits of 2000-2500 Tons exist at Paiwar and Zeran.²⁰ The stones of Malana, the rice of Kirman and the wood of Peiwar are very famous too.²¹

One of the most outstanding physical features of Kurram valley is the snow clad Spin Ghar (White Mountain) range. This principal mountain range not only forms a natural boundary but also a watershed between District Kurram and Afghanistan. At Peiwar Kotal, it rises steeply northwards at an average height of 13000 feet. The range continues on a line almost east with a succession of peaks of little lesser heights, the highest Said Karam or Sika Ram, 15,620 feet above the sea level.²² From Sika Ram, a lower range known as Paiwar Kotal (pass) runs southwards, adjoining the Kurram River.²³

To the south of the Paiwar Kotal, the hills of the Mandhaer range rise gradually and drop again by the south-west of the plateau at Kharlachi. The Mandhaer

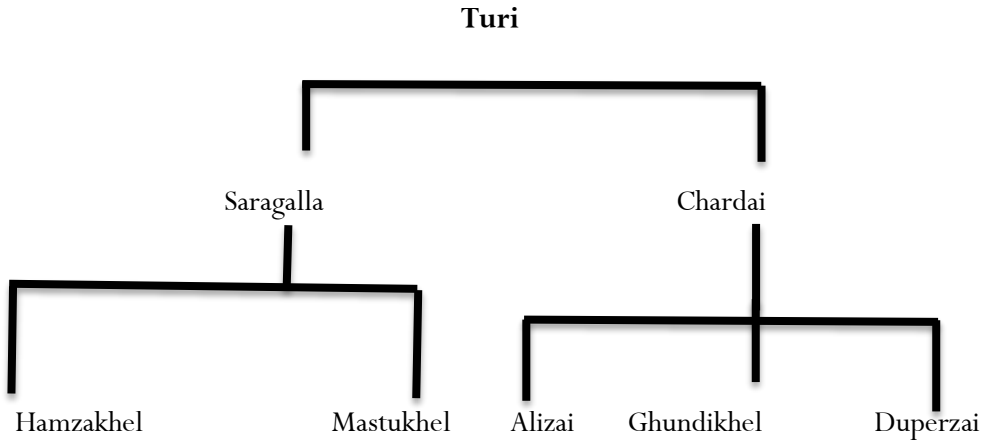
range between the Paiwar Kotal and Kharlachi, though of varying height, rarely exceeds 8,000 feet²⁴ is thickly wooded. Tor Ghar, better known as Khwaja Khurram, lies on the south and southwest of the valley. It is a more irregular range whose crest forms the boundary with Khost. Its highest peak Khush Khram, rises to 8536 feet but its mean elevation is only 5000 feet above the sea level. The Charmagh hills lay to the south of upper part of the Lower Kurram mostly uninhabited grazing lands also providing firewood. Through Larumi hills a lower range, caravan route from Thal to Shabak runs, the range increases in altitude further west forming the Pak-Afghan border. In Lazar Inzar Ghar range on the right bank of the Kurram River, lay Lower Kurram road from Shabak to Khost. Shabak and Khardand well-known places for grazing largely grow the dwarf palm (Mazari plant) mostly used as fuel and to manufacture articles.²⁵

2. Major Tribes

Upper Kurram district is mainly inhabited by the tribes of Turi and Bangash along with smaller tribes: Mangal, Jaji. Muqbal and Hazara. Lower Kurram is inhabited by smaller number of Turi, Sunni Bangash and Zaimakht tribes. The Turi and Jaji belong to Ghurghusht of the Kakai Karlanri branch according to Olaf Caroe while Khugiani and Zazi (Jaji), are their Tarbur (cousin), descendants of Khugiani. Turi and Jaji are considered brothers (Turi and Jaji Woror dee)²⁶. However, Turi hold Shia faith, a source of confusion about their origin amongst the historians. The Turi claim their origin from Persia, having Turkic stock headed by Toghani who married a Persian lady.²⁷

In seventeenth century, the Bangash possessed the Kurram valley, the Turi remained nomadic wanderers in the valley. The Jaji and Turi attacked Bangash, to seize Hariob valley that eventually fell to Jaji. The Turi attacked Borki, above Kharlachi, after consolidating captured Paiwar by-passing Shalozan, took Malana in Upper Kurram. Once in possession of these upper villages, the tide of the Turi conquest followed on uninterruptedly.²⁸ The Bangash of Shalozan and Zyaran embraced the Shia tenants and were admitted into full brotherhood and equal rights with the Turi.²⁹ Gradually the Turi became sole masters of the Kurram valley, driving the Bangash out of the Kurram valley and settled in the major villages of Paiwar, Borki, Krakhela, Kachkena, malana, Bilyamin, Alizai and the Rud Ghara (Bank of the River Kurram). Turi came under the protection of the British Government in 1892.

The Turi, major and powerful tribe of Kurram valley is subdivided into five sections/clans, collectively known as the *panjplara* (literally five fathers)³⁰. The pedigree is shown below:



The tribe subdivided into two major clans: the Saragalla and Chardai; in turn subdivided into five: Hamzakhel, Mastukhel, Duperzai, Alizai and Ghundikhel, possessing collective assets and liabilities, including the land. Clan is further subdivided into *Plareena*, family, each having Sarishta khel or chief of family. Following occupation by the Turi, the valley was divided amongst the five clans, allotting each *Plarina*, ancestral share.³¹ The Chardai section, mainly settled in Upper Kurram have some possessions in Lower Kurram: Samir, Alizai and Makhizai villages. Turi built villages and settled there permanently but now almost all of them have ceased to be Kuchi (nomads), have become *Kothi* (settlers)³².

Smaller tribes like Malikhel and badkhele associated with the Turi are collectively named as Turizun tribe. Malikhel are probably part of the Ghilzai tribe but have been associated with Hamzakhel section of the Turi whereas Badakhel is the last of the Turizun tribe. It was originally one of the main sections of the Para Chamkani tribe, have migrated from the hills and settled down around Boghaki in the uplands of the Kirman in Upper Kurram. After embracing Shia faith were admitted to Turi tribe as equal partners having equal rights. Both Malikhel and Badakhel, however, have completely lost connection with their respective tribes. Thus, the Turi tribe holds the largest numerical strength.

The Bangash, one of the major Pakhtun tribes inhabits the Kohat district and the Kurram valley. The name, Bangash, derived from "Bun", a root, and "Kashtran", to tear up, meaning, the Bangash were thorough-going radical land exterminators. They came to own the whole stretch of country from the Paiwar Pass to Gandiali to the east of Kohat. Emperor Babur enumerates this tribe as inhabiting one of the

fourteen provinces then dependent on Kabul³³. Together with Hanni, the Mangals moved from Gabar in Afghanistan.³⁴ The Mangals are also settled in a scattered habitation from the Paiwar Kotal to Zeran in the vicinity of Spin Ghar lower hills and higher valleys behind the villages of Paiwar, Shalozan, Malana and Zeran. The villages directly under their control are Tari, Kotri. Sursurang under the Paiwar Kotal. The Turi claim that the Mangal were brought into guard them from hostile attacks by the Paiwar Kotal and Spin Gavae routes. Almost every Turi considers himself the spiritual disciple of one or other Syed. Four grand Sayed families practically monopolized the Turi and Shia Bangash, as disciples: Syed of Tirah; Syed of Ahmadzai; Syed of Kirman; Syed of Mahura

The Chamkani traditionally supposed to belong to the Ghoriakhel section of *Sarbani Pathans*³⁵ are divided into four main sections: The Khani Khel; the Bada Khel; The Haji Khel or Para Khel and the Khwaja Khel. The tribe subdivided into two parties: the Khani Khel residing far back around Thabai and the Khawaja and Haji Khel, residing near the Kurram valley. The tribe had frequently been a source of trouble to the British. The Para Chamkani are partly Sunni and partly Shia. The Shia Para Chamkani reside Bughaki and Kanda, while Sunni Para Chamkani live in Khamutsa, the border village of Kirman. On Pakistani side, lay territory known as Fainday and on Afghan side locates Aacheen (Jalalabad). There is also a Frontier Corps/Constabulary security check post on Fainday Kandao. It is a foot route mostly used for timber smuggling and livestock trade. The tribes have no other source of income except trade in timber and livestock.

