

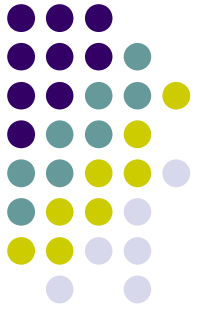
NEA Integrated Transport Network: Mongolia's involvement (Paper Commentary)

Second Annual Young Leaders Training & Research Program in
Regional Cooperation & Development

23 September, 2007 – Transportation and Trade Roundtable

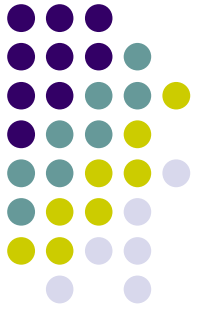
Batbold Zagdragchaa – New Policy Institute

Introduction



- Well integrated transport infrastructure and facilitation of flow of goods is a precondition to trade and economic growth
- North-East Asia: Rapid progress in infrastructure development
 - Different level of development
- Need for an efficient integrated transport network

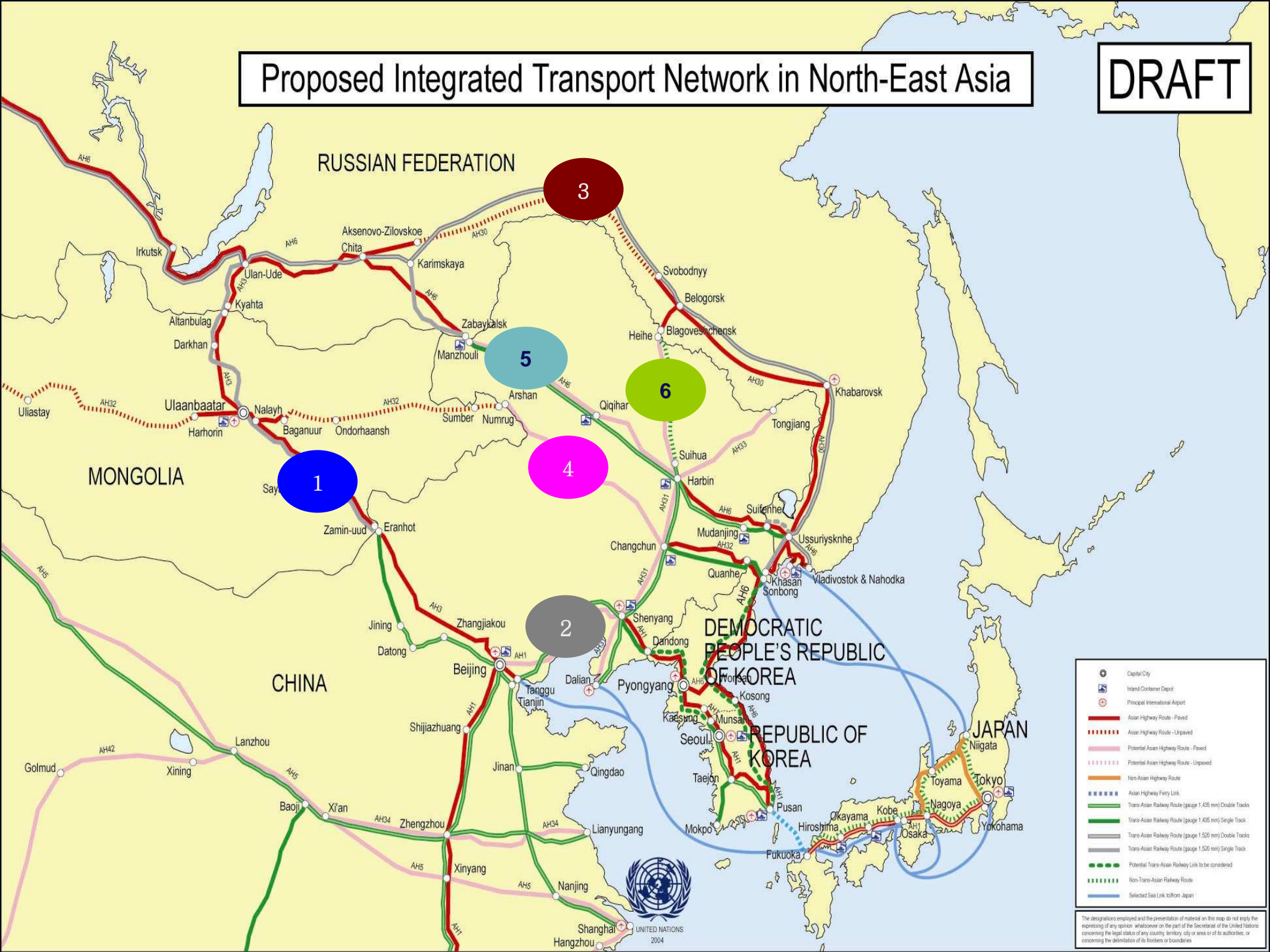
Strategy



- Main principles: Promotion of cooperation, maximum use of existing infrastructure and active and constructive participation of countries
- Actions needed:
 - Improvement of transport integration and intermodal connectivity
 - Promotion of logistics and transport facilitation
 - Removing institutional barriers: complex border crossing, inadequate transit documentation and procedures
 - Harmonization of laws and processes
