

Information Sheet about Cross-LoC Trade from Azad Jammu and Kashmir



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Abbreviations

LoC	Line of Control
TATA	Travel and Trade Authority
AJK	Azad Jammu and Kashmir
PaK	Pakistan administered Kashmir
CBM	Confidence Building Measures
TFC	Trade Facilitation Centre
TFO	Trade Facilitation Officer
SOP	Standard Operating Procedure
TEP	Truck Entry Permit
J&K	Jammu and Kashmir
MT	Metric Ton

On 21 October 2008 trade across Line of Control (LoC) was allowed by the Governments of India and Pakistan. The initiative being part of potent means of confidence building, establishment of peace, goodwill in the region and promotion of trade, commerce and industry in the erstwhile state of Jammu & Kashmir on both sides of LoC.

Cross-LoC trade initiative has been initiated as Kashmir focused confidence-building measure (CBM) and is second such measure after cross-LoC bus service started in April 2005. Leadership of both India and Pakistan decided to have such an initiative where people would engage with each other and created a space for engagement for the people of erstwhile Jammu and Kashmir across the LoC through Trade and Travel.

The engagement of people with people and increase in the stake of the stakeholders of trade has brought peace in the LoC areas where people got benefited by getting involved in the trade and traveling across LoC.

The trade was decided to be of barter in nature by both the countries and was allowed on designated at two Chakothi-Uri and Tetrinote-Chakkan-da-Bagh route (Chakothi falls in Muzaffarabad division and Tetrinote is in Poonch division of Azad Jammu and Kashmir (AJK) while Uri fall in Kashmir division and Poonch falls in Jammu division of Indian administered Jammu & Kashmir (IaJK).

Basic Information about AJK

Azad Jammu and Kashmir (AJK) lies between longitude 730 - 750 and latitude 330 - 360, and comprises of an area of 5134 Square Miles (13297 Square Kilometres). The topography of the area is mainly hilly and mountainous with valleys and stretches of plains. AJK is bestowed with natural beauty having thick forests, fast flowing rivers and winding streams. The main rivers are Jhelum, Neelum and Poonch. The climate is sub-tropical to temperate, highland type with an average yearly rainfall of 1300 mm. The elevation from sea level ranges from 360 meters in the south to 6325 meters in the north.

Introduction

Trade across the Line of Control (LoC) was started in October 2008 as a part of Confidence Building Measures (CBMs) between Pakistan and India at two places i.e. Chakothe – Uri (Muzafabad – Srinagar) Tetrinote – Chakkan-da-Bagh (Rawalakot – Poonch). The Joint Working Group of India Pakistan on cross-LoC Confidence Building Measures (CBMs) finalised the terms and conditions for trade between the two parts of Jammu & Kashmir. It was decided to have duty free trade for around 21 categories of items to start with.

As per agreement, this duty/ tariff/custom free trade was limited to 21 items. Exports are called 'traded-out' goods and imports are named 'traded-in' goods as per government policy. Subsequently, the basic ground rules for the cross-LoC Trade were finalized and the list of items to be traded across the LoC was agreed in the meeting of the Joint Working Group of India and Pakistan. Finally, the cross-LoC trade was initiated on 21st October, 2008 with 13 vehicles coming in from Uri to Chakothe and 14 vehicles going out, carrying goods from Chakothe to Uri, crossing the LoC for the first time after 1947. Similarly, three vehicles carrying goods from Chakkan-da-bagh crossed the LoC and headed to Tetrinote on the same day whereas four vehicles carrying goods from Tetrinote crossed the LoC and reached Chakkan-da-Bagh.

Initially, the duty free cross-LoC trade was carried out on Tuesdays & Wednesdays on both trade points through 1-1.5 ton capacity trucks. Later on, both sides agreed to increase the number of trading days from up to four days a week. The movement of the goods now takes place on Tuesday, Wednesday, Thursday and Friday through the Trade Facilitation Centres (TFCs) established on both sides of the LoC on both trade points.