Central Kurram inhabited by Para Chamkani towards the west of Parachinar city in White Mountain, on Pakistani side, lay Rizanda, and on Afghan side, Fachee, a foot route to trade in timber and livestock too. Tribesmen, residing along the *khawar*, where small quantity of *seasonal* water flows, suffice to irrigate small patches of land. Livelihood of tribesmen depends upon services, not available in the region.³⁶ It is far difficult a route compared to Harwali Kandao. On Pakistani side *gundawo hawray*, and on Afghan side Suleiman Khel are situated.³⁷

Trade Prior to Fencing

In Upper Kurram to the north of Parachinar city, Zeran area, Mulla Bagh possessing scenic beauty, so rich that seems a paradise route in Spin Ghar is situated. The people of Mullah Bagh are the permanent visitors of White Mountain rearing goats and sheep in large numbers. It is a foot route and located in foothill of White Mountain. The coolest and greenest route, a tourist's hub, the route extends from the White Mountain and leads to the Nangarhar province in Afghanistan. At (Doo-toye) there are two paths. The path to the right leads to Nangarhar province in Afghanistan via Koh-e -Sufaid and on the left leads to Lawangeen, a tourist place in White Mountain about eight thousand 8,000 feet high. Trade route used mostly for livestock, a well known livestock trade Centre in the district. The local cattle traders travel to

Nangarhar to buy livestock in six to seven hours. One can go and return in a single day. Local traders in advance settle with the traders of Nangarhar, not to take longer time, to return back home in time. The people of Nangarhar have the livestock houses locally called *banda/bandy* in the White Mountain. Mostly livestock has been brought from Nangarhar on Eid-ul-Adha, making it easier for the people across the district to buy sacrificial animals. Pakistan Army has built a cantonment on this route at Doo-Toye place³⁸ in Upper Kurram to the west of Parachinar city. It is one of the mountainous pass connecting the Paktia province of Afghanistan with district Kurram.

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Following barbed fencing this route has been permanently closed. FC (Frontier Constabulary/Corps) security check posts at different places on this route are established and the locals are not allowed even to cut wood for fuel in this area.⁴⁰ In Teri, Upper Kurram, to the west of Parachinar city on the right side of Peiwar Kotal all these routes: Sursurang, Kaymataye, Gadarra, Gobazzana, Ktraye are located. Mangal Pushtun tribe is settled on these routes. By using these routes, they trade and smuggle various commodities from adjacent Afghan regions known as Aryube, most famous for the production of raw Opium and Timber wood. Among these routes most special route used for drug trafficking had been the Sursurang layara, a route by foot, therefore, camels, horses and donkeys were used to smuggle goods. From Teri smuggling of raw Opium stopped following fencing on the border.⁴¹ The Mangal bought the Timber in Afghanistan to sell in Kurram valley on hefty profit. Cutting wood from those mountains by Mangal, previously the right of Turi tribe, resulted into deforestation of dense Pine forest.

In the upper Kurram to the west of Parachinar city below Peiwar Kotal in Bughdi hills lay Haroto sar and Dredeng layara/ route. On the other side of Afghanistan the Haroti pushtun tribe reside in Dreang region. Therefore the local people call by three names (Haroto Sar, Dredang layara, and Swaro kando). It is called Swaro kandao because people crossed this route riding Horses, gradually the word riders 'swaro' became famous and path as Swaro kandao.⁴²

In the upper Kurram in the west of Parachinar city below Swaro kandao, on the side of Afghanistan lay a territory known as Kmataye, on this side the Turi tribe Duparzai is settled in Bughdi region. The people used this route for livestock trade. There is a security check posts on all these routes built by the Government of Pakistan.⁴³

To the west of Parachinar city in the Borki hills below Mandatay kandao also known as Balol Kandao, Balol, name of this hill, known by two names (Balol kandao, Toor kandao). On Afghan side lay Aistiya and Dervehi. The Turi Duparzai subtribe residing at Borki on the side of Pakistan have been trading in Timber and opened several shops of carpets in Parachinar city.⁴⁴

In Upper Kurram in the west of Parachinar city below Toor kandao lay a plain route suitable for trade activity. There is also a custom station at this point, however, the

route is closed by the Government since long due to unrest in Afghanistan. The closure of the route not only deprived traders, who had constructed shops, of earning livelihood to survive but also of land owned by them located in Afghan territory.⁴⁵ For bilateral trade with Afghanistan Borki in Kurram had been used since the British era.⁴⁶ In the west of Parachinar city below Borki, a plain route is legally used for trade with Afghanistan. In Kurram, it is one of the best trade routes, a custom station and NLC facility at this route generate millions of dollars through bilateral declared land trade. The local businessmen have established small hotels, shops and parking terminals, where truckers can stay overnight. Not only trade activity happens here it is also an immigration checkpoint between Pakistan and Afghanistan. A Levy personnel guards crossing point has also been deputed to enroll the names of Pak/Afghan immigrants, in a large size note book. The visitors don't need passport and just have to be registering their names, place of origin and addresses in two countries. Nowadays the trade is nominal because of huge taxes on goods. The shops are mostly empty and trade route seldom opens, mostly remains shut.⁴⁷

In Upper Kurram in the south-west of Parachinar city in Muqbal pushtoon area lay one of the famous routes used for Non Custom Paid (NCP) vehicles closed due to the fencing of the border.⁴⁸ Both these routes are located in south-west of Parachinar city in Muqbal pushtoon tribe hills, on the right bank of Kurram River near Kharlachi on Pak-Afghan border. Guzgarri on territory of Pakistan and on Afghan side lay territory of Khost, the Muqbal pushtoon tribe is too small in numbers residing in the villages of Guzgarri and Matasangar.⁴⁹ In the upper Kurram district in the south-west of Parachinar city below inzarki kandao and Deng Gavi kandao, on territory of Pakistan known as Arkhana and on Afghan side lay territory of Khost. These three routes (inzarki kandao, Deng Gavi, Mata Sangar) are closed due to fence on the border. No local trade between the two countries can happen now a days, earlier traded in livestock, timber wood, dry fruit, and other edibles. Locals are deprived one of the best sources of their income. It takes long six hours to travel via Kharlachi to Khost to attend wedding/funeral, earlier one could reach to Khost in 10-20 minutes on foot, even a small child could cover this distance.⁵⁰

In the upper district Kurram to the south of Parachinar city in Malikhel region lay Gulashak layara, Gulashak, local name of a small plant and layara in Pushto means route. On this route the Gulashak plants are in abundance due to which it became famous it is hiking pedestrian path. On the Afghan side lay Khost region of Afghanistan where Tajik pushtun are settled. On Pakistan side Turi (Malikhel) are settled.