 - Implementation mechanism (national, subregional and regional level)

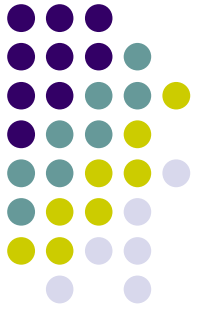
Proposed Integrated Transport Network in North-East Asia

DRAFT



	Capital City
	Inland Container Depot
	Principal International Airport
	Asian Highway Route - Paved
	Asian Highway Route - Unpaved
	Potential Asian Highway Route - Paved
	Potential Asian Highway Route - Unpaved
	Non-Asian Highway Route
	Asian Highway Ferry Link
	Trans-Asian Railway Route (gauge 1,435 mm) Double Tracks
	Trans-Asian Railway Route (gauge 1,435 mm) Single Track
	Trans-Asian Railway Route (gauge 1,520 mm) Double Tracks
	Trans-Asian Railway Route (gauge 1,520 mm) Single Track
	Potential Trans-Asian Railway Link to be considered
	Non-Trans-Asian Railway Route
	Selected Sea Link to/from Japan

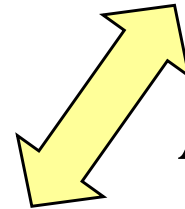
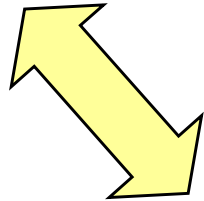
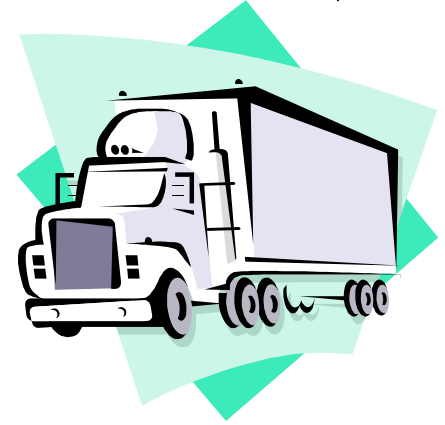
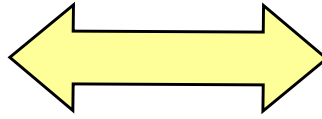
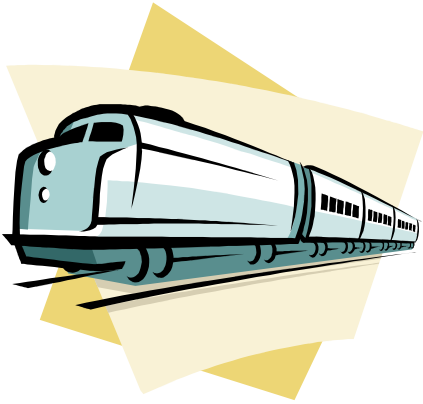
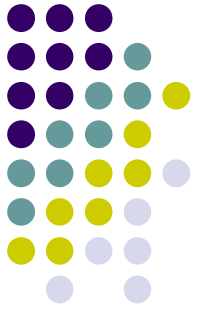
The designations employed and the presentation of material on this map do not imply the expressing of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.