About the Info-Sheet

This info-sheet primarily aims to serve as a basic document for cross-LoC trade and travel. This will serve as the guiding document containing facts and mutually agreed rules (between India and Pakistan) regarding cross-LoC trade and travel deemed necessary for the traders and travelers. It will enable new traders to build basic understanding of the important concepts of various laws, regulations, policies, scope, regulation and procedures of cross-LoC trade and travel which are mutually agreed upon between the relevant authorities. One of the purposes of this paper is to also explain the process and more precisely procedures of cross-LoC trade and travel in a single document for the understanding and furtherance of these initiatives and the facilitation of stakeholders.

Agreed cross-LoC Trade & Travel Measures

The Foreign Ministers of both countries met on May 21, 2008 to discuss new and existing Kashmir-specific CBMs and agreed to increase the frequency of travel through Srinagar-Muzaffarabad and Rawalakot –Poonch bus services, and allow intra-Kashmir trade and truck services.

On 18th July 2008, the India Pakistan Joint Working Group on cross-LoC CBMs met in Islamabad to simplify the procedure for issuing cross-LoC travel permits; to increase the frequency of the Srinagar-Muzaffarabad bus service; to launch a postal service between the two cities; and discussed the list of items to be allowed for trade through the truck service.

On September 22, 2008, the modalities regarding the movement of trucks, code of conduct for the drivers, permits, security terms and conditions, timings and list of items to be traded were agreed upon between India and Pakistan to conduct cross-LoC trade.

The Working Group finalized the following terms and conditions for the travel and trade between the two parts of Kashmir.

Cross LoC Travel

- Triple entry permits will be introduced with effect from 1st October, 2008. A separate form for the purpose has been agreed upon. All three entries are to be made from the same crossing point. This facility will be automatically available to senior citizens and accompanying spouses.
- Deputy Commissionaire Rawalakot and Regional Passport officer Jammu would be the respective designated authorities for the Rawalakot-Poonch bus service with effect from 1st October 2008.
- Monthly coordination meetings between designated will be held with the provisions to convene urgent meetings whenever required.
- Crossings will stand enhanced to 60 persons per crossing.
- Steps to be taken to reduce processing time for application on both sides.
- The operation of the Titwal-Chilehana crossing point will be effective from May to November of every year, in view of accessibility problems in the winter.
- Crossing on Uri-Hajipir will be facilitated.
- The designated authorities will start exchanging application forms by e-mail from 1st October 2008. E-mail transfer will be backed up by hard copies.

About Authors

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- In case of emergencies (death of close relatives across LoC), clearances to be processed within a week. Stay in such cases will be for up to 7 days. This will be effective from 1st October 2008.
- Frequency of Srinagar-Muzaffarabad and Poonch-Rawalakot bus service will be increased fortnightly to weekly with effect from 21st August, 2008 and 25th August, 2008 respectively.
- Designated authorities will reconcile data regarding crossings regularly.

Cross LoC Trade

- List of commodities to be traded with zero tariff regime were exchanged. To begin the implementation, each side will indicate the items that they are willing to receive.
- The visit of Chamber of Commerce from both sides of LoC will take place as early as possible to make recommendations on modalities of trade.

Mode of Trade; Barter System ¹(Goods vs. Goods)

The trade has been going on barter basis, with goods being exchanged by traders in lieu of goods received. Barter trade implies the direct exchange of goods and/or services between two or more trading partners without the exchange of money.

Trading Days

Initially cross-LoC trade was carried on two days (Tuesdays & Wednesdays) in a week on both routes through 1-1.5 ton capacity trucks. From September 4, 2011 trading days were increased from 2 to 4 days per week (i.e. Tuesday, Wednesday, Thursday & Friday).

Trading List

As per agreement, only twenty-one (21) items are allowed for trade across the LoC from two crossing points. Most of the items in the trading list are agricultural commodities, and does not contain any manufactured products. The Standard Operating Procedure (SOP) provides for the review of the trade flow, list of items and modalities every quarter by the Trade Facilitation Officers (TFOs) for each route. However, no review of the permissible list has been undertaken so far.