In the upper district Kurram in the south of Parachinar city in the region of Mali khel lay, Mandata, in Pushto, Apricot tree, layara, route.⁵¹ On the Afghan side Khost region forms the southern boundary of the Kurram valley.

In the upper district Kurram to the south of Parachinar city in the area of Malikhel below Mandatay layara, lay Seray layara. Seray, in Pushto means an Oak tree. There has been a huge oak tree on this path and route became known by this name.⁵²

In the upper district Kurram to the west of Parachinar city in the area of Mali khel. A smooth route known as Nargosi layara lay. All types of vehicles from motorcycle up to loaded trucks can ride it. A base camp of Frontier Corps is situated on the upper side of a small water dam, known as Kot Ragha Dam. A small reservoir, though largest in Kurram, has been built in 2001. The route, is mostly used for trade in different commodities such as vegetable Ghee, cooking oil, tyres, tubes, auto spare parts and dry fruits are brought from Afghanistan on donkeys, Camels and Mules.⁵³ A foot route located to the south of Parachinar city in the area of Mali khel exists. Nargos in Pushto means bitter pomegranate. The route is full of bitter pomegranate trees, the route is also known by Manz Gavi layara or route. On the Afghan side there is a Khost region and on this side lay Mali Khel area of Pakistan, where the Tori (Mali Khel) are settled. The route is closed and though a security check post exists there.

A foot route has been situated to the south of Parachinar city in the area of Mali Khel. Due to fence on the border the route has been closed.⁵⁴ A smooth path Darwaza layara has been situated in the south of Parachinar city in an area resided by Mostukhel and Hamza Khel, Turi tribes. A combination of two Pushto words (Darwaza and layara), Darwaza means gate or door and layara means way/path. On the both side there are two separate mountains stretched around 12km, naturally looking like a door, shaped as a gate. The route has been shaped like a gate, therefore, local people call it Darwazay layara. On this side there are too many houses of Tori Mali Khel who farm there. On the other side there is Kolal Ragha area of Afghanistan. The famous mountains Jando sar and Cher mar lay on the west, an ancient, famous shrine, known as Ali saley, has also been located there. All types of vehicles can travel on this route up to the shrine, however, after that foot route begins. This route used by smugglers specially to smuggle cooking oil, Black tea, Pulses, cows and Buffalos. Nowadays the route has been closed due to fencing of the border.⁵⁵ Two words of Pushto, 'Lakkaa', meaning, a permanent structure installed by someone to detect something, while 'Tegga' means, stone. A silver stone on the top of a hill to find the border between Afghanistan and British India installed by the British Foreign Secretary Sir Mortimer Durand in 1893, still exists. This route became famous thus as Lakka Tegga, there exists also a FC security check post on the top of the hill from where many areas of Afghanistan and Pakistan are visible.

Shorki derived from (Shoor) meaning noise is located in lower district Kurram to the south of Parachinar city. It is a place where several battles have been fought between Tori Mali Khel and Jaji Afghan leading to killing of many people on both sides. The place from Shore gradually became Shorki as local people call it. Several Jirga's were held at this place between Tori and Afghan contenders during the British rule finally

the area was handed over to Tori by the British and Tori possess even today. On the side of Pakistan, some people are involved in farming but a majority still raise Livestock, since the area mostly arid suits for grazing animals. This route has also been famous for vehicle trade as Kharlachi, Borki and Sato kandao of Kurram.⁵⁶

In lower Kurram to the South of Parachinar city lay a Foot route known Husyara or Tek. Palasa and Husyara are two kinds of plants found in a considerable number in the region, therefore became famous by this name. Another Silver Stone had been mounted here by Foreign Secretary of British India Sir Mortimer Durand to find the border between Afghanistan and British India. On the side of Afghanistan there reside Darii pushtoon and on this arid side reside Tori.⁵⁷

In the lower Kurram to the South-East of Parachinar city lay Thaghanno, singular, Thagha, a fruit tree, its leaves are small while fruit is black and round, due to abundance of such trees the route took this name. The locals call it Thaghanno layara on the Afghan side reside Baqir Khel pushtoon, on the side of Pakistan, area is arid.

In Lower Kurram in the South-East of Parachinar city lay a foot route called Shasho kandao. Shasha in Pushto, a small thorny plant used as fuel, still plenty of Shasho plants occupy this route taking the name of Shasho kando. A famous hill top known as Gula Jana Sar, named after Gula Jana, one of the bravest woman of her time in this area is located here.

Kaso, name of a chief of Baqir Khel clan who died at this place during a battle between the Tori Mali Khel and Baqir Khel became name of a route, i.e., Kaso Kandao,⁵⁸ a foot route located in lower Kurram to the South-East of Parachinar city. Ghunda Seraye is a combination of two Pushto words: 'Ghunda' meaning round and 'Seraye' an Oak tree. A round Oak tree route, Ghunda Seray Layara became its name. On the Afghan side lay territory of Khost and on this side reside Tori tribe in arid land.

Towards the South-East of Parachinar city. 'khawnoah' in a Pushto is Olive tree. In old time there was Olive tree on this route due to which it become famous by this name.⁵⁹ It's also located in lower Kurram in the South-East of Parachinar city. Guldi, name of a person, who lived at this place, therefore, acquiring name Guldi kandao, is a foot route. It is located in lower Kurram in the South-East of Parachinar city. On Afghan side lay territory of Khost inhabited by Ghilgis, this side the area is arid. A foot route located in lower Kurram to the South-East of Parachinar, Zanjeer in Urdu means chain and 'patak', check post. For locals, the Government placed a chain on this route at security check post. People had to cross this chain to enter into Afghanistan, therefore, the route became known as Zangeer Patak layara. For centuries this route has been used for trade in livestock now known as smuggling and closed after fencing. In a personal interview, Noor Muhammad confided, that they traded in all kinds of animals including Goats, Cows, Buffalos, Sheep and camels, earning 5000-6000 every night, a good source of income. They lost because of Fencing on the border and also increased Taliban influence in the area endangering locals' approach to these areas.