Mongolia's characteristics:

- Land-locked country: heavily dependent on single seaport. Need for new seaports.
- Big territory and very low population density = the economic return from investment in transportation infrastructure is low.
- Need for de-centralization (de-concentration) of population settlement
- Multi-modal transportation network is of great importance.
- Institutional arrangements with neighboring countries and NEA.

Integration of Transport

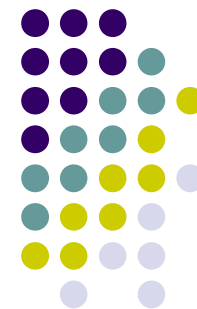


Trans-Asian Railway
(TAR)

Asian Highway (AH)

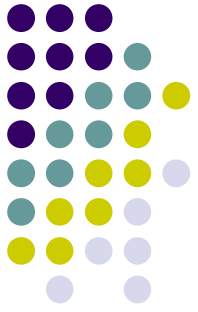


Maritime Transport



Mongolia's foreign trade with NEA countries in 2006

Country	Export		Import		Total turnover	
	Million USD	%	Million USD	%	Million USD	%
China	1.046,5	67.8	403,8	27,2	1.450,3	47,9
Russia	45,1	2,9	547,8	36,9	592,9	19,6
Japan	7,1	0,5	97,6	6,6	104,7	3,5
S.Korea	21,4	1,4	82,5	5,6	103,9	3,4
Total:	1120,1	72.6	1131,7	76,3	2251,7	74,4



UNESCAP Projects:

Trans-Asian Railway

- 4 corridors – 1 through Mongolia. From Tianjin (China) via Mongolia to Russia, Byelorussia, Poland, Germany

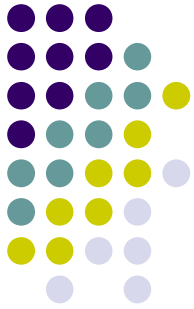
Asian Highway:

AH3, AH32, AH4 routes

- Goal: To promote regional cooperation/trade
- Criteria for identification of routes:
 - Capital to capital links
 - Industrial and agricultural centers
 - Sea, river and air ports
 - Container terminals & depots
 - Tourism attractions
- Maximize use of existing infrastructure
- Coordinated plan for development

ASIAN HIGHWAY ROUTE MAP





NEA status of AH



Asian Highway Class	
█	Primary
█	Class I
█	Class II
█	Class III
█	Below Class III
█	Unknown

/	Asian Highway
/	Trans-Asian Railways
/	Inland Water Transport
○	Capital Cities
+	Airports
Ⓜ	Ports
Ⓜ	ICD and Dry Ports
○	Major Cities
●	AH Nodes
○	AH Border Crossing
+	Tourist Attraction
▲	Country

Asian Highway Routes in Mongolia



The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the United Nations.

Distance from Eastern Mongolia (Sumber) to some NEA ports

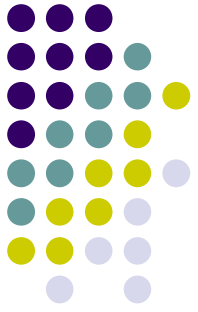


City and ports	Distance /km/
Mongolia-Chinese border	100
Choybalsan (Mongolia)	350
Ulaanbaatar (Mongolia)	980
Arxan /China/	128
Ulaanhot /China/	335
Changchun /China/	786
Rajin /DPRK/	1257
Dalian /China/	1372

Costs of transportation of the 20 tn container from Eastern Mongolia (Sumber) to some NEA ports



Name of city and ports	Cost USD
Changchun /China/	136
Dalian /China/	320
Rajin /DPRK/	612
Nagoya /Japan – via Dalian/	736
Niigata /Japan – via Rajin/	1600



Thank you

batbold@npi.mn