Total Number of Truck Movements 21
October 2008- 28th February, 2015

Trade Route	Number of trucks from IaJK to PaK	Number of trucks from PaK to IaJK	Total
Chakothis-Uri, Salamabad	27981	18293	46,274
Tetrinote-Chakanda Bagh	12415	8253	20,668

¹There is no banking channel involved in this trade and everything to be traded is exchanged with another item included in the list approved by the Working Group.

Trading Items

Sr. No	Items to be traded from AJK	Items to be traded from J&K
1	Rice	Carpets
2	Jahnamaz and Tusbies	Rugs
3	Precious stones	Wall hangings
4	Gabbas	Shawls and stoles
5	Namdas	Namdas
6	Peshawari leather chappals	Gabbas
7	Medicinal herbs	Embroidered items including crewels
8	Maize and maize products	Furniture including walnut furniture
9	Fresh fruits and vegetables	Wooden handicrafts
10	Dry fruits including walnuts	Fresh fruits and Vegetables
11	Honey	Dry fruits including walnuts
12	Moongi	Saffron
13	Imli	Aromatic Plants
14	Black Mushrooms	Fruit bearing plants
15	Furniture including walnut furniture	Dania, moongi, imli and black mushrooms
16	Wooden handicrafts	Kashmiri spices
17	Carpets and rugs	Rajmah / Lobia (Kidney Beans)
18	Wall hangings	Honey
19	Embroidered items	Papier-mâché products
20	Foam mattresses, cushions and pillows	Spring, Rubberized coir/foam mattresses, cushions, pillows and quilts
21	Shawls and stoles	Medicinal herbs

Traders of the both sides have been seeking inclusion of more goods in the list of 21 approved items.

There have been demands for widening the scope of CBMs and including banking facilities, instead of current barter system, telephone connectivity and undertaking trade in dollars between two sides.

Among the items proposed to be included in the list of traded items are metal, alloy and chemical products, readymade garments, edible products, cricket bats, wooden and steel furniture, canned wazwan and chicken, Plaster of Paris, juices and jams, packaged drinking water, besides plastic and sanitary wares.

Roads and Communications Networks in AJK

Mainly Roads are the mode of transportation in AJK. The total road length in the region is 12719 km. The detail is given below:

Road Length (kms)

Metalled	6390
Fair-weather	6329
Total	12719
Road Density	0.48

Roads Connecting Crossing points

There are multiple roads connecting both crossing points Chakothe and Tetrinote.

Roads Route (s) for Chakothe Crossing Point

Muzaffarabad-Chakothe Road/ Shakra-e-Srinagar

The all-weather road runs along the river Jhelum that flows from East to West between the lofty and lush green mountains, and joins River Neelum at Domel, near Muzaffarabad city. It meets the Line of Control (LoC) also. Two lanes, 59 km highway leads from Muzaffarabad to Chakothe, linking Garhi Dupatta, Chakra and Hattian Bala.

Thousands of tourists frequently travel through the Muzaffarabad-Chakothe road, which provides the path to many captivating locations including Subri, Garhi Dupatta, Chakra, Hattian Bala and Chinnari. It is also marked by a small white steel bridge, beneath which flows the shimmering River Jhelum. This road serves as a major link from Azad Jammu & Kashmir to the Jammu & Kashmir.

Trade Volume

Up to 50 trucks from Chakothe either side per day, average is 25 trucks.

Up to 25 trucks from Tetrinote either side, average is 20 trucks per day.

1. The nature of the trade is 'barter'
2. Trade is allowed through Uri-Muzaffarabad and the Poonch-Rawalakot routes on an agreed list of 21 items
3. The trade is carried out according to a Standard Operating Procedure (SOP) signed between New Delhi and Islamabad
4. The trade takes place 4 days a week on Tuesday Wednesday, Thursday, and Friday. The trucks must have J&K or AJK registration number and should not weigh more than 9 tones
5. Due to the non-acceptance of LoC as an international border between India and Pakistan, the exports and imports are called 'traded out' and 'traded-in' goods, respectively

Roads Route (s) for Tetrinote Crossing Point

There are multiple road networks linking Tetrinote. Tetrinote is connected to Rawalpindi (Pakistan) through three road networks. These are as follows:

1. Rawalpindi-Rawalakot-Goen Nala-Hajira-Tetrinote
2. Rawalpindi-Palandri -Trarkhal-Hajira-Tetrinote
3. Rawalpindi-Kahuta-Kotli-Tattapani-Tetrinote

Climate

Tetrinote is relatively dust-free region. The weather is variable due to its location. The average annual rainfall is 39 inches (990 mm), most of which falls in the summer monsoon season. In summer, the maximum temperature can sometimes soar up to 44 °C (107.6 °F) while it may drop below 0 °C (32 °F) in the winter.