This area is considered the most dangerous in Lower Kurram due to influence of Taliban even today. It's one of the well-known trade route located in lower Kurram to the South-East of Parachinar city. The route is used for trade activities with Afghanistan but not much compared to Kharlachi, Borki and Peiwar Kotal.⁶⁰ According to article 9, Custom Act of Pakistan, the following are the declared trade routes in district Kurram located in the upper Kurram in the west of Parachinar city below Borki Pak-Afghan border. Kharlachi is the third busiest crossing point with Afghanistan for bilateral⁶¹ trade. It is one of the best and suitable route for trade, a plain route which is legally used for trade activities with Afghanistan. There is also a custom station and NLC (national logistic cell) which was constructed in 2016 at this border. Pakistan custom has installed a WeBOC (Web Based One Custom) system at Kharlachi custom system to bring transparency in the system and deliver traders with all facilities at the border⁶². For the construction of NLC the government demanded in 2015 from the local people of Kharlachi about 60 *Jarib* lands. The people of Kharlachi gave the land to the government on this condition that most of the jobs in NLC will be granted to them. The DG of NLC colonel Aziz concluded a written agreement on behalf of the government with the people of Kharlachi. The government accepted this condition paid half of the money to purchase land to people the remaining amount has yet to be paid by the government. The NLC began construction work and completed in 2016. A local tribesmen Sayed Jamshed reported that they had provided land to authorities to found transit facility at Kharlachi, however, the government didn't fulfill its written agreement and provided few jobs to locals in NLC. A vast majority of employees belong to either other parts of the district or other parts of the country.⁶³ The custom station and NLC produces millions of dollars through cross border trade. The local people have established small hotels, shops and parking terminals. Where drivers can make overnight stay. Not only trade activity happens, this is also a checkpoint for those crossing border between Pakistan and Afghanistan. A FC man guarding the crossing point having a large sized notebook in his hand has been deputed to enroll the names of visitors, who come and go back to Pakistan/Afghanistan. They don't need passport and they have to register their names, place of origin and purpose of visit in both countries. The situation has drastically changed in last four years, no one can cross border without the permission of Pakistan Army/FC.⁶⁴

Trade is the basic financial idea involving buying and selling of goods and services with the compensation paid by a buyer to seller. Trading globally between the nations allows consumers and countries to be exposed to goods and services not available in their own countries. Nearly every kind of products can be found in international market. Food, spare parts, oil, jewels stocks and so many other. A product that's sold to the international market is an export and the product that's bought in is an import.⁶⁵ The trade and business relations between the border areas of Pakistan and Afghanistan

are based on individual and tribal connections regulated by traditional system. Therefore, it's very significant to have tribal, family and friends' relations for trade. The trust factor is very important in economic communication. The trade conducted between border area people don't need any license to export and import goods across the border. They don't need any agreement to pledge any terms and conditions, all contracts are verbal concluded according to the code of conduct, Pashtunwali. Thus, the traders export and import goods amongst them without opening a Letter of Credit (LC) or any advance payment. Suffice has been a simple verbal promise to pay money on a certain future date. In case of breaking the verbal contract, the tribe and clan on either side penalize trader according to Pashtu tradition.⁶⁶

The trade measurements between two states have been declining since 2011. Afghanistan imports most of the farm products from Pakistan due to low price, sugar, petroleum, rice and fertilizer are on top. Afghanistan exports to Pakistan coal, grapes, apple, and dry fruits. According to custom collector Peshawar, in the period from July 2015 to February 2016, the value of imports from Afghanistan via district Kurram recorded 100% increase. The import valuing Rs 3 billion during corresponding last fiscal year doubled reaching Rs 6 billion. Likewise, Pakistani goods worth Rs 28 billion were exported to Afghanistan in the period as against of Rs 25 billion of last year.⁶⁷ Total volume of export at Kharlachi was \$27.66 million and about 79,194 metric tons of goods worth \$27.66 million were exported to Afghanistan. Every labourer earned up to 3,000 to 4,000 daily.⁶⁸ As at Chaman and Torkham much trade happens at Kharlachi, Burki, and Shaheedano Dhand, carrying high reputation for automobiles trade. Since long the people of district Kurram have been involved in mutually beneficia trade with Afghans. District Kurram has abundant bargains of vehicles, including Lal bargain, Tahir bargain, Jamshid bargain, Najab bargain, Taib bargain, Merab and Haji Zenit bargain, trading in cars in Parachinar city. Afghan car merchants set up sale centers in the towns close to the border in Nangharhar, Paktia, Khost and Paktika provinces owing to the growing demand of non-custom paid vehicles in former tribal areas,⁶⁹ i.e., seven former tribal agencies, all except Orakzai, bordering Afghanistan. The land connection provides opportunity to conduct bilateral trade amongst the neighbors either side of Durand Line leading to improvement in their lives. Enormous dependency on agriculture, trade and transport narrowed the job market to professions employing unskilled labor fetching limited earning.⁷⁰ In an interview a vehicle trader, Syed Javid Hussain reported, "I am doing this business from fifteen years. In 1999, the vehicles business with Afghanistan began and the famous routes used for this business, included Borki, Kharlachi, Satoo kandawo (Muqbal), Peiwar Kotal and Shorki in lower Kurram. Kharlachi route used mostly for large scale trade, alongwith people of district Kurram, people from various parts of the country buy cars here. From Dubai these vehicles enter Afghanistan via Weish route. To begin with, in 1999, Toyota Corolla vehicles, models ranging from model

1980,1981,1982,1983,1984,1985,1986, upto model 1990 entered from Afghanistan followed by models 1991,1992,1993,1994,1995 upto model 1996 vehicles, model 1992 to 1996 were more popular. Pick-ups, Towne and other vehicles were famous vehicles in this era. Gradually during 2000, new type of vehicles Pick-up, Station wagon locally called (Ghawgy) and Caldina poured in. Later more comfortable Fielder was preferred entered from Afghanistan via Kharlachi. Which were model 2002- model 2010. The registered car (Ghawgy) in district Kurram numbered ten thousand and Fielder vehicles nine thousand. These Fielder vehicles include S-Fielder, X-Fielder, Supper Saloon, G-edition, Exeo-Fielder and Supper Fielder. These vehicles have their own price for each model and color ranging from Rs: five lakhs to Rs: ten lakhs. During 2004-2005, the Vigo Pick-up Hilux X-Corolla-Corolla, Ipsum, Vitz, Raum, Swift, s Suzuki jeep and Super Hilux started from Afghanistan via Kharlachi. On Kharlachi route the FC personnel charged forcibly Rs: 12,000/ vehicle shared by FC and political agent. The automobile trade continued 1999-2016, billions of rupees were illegally exacted from the tribal on bilateral traded by FC (Frontier Constabulary/Corps) and Political agents. In 2016 the government closed most of the borders in district Kurram. The Pakistan People Party (PPP) members in district Kurram demanded the re-opening of Pak-Afghan Kharlachi trade route.⁷¹ And the barbed fence was laid by the government on Pak-Afghan border, due to which the cars business is permanently closed".⁷² The local dealers and transporters told Dawn that they had to pay more money as a "bribe" than the real transportation charges for the goods they send to Afghanistan. They also protested that the mental torture was an extra ordeal. One-way fare loaded truck to zero point (Kharlachi) is Rs: 27,000 but every driver is paying Rs: 28,000 additional moneys to the security personnel at different check posts at Thall-Parachinar road. One tribesman said that there were at least more than twenty check posts and pickets between Thall and Kharlachi and every driver had to bribe personnel at every check post or cannot take goods to Afghanistan. He alleged security personnel used different tactics to force transporters into offering bribe. Another trader from Ali Zai lower Kurram complained paramilitary soldiers even asked drivers to show even license and check vehicle documents. Former MNA, Sajid Hussain Turi said ,that if the Kharlachi ,Borki and Peiwar Kotal trade routes were opened up ,this might generate a lot of business chances for the people of the area. And the volume of bilateral trade may go up to Rs:100 billion annually.⁷³ The elders said that a lot of loaded trucks and so many other small vehicles are waiting for the reopening of border before 2014, there were a lot of non-custom paid (NCP) vehicles in district Kurram. Vehicles were seized in Parachinar, Sadda, Ali Zasi and Bagan areas and were lifted to FC camp in Upper Kurram. The local driver community says that cars are their lone source of revenue. And the political management should record vehicles instead of impounding them.⁷⁴