Latitude.	33.8503°
Longitude.	73.79°

Distance

1. Rawalpindi-Rawalakot-Goeen Nala-Hajira-Tetrinote...141 km
2. Rawalpindi-Palandri-Trarkhal-Hajira-Tetrinote.....140 km
3. Rawalpindi-Kahuta-Kotli-Tattapani-Tetrinote.....197km

Trade Regulations and Facilitations

Travel and Trade Authority (TATA) has been established to facilitate trade across LoC. It has its independent board to approve rules and regulations regarding the cross LoC trade. Chief Secretary of AJK is the Chairman of the board. Presidents of all registered chambers of commerce are also the members of the board.

Board of Trade and Travel Authority (AJK)

(TATA)

Chief Secretary, AJK	Chairman
Additional Chief Secretary	Vice-Chairman
Senior Member	
Board of Revenue	Member
Inspector General Police	Member
Secretary, Industries Department	Member
Secretary, Finance Department	Member
Secretary Law	Member
Secretary Transport	Member
Commissioners MZD/Poonch Division	Member
President AJK CCI	Member
Director General	Member/Secretary

Process of Registration

Registration Process is very simple. Trader has to fill a simple registration form. Following are the conditions for registration:-

Domicile of Kashmir (State subject certificate)

Office telephone /cell number

Minimum worth tax paying to the Government= 10,000/-

Must not be a Government Servant

Can be a member of the chamber of commerce

Since its inception, cross-LoC trade has shown a surge in volumes, while the volume of trade differs between the Uri-Muzaffarabad and Poonch-Rawalakot trade routes. According to official data, till February 28, 2015, a cumulative of 46,274 trucks was exchanged at the Uri-Muzaffarabad route and 20,668 trucks at the Poonch-Rawalakot Route

Trade Facilitation Centres

TATA has established Trade Facilitation Centres (TFC) at both trading points in AJK with sheds & office building and staff available to facilitate traders in scanning and exchange process.

Truck Entry Permits are issued in triplicate by the respective Trade Facilitation Officers (TFOs). The drivers are given entry permission after a thorough checking of their background. The permits contain a photo ID of the driver, his name, address, license number and details of the vehicle.

It also specifies that there is no contraband or dangerous material in the vehicle or in the consignment. The drivers of these trucks are made to wear bright yellow and pink jackets/vests with “Driver-Chakothi/Rawalakot” and “Driver Salamabad/Chakkan-da-Bagh” respectively inscribed on the back.

Trade Process

The trade is carried out according to Standard Operating Procedure (SOP) signed between the governments of India and Pakistan. The functioning of the trade is facilitated by Trade Facilitation Centres (TFCs) that have been set up at Chakothi – Uri (Muzaffarabad – Srinagar) Tetrinote – Chakkan-da-bagh (Rawalakot – Poonch). As per the agreed modalities (SOP), the cargo passes the LoC at Tetrinote (Rawalakot) and Chakothi (Muzaffarabad) after being cleared by TFC. The movement of vehicles carrying goods on the two routes is allowed on four days (Tuesday, Wednesday, Thursday & Friday) between 0900 hours and 1600 hours every week.

The Trading-in process (inward clearance of cargo)

Each vehicle driver who crosses the line of control points from AJK carries a ‘Truck Entry Permit’ in triplicate that contains the picture identity, name, address, license number, details of the vehicle and a certification that there is no contraband or dangerous material in the vehicle or consignment.

A Cargo Manifest (CM) is also carried by the driver entering the line of control. The immigration officers at Tetrinote and Chakothi check the TEP and keep record of the entry and exit of the driver. At the time of entry, the driver hands over one copy of TEP to the immigration officer, the second copy to the Trade Facilitation Officer whereas the third copy is stamped ‘exit’, when the driver leaves the LoC. The plant and plant product consignments are accompanied by a ‘plant health certificate’, which are inspected for pests, weeds and disease by the quarantine officials on arrival.

The documents that are required to be presented include

1. Performa invoice
2. Cargo manifest (signed by TFO)
3. Packing List
4. Single entry permit (driver and truck detail)
5. security wing certificate / No Objection Certificate (NoC)
6. Trade Reconciliation Statement (to verify the balance of trade-in and trade-out items)
7. Truck also need to have a number plate registered at either side

JAMMU AND KASHMIR JOINT CHAMBER OF COMMERCE AND INDUSTRY

One institution that deserves a special mention is the Jammu and Kashmir Joint Chamber of Commerce and Industries (JKJCCI). The premise of this body is to represent traders and their interest in both J&K and AJK.

The institutions represented in JKJCCI

1. Kashmir Chamber of Commerce and Industry (KCCI)
2. Jammu Chamber of Commerce and Industry (JCCI)
3. Azad Jammu and Kashmir Chamber of Commerce and Industry (AJKCCI)
4. Federation Chambers of Industry, Kashmir (FCIK)
5. Federation of Industries, Jammu (FIJ)
6. Gilgit-Baltistan Chamber of Commerce and Industry (G-B CCI)
7. Merchants Association Ladakh
8. Intra-Kashmir Trade Union
9. Salamabad Cross-LoC Traders' Union
10. Chakkan-da-bagh Cross LoC Traders' Union

Security clearance: The preliminary screening of documents of the cargo and inspection of trucks is done at the crossing points of Kaman Post and Chakkan-da-bagh. The officials of AJK police inspect the seal of the incoming vehicles and after undergoing visual inspection, the vehicles move to main cities.