Instead of seizure the vehicles, the government should revamp the recording system.⁷⁵ In district Kurram 10,000 vehicles were locally registered from 2012-2014. The number of vehicles had rapidly increased in Kurram since the administration relaxed rules that multiplied pressure on roads in valley. Vehicles were brought from Sheheri-Nou, a small town in Afghanistan via Kharlachi and Borki, border towns in Kurram. And Sheheri-Nou is the nearest market for the car dealers after Khost. And the smugglers charged Rs: 18,000 for bringing a car from Sheheri-Nou to Parachinar, said a driver who recently visited bargain centers in Afghanistan. He had purchased a Japan assembled 2400CC car at Rs: 460,000. And a dealer from Swat purchased sixteen vehicles in Sheheri-Nou, said that smugglers gave surety to the owners to deliver vehicles at their desired place in Pakistan.⁷⁶ On this border there was also a business of hunting items on a large scale. These include air guns, binoculars, cartridges, plastic ducks, pro hunting boots, knives, flash-lights, gloves, hunting tents, clothes, socks, single- and double-barrel short guns and repeaters short guns. These hunting items were not only from one country but from different countries like Russia, USA, Turkey, Iran, Germany. Most of the people in district Kurram love hunting and most are hunters.⁷⁷ Different birds use the district Kurram as a passage go-to destination for India. Birds often come to the district Kurram during spring seasons. Some stay here for few days and some go back to India via Kurram river. Without stay they have so many kinds. Most of the birds in Kohat don't even go back to live by the hunters.⁷⁸

And the people who had the money and little bit knew about business. So, they started this business at Kharlachi Pak-Afghan border. Afghanistan is a tax-free country and the hunting items that came from other countries of the world are very cheap there as compare to Pakistan. So therefore, the local trader started to buy the hunting items from Afghanistan which was the demand of the local hunters of the district Kurram. And a billion Rupees business started on this border. The famous local traders include Haji Syed Hassan, Syed Arif and Sabir Hussain. They were the main supplier of hunting items to the whole district. Among them Haji syed Hassan and Syed Arif are the residents of Kharlachi and Sabir Hussain belong to Bughdi near Pak-Afghan border. First of all, Syed Arif started this business at Kharlachi border where he opened a big hunting shop. He was doing this business with one of the famous local Afghan traders named Umar Gull with the passage of time gradually the business of hunting items at Kharlachi border reached to a high peak. And Kharlachi border become famous for hunting items. Not only the local people but also the hunters from different parts of the country visited here and because of the inflation they used to buy a lot of hunting goods and carry it with them.⁷⁹ Interview with one of the local hunter's business man Sabir Hussain in this regard, He said "I have a license and I have been doing this business for twelve years. In the past our business was great as we live in Bughdi region near Pak-Afghan border. And the people living on the border all have the same desire

to do some kind of legal trade with their neighboring countries. Some people trade in flour, fertilizer, coal, auto-spare-parts, rice, vegetables and other items. They have both import and export, traders here are very sincere and very simple people. Twelve years ago, I set up a small hunting shop in Parachinar city to earn a living for my children I started my business with Syed Arif Hussain of Kharlachi made enough money. Fence on the border made our business zero and secondly enhanced tax is paid therefore no profit can be earned Now the government has strictly blocked the route, traders and the labour having links with traders are chasedf hunter short-guns are recovered. That includes the Russian and Turkish single and double barrel short-guns and repeaters like Baikal MP-221.45-70, Baikal MP 43-1C, Baikal-410, Baikal-12 bore were famous of Russia and Turkish short-gun like Tomahawk and Karl. Families are humiliated they demand reopening of Kharlachi Pak-Afghan trade route for legal trade and reduction in taxes, and to ease restrictions by FC on free of trade. Hunting items from Peshawar are brought three times expensive”.⁸⁰ Trade in dry fruits at Kharlachi Pak-Afghan border has been formidable. The people of district Kurram have been holding good trade relations with the people of Afghanistan since centuries apart from historic linguistic, kinship, cultural, religious relations via Kharlachi, Borki and Peiwar Kotal. Afghanistan exports dry fruit such as Raisins, Almond, Apricot, Walnuts, Pine nuts, and Figs wich comrised 30% of her total exports in 2016 worth 165.4 million US dollars.⁸¹ The nearest outlet for Afghan dry fruit in Pakistan has been district Kurram, just 80 miles away from Kabul.⁸² Pakistan tops countries importing Afghan dry fruit via Kharlachi, Borki, and peiwar Kotal, Kharlachi has been preferred as easiest, safer land route. When Kharlachi was closed prices of dry fruit doubled. As Pakistan re-exported Afghan Dry fruit apart from domestic consumption similarly traders like Abbas since 1979 re-exported goods of different countries to Pakistan such as Russian made kitchenware considered of good quality, also Iranian made Gas stoves, pressure cookers and gas cylinders. Similarly, there were mugs, tea cups and juicer from Dubai. All these things when we were bringing from Afghanistan via Kharlachi, so didn't cost that much. They were not too much expensive and customers also liked it, so therefore we and the customers were both happy. But after 2016 our business suffered a lot because sometimes the border is open and close and secondly in 2016 the NLC was constructed on Kharlachi and started too much tax on the import of goods. Earlier each vehicle custom cost of Rs 10-15000 rupees, now every vehicle has a custom cost of Rs. 2-3 lakh rupees. Because each item is not custom, so the entire vehicle has to be customized. And in crockery there are some items that have low rate but their custom is high due to which we finished our business on this border. Now we bring all these things from Peshawar, which is three times expensive as a result we lost millions.⁸³ Interviewing another shopkeeper Jabbar Hussain about trade on Kharlachi Pak-Afghan border, he said “the opening and trade on Kharlachi border is like gold for the poor people. Especially those who live on this side and on the other

side of the border. Both rely on trade. Because there is no industry where the people get employment so therefore, by naturally all the tribal are traders. Five years ago, we brought all the retail items include washing powder, shampoo, Blankets, Carpets, cool drinks, biscuits, honey and dry fruits except salt from Afghanistan via Kharlachi Pak-Afghan border. Before 2016 there was no restriction on anything's at Kharlachi Pak-Afghan border for tribal people by the Government. People were trading freely; we often went to Sherenavo the first city of Afghanistan via Kharlachi without visa and passport. And there used to buy million rupees of retails items without tension and horror. Often, we used to pay for the half of goods and half were left with us. As everyone knew and even today knows one another and there was a kind of friendship as well as trusted each other. So therefore, the people on sides tried to gain more customers, so that business increased. But now there are no longer our business nor enjoy the business because the border sometime opened sometime close and the Government also raised the taxes so much that it does not as much as they charge taxes. Now you cannot bring even one chicken without tax via Kharlachi border from Afghanistan, you have to pay tax and that is how our business is destined".⁸⁴ After the announcement of foreign office, the Pak-Afghan Kharlachi border in district Kurram has been opened for trade activities. Trade union leader Masoib Hussain said "it's like Eid before Eid for traders like if the Eid is on 26th June but we are celebrating it right now with the opening of border. And we are very thankful to the government for the opening of border he tolled to TNN (Tribal News Network). Tribal elders Sayed Amin Hussain and Sayed Nazir Hussain while talking to TNN that the people of area and traders were facing many difficulties due to the closure of border. They said that the opening of border will ends their difficulties and also thank the government for opening of border. Our business suffered a lot of due to the closure of border for six months. Now we are thankful to Almighty Allah that our difficulties finally came to end in their opening will create jobs opportunities for local people and they said a large number of Afghan and Pakistani tribal elders were present on the time of opening of the border. Similarly, Afghan citizen said, while talking to TNN that they were very happy over the renewal of trade activities however, they said the border should be opened for other travelers on both sides."⁸⁵ There was also a business of rice, wheat and coal on Kharlachi Pak-Afghan border. Rice and wheat were the exported items of Pakistan. While coal was an important item of the local traders in Kurram valley. At Kharalach border in this regard he said, "I am doing the business of rice and wheat from fifteen years, which include both import and export. About fifteen years ago, the business of rice and wheat was at the top level on this border. Because it was agency and also the government concession on the people business. At that time, it was not so difficult to clear the vehicles. Even though there was only one custom office with few clearance agencies. Now there are 13 to 14 clearance agencies work like R.M Khan, Asmatullah, Adnan, Al-Shujaah, Tatarra, Shah, Za-Waziristan, Unique,