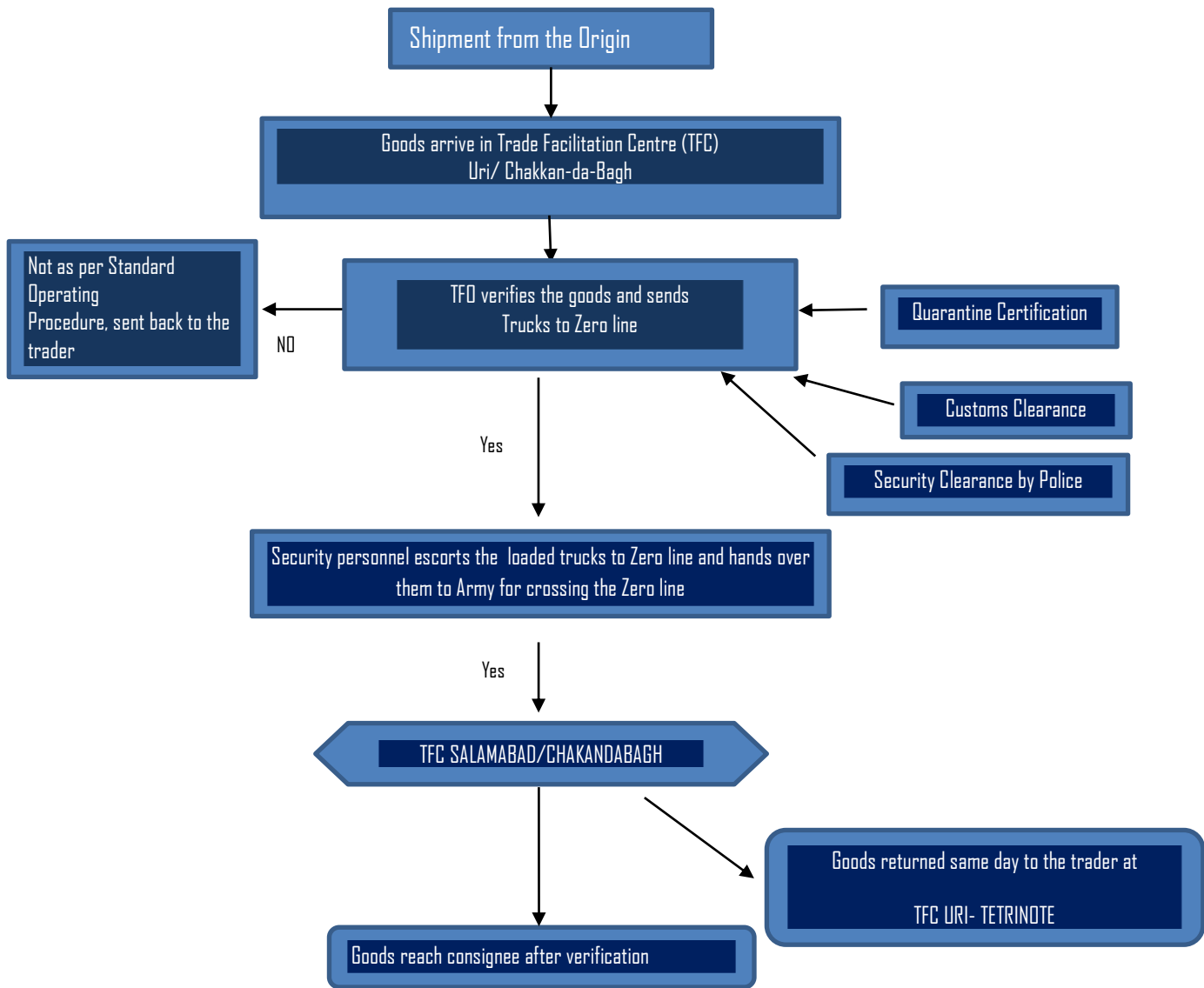
Process at Trade Facilitation Centre

On reaching TFC, the custodian arranges for unloading of the goods after verification of the seal and cargo manifest. The TFO verifies the cargo manifest along with related invoice copies and checks as to whether the goods declared in cargo manifest are under the permitted list of items. The goods are then examined by police officials from security perspective before being sent to the warehouses for rummaging. The copy of cargo manifest and invoices covering the cargo are retained by the TFO and after unloading, the trucks are allowed to return on the same day. The consignment of plants/plant products is issued a 'plant health certificate' after inspection by the designated plant quarantine officer and on finding it free from pests, the consignment is released. However, if any live infestation is found, the consignment is rejected and sent back. The consignments are subjected to X-ray scanning and physical verification, and if goods are found to be outside the list of 21 items, the same are returned in the vehicle that brought them.

The Trading-Out of goods (Outward Clearance of Cargo)

The exporter of goods applies to the custodian whose function is presently being handled by TATA for issuance of 'Truck Entry Permit' (TEP). The custodian forwards the application to the designated officer AJK Police to verify the antecedents of the exporter, who then issues TEP to the applicant in triplicate. On receiving the TEP, the goods are shipped to TFC Salamabad or Chakkan-da-bagh as one day prior to the trade day. The exporter hands over TEP along with the invoice copies to the respective Custodian. The transport operator or his authorized representative presents himself before the Trade Facilitation Officer (TFO) at TFC along with the empty truck and after getting security clearance on the day of the dispatch of goods, undertakes rummaging. The custodian then presents the cargo for inspection and examination of TFO who verifies that the goods contained in the trucks are as per the approved list of items. The TFO subjects the cargo to X-Ray scanning or physical examination to ascertain that the shipment contains the permitted goods. Any goods not found under the approved list of items are not allowed to be loaded in the vehicle. The consignments of plant/plant products are issued a plant health certificate by the designated quarantine officer, which is attached with the cargo manifest. The stuffing of cargo is done in the presence of TFO and on completion of the stuffing, the trucks are sealed by the TFO with a onetime tamper-proof bottle seal or lead seal. The transporter or his authorized representative submits cargo manifest (in duplicate) to the TFO. The manifest is certified by TFO in the manner specified in the manifest after cross verifying with the invoice copies and based on the physical examination already conducted. The TFO mentions the bottle seal/lead seal number on the manifest. After conducting the verification checks, the AJK police certify that no contraband or dangerous material is in the vehicle or consignment. The certificate is attached with the cargo manifest being shipped to the crossing point for shipment. The truck or the vehicle carrying the goods then commences movement under escort of the security agency to J&K side of the Line of Control.

TRADE PROCESS



Existing Storage Capacity

A storage building has been built in Chakothi for storage of goods where traders are allowed to unload and keep their goods on temporary basis, while on Rawalakot- Tetrinote route; there is still no storage facility available for cross LoC trade. Traders have to arrange storage facilities for the goods themselves. Goods once received at terminal are checked by Security Staff for verification and thereafter cargo permit is handed over to the traders. Traded goods are allowed to be transported within 2 – 4 hrs. All the Traded goods are cleared before night. No more than 1.5 metric tons (MT) per truck load can cross the LoC due to infrastructural constraints on both sides. Trucks must be unloaded at checkpoints near the LoC, then reloaded onto local trucks and hauled to the destination.

Currency involved

In cross-LoC trade there is no permission to use Pakistani or Indian currency so trade is conducted on barter basis (goods vs. goods). However, there are a number of branches of commercial banks available in AJK which include The Bank of Azad Jammu and Kashmir, United Bank Limited, Habib Bank Limited. Muslim Commercial Bank and Allied Bank Limited, etc.

Nearest Markets

The nearest markets from the Chakothi trading point are Muzaffarabad, Garhi Dupatta, Hattian Bala, Chinnari, while Rawalakot, Kotli, Hajira and Tattapani are the nearest markets for Tetrinote trading point.

Travel service available to trade points

Although the traders prefer their own transport/ conveyance to travel, public transport is available from all main cities and towns of AJK to reach the trading points. Trucks for cross LoC trade can be hired from Rawalakot, Hajira, Abbaspur, Kotli, Chinnari, Garhi Dupatta, Hattian Bala and Muzaffarabad as well as from Rawalpindi, Islamabad and other cities of Pakistan and AJK.

Accommodation Services available near trade points

Traders have to arrange accommodation themselves. Process of trade is completed on day to day basis; therefore, the traders may not require accommodation at terminals. Traders intended to stay can avail hotel facilities in Muzaffarabad, Rawalakot Hajira, Chinnari, Hattian Bala etc. Hajira is the nearest city from Tetrinote trading point while on the other side; Chinnari is nearest to Chakothi trading point. Normally markets are closed down after sunset due to low temperature except Hajira since weather in Hajira remains moderate, and almost all the hotels and restaurants there remain open during night.

Function of Trade and Travel Authority (TATA)

- To pursue, execute, manage and exercise control over cross LoC trade, in accordance with the modalities agreed between the Government of Pakistan and India as well as methods and procedures from time to time approved by the Governments of Pakistan and India, to be reflected in a strategy and plan within the policy frame work approved by the Board;
- To plan and organize exhibitions, delegations to and from Azad Jammu and Kashmir;
- To implement directives of the Government and the Board relating to trade development and promotion;
- To develop a consistent, sustainable and result oriented, holistic trade development plan.; outlining the vision, objectives, strategies and plans as approved by the Board;
- To achieve synergy in the development of trade by forgoing effective liaison with private and public stakeholders;
- To encourage and promote research in cross LoC travel and trade and policy related studies that may facilitate in formulating an effective policy and plans;
- To plan and organize travel and trade promotion cross LoC through advertising in local and international print, electronic and other appropriate media;
- To encourage and reward leading traders through recognition and rewards, initiatives and incentives etc. including making recommendations to the Government for trade awards including civil awards;
- To promote trade in different sectors where separate sectorial boards / bodies currently exist or will be formed in the future;
- To examine supply chains of strategic trade sectors, and develop plans and initiatives for strengthening supply base including traders' capabilities and capacities;
- To monitor progress against these plans for information of the Board;
- To provide travel assistance to outgoing or incoming businessmen, in co-ordination with the Ministry of Foreign Affairs and other institutions of the Government of Pakistan;
- To encourage, establish and manage where appropriate trade development centres, business support units, display centres and facilities, and information centres, etc.;

APPENDIX I

Allowable Purposes/ Reasons to Cross LoC².