Sahib Zada, Shomalia, New Kurram, Tariq Afridi and Alf-Noor⁸⁶. On daily basis I used to export 60 to 70 large vehicles of rice and wheat. But after 2015 the situation become changed. Especially when the government constructed NLC on the Kharlachi Border in 2016, then they increased the taxes too much on goods so that the traders were not able to trade. And now we cannot export even 20 vehicles per day”.⁸⁷

At this border, there was not only the business of rice and wheat, but there is also a business of coal at this border. Interviewing with Irshad Hussain about the coal import from Afghanistan he said, “we have been doing the coal business from almost three years. Three years ago, there was no concept of coal import from Afghanistan at this border. First, we started this business at the Kharlachi border. As we know that coal is produced on a very large scale in Pakistan, so the people had no inclination toward this business. From three years this business has grown very fast. We get this coal direct from Mazari Sharif the city of Afghanistan which are under the control of Hazara people. When we get the coal here at Kharlachi border, we would have customized them. Four years ago, there was no NLC here, so we used to pay 10000 Rupees to clear one loaded Truck at border. Now we used to pay sixty to seventy thousand rupees to clear one loaded truck. And this is unfair to us as Pakistan has so many trade routes, for example if we talk about Spin Boldak, Torkham, Ghulam Khan Kelli, or Angor Ada. The tax policy of the government over there and here especially at Kharlachi border hundred percent different. That’s there is a lot of contradiction here which’s five times more tax. We also appeal to the government of Pakistan that by reducing this tax and giving us the freedom of trade constitutionally. This system will not only benefit us but also benefit the poor people. It’s the government responsibility to provide basic services to the people, including education, health care and employment. But instead of government, we have taken this responsibility. Almost five years from today all the garages here were filled of loaded vehicles which we called it Suraye in regional language. Even in a single Suraye you could not find the current location of single car. We gave poor people a kind of employment. People from far away areas come here to do their jobs and to earn money for their live hood. It required six workers to clear one loaded truck. If I talk about my business, there were 60 to 70 loaded trucks present every day in the soraye. Where more than 350 workers, were employed as well as hundreds of hundred people work here. If we calculate the whole, thousands of people had jobs here. It’s now in few instead of thousand because there is a shortage of in and out of vehicle from both countries, which make it difficult for people to work”.⁸⁸

Trade in Poultry

Pakistan export poultry products to Afghanistan via different trade routes including Kharalachi . A famous poultry products supplier hailing from district Kurram locally known as Chargo Saydan not only monopolizes supply within whole district but also Afghanistan. One Chargo Saydan, Jabir Hussain reported “we export chickens,

broiler, hens and eggs to Afghanistan via Kharlachi and Borki land trade routes since 2000. Due to lower tax till 2007, trade was profitable, however, situation in the city of parrachinar worsened as fighting broke out between Turis and Taliban adversely affecting situation in Paktia vilayat of Afghanistan. Taliban burnt three huge vehicles carrying poultry products in Paktia causing colossal loss. Till 2012 exports stalled resumed in 2012 via Kharlachi and Borki. In 2016 following construction of NLC terminal at Kharlachi land trade route raised expences leading to ban on export of poultry products to Afghanistan, the Borki route was permanently shut, resulting huge losses to Chargo Saydan.⁸⁹ In 2017 the poultry formers stopped supply for district Kurram protesting so called high handedness of Tal police and refusal to enhance the quota of supply. The president of poultry association in district Kurram, Mr Abid Ali reported, TNN that government allocated Kurram a meagre share of 20000 chickens/day, additionally, Tal police demanded hefty bribe at check posts upon poultary especially chickens. Stoppages by Police caused choking resulting into death of chickens within vehicles.

Trade in Automobile Spare Parts

There has been thriving auto spare parts trade via Kharlachi land trade route. Numerous auto parts traders: Malang Jan; Haji Dildar; Heshmat Hussain; Gulzar; Nusrat Hussain and Abrar Hussain run this trade in district Kurram. Haji Sardar Ali, one of the largest suppliers of auto parts reported of “carrying this business for 40 years initially brought all these items from Afghanistan via Kharlachi route. Business flourished as Afghanistan was almost a tax-free country having cheaper auto parts than Pakistan, therefore, trade with neighboring Afghanistan in auto parts including tires and tubes from Indonesia, Japan, Thailand and Korea. Similarly, car batteries, oil, gear level, seat belts, wind screens, tail lights, fuel gauges, bumpers, bonnet hood and so many other all auto spare parts from motor cycle up to large vehicles are brought into Kurram. After 2015 huge tax was imposed by the government led to closure of such trade via Kharlachi.⁹⁰

Trade in Electronics

TV, mobile phones, computers, radio sets⁹¹ all sorts of electronic commodities entered Kurram via Kharlachi, except arms. Haji Sher Hassan, large scale importer of electronic devices and dealer in upper district Kurram reported, “Since 1980 trade with Afghanistan carried profit for us. Distance was less hence low freight charges, goods i.e., the electronic devices are cheaper in Afghanistan compared to Pakistan. by 1990 goods were brought via Kharlachi such as TV sets, Refrigerators, LEDs, Digital cameras, DVDs, Speakers, Radio sets, Heaters, Dc-fans, Telephone sets, Digital receiver, Solar system, Generators. Afghanistan imports quality but cheaper goods from various countries Russian Refrigerators and Heaters, Japanese radios/ Tv sets, Generators and Iron fetching good price in Pakistan. Trade deteriorated after 2015, following imposition of huge tax on goods via Kharlachi, tax on a loaded truck was

raised from Rs 30,000 to Rs. 200,000, forced closure of electronic trade via Kharlachi”⁹²

Trade in Timber

Kharlachi an historic land trade route located in Upper Kurram, 15 miles away to the west of Parachinar city, with an elevation of 9200 feet. The road crossing Shutargarden, Camel's Neck, passes 11,900 feet height descends into the Logar valley leading to Kabul,⁹³ connecting Kurram of Pakistan with Paktia province of Afghanistan. The second Anglo-Afghan war fought on 28th-29th November 1878 between Afghan force headed by commander Karim Khan and British forces commanded by Sir Frederick Robert resulted into the British victory and Peiwar Kotal came under their control.⁹⁴ Peiwar is one of the shortest trade routes to Kabul numbering second in terms of trade volume following Kharlachi. Due to security reasons it remained shut for five years till 2014. This route was used by both sides, especially the Jajis of Paktia and Turis of Kurram, distance from Peiwar Kotal to 1st village of Afghan Jaji named Kotki is just four km, Alikhel about 20km, Gardez about 87km, Lugar about 142km and Kabul about 212km. Kharlachi and Kotal were specially used for timber trade. On 12th December 1930, the Afghan timber agent of Hariob forest Sayed Samander Shah of southern province came to Kurram. A bilingual speaking Persian and Pushto proposed cooperation to regulate import of Afghan timber into India via Kurram. Import to India shall be via Peiwar Kotal and Kharlachi alone not by intermediate routes. The British government was to construct a motor road up to the Afghan frontier on Peiwar Kotal, and the Afghan government to continue this road to join Kabul-Gardez road. In case such road was constructed, Timber trade be facilitated greatly, making freight cheaper and quicker and accessing lorry loads direct from the Kotal to rail- head at Thall. Regular Timber trade shall prevent smuggling. On 8th April 1931 the government of India accepted the proposal of Afghan Timber Agent, authorizing import of Afghan Timber only via Peiwar Kotal and Kharlachi. Timber trade with India began after the British government issued a permit system to the timber merchants in order to allow import legally.⁹⁵ It brought an income source to the area, subsequently flourishing goods transport business to transport timber further to Karachi and other parts of the country. It offered a basis for introduction of a new tax system known as permit system. This new trade providing an extra source of income, enormously enhanced the power, influence and authority of the political administration, a source of economic incentive became a tool serving entirely on the discretion of political agent. The permit acquired a value of currency note malik getting a timber permit as favour could sell it to traders taking timber out of the district.⁹⁶ These traders brought timber from nearing mountain, Mandhaer via Peiwar Kotal to Kurram, for onward transport to other parts of the country, however, over time, smuggling became more frequent than the legal trade. Afghan government sent letter to the Indian government requesting to prevent the

smuggling of timber. Several letters were exchanged between the two trading partners, for instance, the Political Agent Kurram, Muhammad Shah sent a letter to the chief commissioner of N.W.F.P to prevent smuggling of Afghan timber into Kurram. Had government of India accepted the Afghan Timber Agent's proposal to import Afghan timber into Kurram via two routes: Peiwar Kotal and via Kharlachi, it wasn't possible for one Moharrir to check timber on both Peiwar and Kharlachi. Moharrir to the naib tehsildar, lower Kurram could check all timber at Ali Zai. There will be thus a double check reducing possibility of smuggling. Although it wasn't raised, it is clear that in no circumstances, whatsoever any floating of timber down the Kurram River be allowed. Actually, there are no other routes except the river besides Kharlachi and Peiwar by which timber could be smuggled. The Afghan government appear to put the onus of protecting their timber entirely on us. Surely it wouldn't be too much to ask for timber to be imported by one route only i.e. the Peiwar, all checking to be performed on Peiwar, a second check at Ali Zai in return to ensuring that no timber is smuggled through other routes, though smugglers are chiefly Haryob Jajis, not British subjects. Other points also arose, if the allowances to be paid to the Moharrirs at Teri Mangal, Kharlachi and Ali Zai, become at least Rs15/month each at Teri Mangal and Kharlachi and Rs22 at Ali Zai and other incidental expenses are to be met from any disposal, allowed to levy a small tax say 2 annas on all timber taken through. The effect of the motor traffic on Peiwar and Kharlachi roads on mule transport may be taken into account as Kurram Militia had entirely been dependent for its mobility on mules. The mule owners of upper valley have practically a monopoly of the carrying trade between Parachinar and Peiwar. If deprived of this trade mule owners would very soon get rid of their mules or it may be that they would be driven to complete with Jaji mule owners in carrying timber from the forest to the Peiwar. Both the Kharlachi and Peiwar road were then closed to all motor traffic except on very special occasion when the permit was granted. This way the possibility of smuggling could decrease. The Indian government appointed Moharrirs on Peiwar Kotal, Ali Zai and Kharlachi at the request of political agent of Kurram and Afghan forest agent.⁹⁷

The forest department had fixed a quota for the dealers in Kurram valley at 35- 25 permits per month respectively but hardly two to three trucks load transported wood officially by paying the custom and excise duty. The timber mafia (both Afghan and Pakistanis tribesmen and exporters) instead of bringing wood on permit to the market by paying the taxes used unfrequented routes of Pakistan-Afghan border between Kurram valley and Paktia. From Paktia Deodar was transported on camels and tractors to Kurram valley, from where it transported to district Orakzai near the settled area. From where the smugglers after crossing at least five check posts bring the wood in tractors to Kohat timber market during night. First, they cross the levy check point inside the tribal area followed by the forest check post, then customs. The ever-

spreading stores of wood in Kohat and tribal area were ever sign of a increasing timber trade that had its origins across the border in Afghanistan. The wood mostly included Cedrus deodar, Pinus gerardiana and Pinus wallchina. The regular rate for the levy and forest check posts had been motionless at Rs: 15,000 per tractors load of wood. The custom and Police got between 2,000 to 5,000 Rs. The main cause behind the unlawful business are heavy taxes levied on imported wood. A truck loaded of deodar could cost Rs: 8,0000 in the duty was why the timber dealers favored to pay Rs: 30,000 as bribe and trafficked the wood without using permits.⁹⁸ The timber was imported from Kunar, Nangarhar, Paktia and Nooristan provinces to Pakistan via Bajaur, Khyber, Kurram and Mohmand districts. On the request of tribal elders, the N.W.F.P had fixed quota for these four districts in 2001, under which forty trucks could import by each these tribal district⁹⁹.

Conclusion

The post -15th century world, following discovery of steam engine, witnessed the rise of Sea Trade Routes and gradual fall of land Trade Routes especially in the heartland of Asia: Declined with it movement of ideas, people, goods and services. Yet in the 21st century faster surface trade and rise of China, especially One Belt One Road (OBOR) strengthened opportunities to revive land routes.¹⁰⁰ It is very unfortunate that despite historic opportunity to enhance land trade from Pakistan to land-locked Afghanistan and beyond i.e. countries of Central Asia and Eastern Europe, land trade with Afghanistan declined via traditional, easy to access land routes in use since times immemorial.

On 2679 km long Durand Line between Pakistan and Afghanistan at least 141[un]declared bilateral/transit land trade routes have been existing. District Kurram alone sharing 191kmof Durand Line with three Afghan Vilayat possesses forty (40) both [un] declared and licit but illegal land trade routes including Shahidano Dand, Kharlachi, Borki and Peiwar Kotal. The trade peaked to estimated \$27.66 million in the year 2019. By 2020 onward due to fencing trade declined to Rs: 25 Billion through 4 above stated notified land routes. Bringing national exchequer \$5 million, but depriving local population and traders their livelihood. Fencing Durand Line instead of effectively preventing movement of terrorists has been instrumental in reducing volume of trade adversely affecting social conditions of people on either side of Durand Line. At the same time it did not bring tax office significant gains though extortions by powerful FC and security personnel have been reported frequently, also causing unnecessary delay in movement of goods leading to huge losses, especially of perishable items.