- Visit to relatives
- Visit to friends
- For religious purposes
- For tourism

Crossing Points

- Chilehana-Titwal [Nauseri- Titwal]; Neelum Valley, Neelum District³
- Chakothei-Uri; Muzaffarabad District (popular);
- Rawalakot –Poonch crossing point;

Designated authorities in Azad Kashmir for each crossing point

The local crossing authority is an officer of 17/18 grade in AJK government, usually from the revenue department. Applicants must complete a simple form comprising name; address; name and address of relative/contact on the other side of the LoC; number of days away;

Completed forms are recorded, cleared and approved in Azad Kashmir;

Approved forms are then passed to the concerned authorities in Indian J&K ___ and vice versa.

It takes a month to clear a form in Azad Kashmir and in Indian J&K_____ but the whole approval process can take up three months;

A list of approved applicants is passed between authorities in Azad Kashmir and authorities in Indian J&K on a regular basis;

The next crossing day after their application is approved by the other side, a successful applicant cross at one of approved crossing points;

Crossing day and time are determined by the respective designated crossing authority; apparently there are no set dates;

People can change money at crossing points but usually they carry/use US Dollars.

- To promote traders and stakeholders' education and training of intermediaries of trade related supply chain;
- To facilitate the availability of finance to traders, small and medium scale enterprises, risk management of traders and buyers, energy and infrastructure needs of traders and related industrial areas and zones, quality management, social, environmental and security needs and generally all aspects of trade facilitation etc.;
- To encourage and promote human resource development in the trade sectors;
- To pursue with respective stakeholders the development of policies, regulations and standards for the travel, trade of goods;
- To provide advisory support to stakeholders;
- To prepare and seek Board's approval of the annual budget;
- To manage funds available to the Authority in accordance with regulations approved by the Board;
- To have the administrative control of warehouses and other trade development entities owned by the Authority in Azad Jammu and Kashmir;
- To maintain trade archives of the Authority;
- To secure custody and preservation of all documents submitted to and issued by the Authority;
- To set up sectarian trade committees;
- To implement directives of the Government and the Board relating to trade development and promotion;
- To prepare Annual Report of the Authority;
- To inculcate a quality assured ethics in traders while encouraging value addition of trades;
- To take initiatives for maintaining facilities etc. to improve the performance of traders in the interest of generating economic activity, reducing cost of doing business and enhancing supply chain efficiency;
- To maintain the confidence of travellers and traders by appropriate communications;
- To improve existing methods and devise new options for the expeditious settlement of claims and disputes between traders and their buyers; and
- To promote awareness among traders and buyers and all relevant stakeholders with respect to the benefits of trades and general policies of the Government.

² Azad Jammu & Kashmir government servants are not permitted to cross the LoC

³ This crossing point remains open only in summer.



About CPDR

The Centre for Peace, Development and Reforms (CPDR) is a nongovernmental, nonprofit and nonpartisan research, training and advocacy organization dedicated to promoting peace, development and reforms through dialogue and reconciliation. Founded in 2010, the CPDR is registered with the Government under the Societies Act 1860 (Act XXI of 1860), having specified Memorandum of Association.

Our Vision

Promoting and encouraging peace and development at all levels through dialogue, reconciliation and reforms.

Our Mission

Strengthening civil society to ensure transparent and participatory governance through peaceful interaction between stakeholders and government and to propose necessary reforms for peace and development. Promoting accountability, cultivating civic culture, values of freedom, tolerance, economic development and democracy. Providing an effective platform for conflict resolution with special reference to the divided State of Jammu and Kashmir.

APPENDIX II Hotels and Guest House

Hajira			
Sr. No	Hotel Name	Contact	Room Rent /Night
1	Ammel Apartments Main Bazar Hajira	03465850907	PKR 600
2	National Hotel Hajira		PKR 300
3	Al-Faisal Guest House		PKR 500
4	Kashmir Palace Guest House		PKR 500
Tattapani			
5	Shafait Hotel Tatapani	05824451367	PKR 350
6	Rest House PWD		PKR 800
7	Tourism Guest House		PKR 1000
Chinari / Chakothi			
8	Karim Hotel		PKR 500
9	Chinar Mahal Hotel		PKR 500

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