The need to notify all remaining 36 routes in Kuuram and facilitating trade by posting relevant civilian staff of FBR including Banking facilities, reviving/extending rail/road, increased connectivity and encouraging local traders

include steps to be taken urgently. Such measures shall arrest existing dwindling trade not only with Afghanistan but beyond. Granting visa on arrival can also help boost trade.

Appendix-I
GOVERNMENT OF PAKISTAN REVENUE DIVISION
FEDERAL BOARD OF REVENUE



THE CUSTOMS ACT, 1969
(IV OF 1969)

As amended up to 30th June, 2011

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CHAPTER III

**DECLARATION OF PORTS, AIRPORTS, LAND CUSTOMS STATIONS,
ETC.**

9. Declaration of customs—ports, customs airports, etc.- The Board may, by notification in the official Gazette, declare:

- ¹[(a) the places which alone shall be customs-ports or customs-airports for the clearance of goods or any class of goods imported or to be exported;]
- (b) the places which alone shall be land customs-stations for the clearance of goods or any class of goods imported or to be exported by land or inland waterways;
- (c) the routes by which alone goods or any class of goods specified in the notification may pass by land or inland waterways into or out of Pakistan, or to or from any land customs-station or to or from any land frontier;
- (d) the places which alone shall be ports for the carrying on of coastal trade with any specified customs-ports in Pakistan; and
- (e) what shall for the purposes of this Act be deemed to be a custom house and the limits thereof.

Power to approve landing places and specify limits of customs-stations.-

The Board may, by notification in the official Gazette:-

- (a) specify the limits of any customs-station; and

(b) approve proper places in any customs-station for the loading and unloading of goods or any class of goods.

Appendix-II

Pak-Afghan Bilateral/Transit [Un] Declared Land Trade Routes

Agam Pass	Aghbargai Pass	
Agram An (Agram An, Afghanistan)		Ahmadi Kandao
Anoshah Pass (Anowshah Kocho, Afghanistan)		Arkhai Kandao
Artshu Pass	Angur Adda	
Baadani	Bajaur Kandao	
Bargawi Kandao	Baroghil Pass (Kotal-e-Baroghil, Afghanistan)	
Basharm Narai	Batai Kandao (Batai Kandaw, Afghanistan)	
Bazar Kandao	Bichi Narai	
Binshal Kandao	Birzin Pass	
Brambalu Pass	Brekh Muhamad Kandao	
Bukhtansalo An	2Borki Kan Khun An (Kan Khun An, Afghanistan)	
Karakar Kandao	Ketone Narai	
Khan Narai (Khend Lar, Afghanistan)		Khandwala Kandao
Khatinza An (Khatin Zah An, Afghanistan)		Khora Bhurt Pass (Kotal-e-
Khorah Bort, Afghanistan)	Kilik Pass	
Kilik-Union Pass	Kirghiz-I-Union Pass	
Kirkai Tangai	Kot Mohmand Kando	
Kotgaz An (Kotal-e-Gowt Gaz, Afghanistan)	agharkai Narai (Laghrakai Zay, Afghanistan)	
Lakka Tigga Post	Latai Pass	
Leogram Pass	Lghai Narai	
Mach An (Mach An, Afghanistan)		Made Kandao
Mandatt Kandao	Mane Kandaw Ghar	
Mangrotal Narai (Mangritay Naray, Afghanistan)		Margho Kandao
Matik and (Kotal-e-Matk, Afghanistan)		Chalong Karsin Narai
Chartana Pass	Chawatkhai Kandao	
Cheri Kandao	Chaman	
Cobi Kandao	Damanik Kandao	
Darmu Drable	Darwazi An (Darwazu An, Afghanistan)	
Dolai Kandao	Dorah An (Kotal-e-Do-Rah, Afghanistan)	
Dre Drang Kandao (Afghanistan)	Dwa Nashtar Narai (Dwa Nashtar Naray, Afghanistan)	

Gambir Gri	Gangalwat An (Gangalwat An, Afghanistan)
Gawai Tangai	Ghakhai Pass
Gprapai Pass	Guma Pass (Kotal-e-Gowamal, Afghanistan)
Ghulam Khan Pass	Iman Bostan
Inzar Kandao	Inzari Kandao
Kharlachi	Kaga Pass
Mazari Pass, Kotal-e-Shibian, Afghanistan	Mintaka Pass (Mingteke Daan, China)
Moghai Kandao	Mukha Pass
Musatalbar Pass (Mestar Bel char Naray, Afghanistan)	Musuabal Kandao
Nang Stara Kandao	Nawa Pass (Chartani Ghashay, Afghanistan)
Nazand Narai	Nawagai Pass
Nuqsan An (Nuqsan An, Afghanistan)	Ochhili Pass (Ochhili Pass, Afghanistan)
Oghaz Kandao (Owghaz Kandaw, Afghanistan)	Palukda Bro
Panakot Kandao	Papin Kandao
Paripit Pass	Patkun Bro (Pachkiun Kandaw, Afghanistan)
Peiwar Kotal (Peywar Kandaw, Afghanistan)	Pekhe Kandao (Pakhe Kandaw, Afghanistan)
Phur Nisini (Kohat-e-Fornesini, Afghanistan)	Pidao Kandao
Piromandai Kandao	Pishio Kandao
Pungogazo An	Qalandar Uwin Pass (Kotal-e-Qalandar-ud-Din Afghanistan)
Qamardin Pass	Rishak Kandao
Sad Ishteragh (Sad Eshteragh)	Salemai Kandao (Salemai Kandaw, Afghanistan)
Samanak Bro	Saraghumi Narai
Shah Hussaini Kandao	Shani Kandao
Sharghali Kandao (Sharghali Kandaw, Afghanistan)	Shaunkrai Pass
Shautalo Chhapri Kandao	Shawal Pass
Shawana Narai (Shawanah Narray, Afghanistan)	Shera Shing Pass (Kotal-e-Shera Sheng, Afghanistan)
Shibian Pass, Kotal-e-Shibian, Afghanistan	
Shokoh Narai Ah-I-Duzd Narai	Shui an (Kotal-e-Peshawar, Afghanistan)
Shahidano Dand	Spin Tangi
Spina Tsuka Pass	Spinkai Raghai
Splagin Narai (Spil Gin Naray, Afghanistan)	Sunai Kandao
Sursurang Kandao	Swaro Gawai
Tabai Kandao	Tabibullah Kandao
Tandi China Kandao	Tora Tigga Kindao
Tripman Kandao	Tsaplai Kandao
Torkhum	Uni An (Uni An, Afghanistan)
Ustich An	Ustui Pass (Kotal-e-Ustui, Afghanistan)
Wajar Narai	Wakhjir Dawn Afghanistan (Wakeljier Shankou, China)
Wali Khan Narai	Wariji Naraj

Warsak Pass

Zangai Narai

Zarai Kande Kandao

Zhawar Kandao (Zhawar Kandaw, Afghanistan)

Zinor Pass

Zoe Narai

Zoranda Pass

Source: Dr. Sayed Waqar Hussain, *The Impact of Afghan Transit Trade on NWFP's Economy*, Area Study Center University of Peshawar, 2008, Pp.243-46.

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