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- General information
- Legal framework and Intergovernmental Agreements
- Operational practice along international corridors
- Facilitation measures for international railway transport
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Mongolia is one of the largest landlocked countries in the world, with a territory extending over 1.5 million square kilometers. It is bordered by the People’s Republic of China on three sides, to the East, South, and West, and by the Russian Federation to the North. The country is rich in a variety of mineral resources and has substantial livestock herds, ranking first in per capita ownership in the world. Mongolia is a sparsely populated country, with a population of around 3.2 million, with a population density of 2 persons per square kilometers. However, more than 60 percent of the population live in urban areas.

The construction of new roads and the maintenance of existing ones are being given high priority by the Mongolian Government. As part of the Government of Mongolia’s 2016-2020 action plan, the road and transport sector’s objective is to expand and develop transport and logistics networks that support economic improvement, meet social needs and requirements, and provide safe and comfortable services.
TRANSPORT SECTOR IN MONGOLIA

**AUTOTRANSPORT**
- 63% of total cargo
- 112 thousand km
- 14.9 thousand km (international and state)

**ROADWAY**
- 112 thousand km
- 14.9 thousand km (international and state)

**RAILWAY**
- 1.9 thousand km

**AIRWAY**
- 46.5 thousand km

**WATERWAY**
- 132 km
STATISTICAL INFORMATION OF TRANSPORT IN MONGOLIA

Total freight /year, thousand ton/

Total number of passengers /year, million people/
Mongolian Government main policy documents:

- **Mongolia Sustainable Development Vision-2030**, 19th Resolution of the State Great Hural, Mongolia, 2016;
- **State Policy on Railways Transport**, 32nd Resolution of the State Great Hural, Mongolia 2010;
- **State Policy on Civil Aviation up to 2020**, 18th Resolution of the State Great Hural, Mongolia, 2013;
- **Economic Recovery Program**, 71st Resolution of the State Great Hural, 2016;
- **Program on Development Road**, Government Resolution №142, 2017;
- **Program of the Three pillars Development Policy**, Government Resolution №42, 2018
1. INTERGOVERNMENTAL AGREEMENT ON ROAD TRANSPORTATION ALONG THE ASIA HIGHWAY NETWORK BETWEEN GOVERNMENT OF MONGOLIA, RUSSIAN FEDERATION AND PEOPLES REPUBLIC OF CHINA;

2. INTERGOVERNMENTAL AGREEMENT BETWEEN GOVERNMENTS OF MONGOLIA AND RUSSIAN FEDERATION ON TERMS FOR RAIL FREIGHT TRANSIT TRANSPORTATION

3. INTERGOVERNMENTAL AGREEMENT ON THE ACCESS TO AND FROM THE SEA AND TRANSIT TRANSPORTATION THROUGH CHINESE TERRITORY BY MONGOLIA, 2014 – INSTEAD OF 1991;

4. INTERGOVERNMENTAL AGREEMENT BETWEEN GOVERNMENTS OF MONGOLIA AND PEOPLES REPUBLIC OF CHINA ON DEVELOPING COOPERATION IN RAILWAY TRANSIT TRANSPORTATION;

5. INTERGOVERNMENTAL AGREEMENT ON THE ACCESS TO AND FROM THE SEA AND TRANSIT TRANSPORTATION THROUGH RUSSIAN FEDERATION TERRITORY BY MONGOLIA 1992;

6. INTERGOVERNMENTAL AGREEMENT ON DRY PORTS;
INTERGOVERNMENTAL AGREEMENTS

- CONVENTION ON THE CONTRACT FOR THE INTERNATIONAL CARRIAGE OF GOODS BY ROAD (1956.05.19)
- CONVENTION ON ROAD TRAFFIC (1968.11.08)
- THE CONVENTION ON INTERNATIONAL TRANSPORT OF GOODS UNDER COVER OF TIR CARNETS (TIR CONVENTION)
- INTERGOVERNMENTAL AGREEMENTS ON ROAD TRANSPORTATION WITH KAZAKHSTAN, LATVIA, RUSSIAN FEDERATION, PEOPLES REPUBLIC OF CHINA, BELORUSSIA, TURKEY, DEMOCRATIC PEOPLE’S REPUBLIC OF KOREA
MINISTRY OF ROAD AND TRANSPORT DEVELOPMENT OF MONGOLIA

INTERNATIONAL ROAD CORRIDORS


2. Transport corridor of Economic Cooperation in Central Asia: 4A, 4B, 4C

3. GTI corridor: 1a, 1b

4. Economic Corridor Mongolia-Russia-China

West corridor - Total length is 741 km. Construction work is ongoing and will be complete in 2020.

Central corridor - Total length is 990 km.

Reconstruction work for the 345 km road of direction Ulaanbaatar-Altanbulag started in 2019 by ADB and EBRD soft loan.

Roads from Capital city to Centre of provinces was included in the Mongolian Government action plan 2016-2020. Total length is 5100 km.

Construction work is will be complete in 2020.

East corridor - Total length is 695 km.
TRANSPORTATION ROUTE OF INTERGOVERNMENTAL AGREEMENT ON ROAD TRANSPORTATION ALONG THE ASIA HIGHWAY NETWORK BETWEEN GOVERNMENT OF MONGOLIA, RUSSIAN FEDERATION AND PEOPLES REPUBLIC OF CHINA
The shortest railway corridor connecting Asia and Europe.

Railway corridor №1B

Member since 1956.
Total length: 1110 km
Line type: Single-track
Track gauge: 1520 mm
Carrying capacity: 25 million ton per year
Throughput capacity: 14 couple trains per day
Rolling stocks: 6577 wagons, 182 locomotives
Maximum speed: 90 km/hour for passenger train, 80 km/hour for freight train

Proportions:
- Export: 9.2 million ton (36%)
- Import: 2.8 million ton (11%)
- Transit: 3.3 million ton (13%)
- Local: 10.2 million ton (40%)

Ministry of Road and Transport Development of Mongolia
Northern Corridor
/Erdenet-Artssuuri, 770 km/
- Erdenet- Ovoot (545 km)
- Ovoot- Artssuuri (225 km)

Western Corridor
/Under evaluation /

Eastern Corridor
/Choibalsan-Khuut-Bichigt, 426 km/

Central Corridor
/Sukhbaatar-Zamyn-Uud, 1110 km/
- Potential capacity – 100 Mt,
- Bogdkhan bypass
Railway crossing points through Trans-Mongolian corridor №1B

- China
  - Erlian
  - Gauge: 1,435 mm

- Mongolia
  - Zamiin-Ude
  - Gauge: 1,520 mm
  - Sukhbaatar

- Russian Federation
  - Naushki
  - Gauge: 1,520 mm

- ✔ Different track gauge
- ✔ Transshipment is done on receiving side railway station
- ✔ Same track gauge,
- ✔ No transshipment

Reducing the travel time: freight transportation 850-950 km per day.

- Russia to China: 28 hours, became 27% faster
- China to Russia: 31 hours, became 26% faster
Railway transit tariff rate

Container transportation tariff reduced

15.5%

Transshipment tariffs for containers

65.5 %

Differentiation rate system in tariff: based on volume of transportation introduced in 2017

E-sign was fully implemented in 2019 between Ulaanbaatar Railways and Russian Railways.
Simplification: Development of sufficient and efficient capacities for transshipment: Zamiin-Uud Regional logistic park

**Zone-1: 50T CRANE 4 RAILWAY ACROSS**

**Zone-2: 70T GANTRY CRANE OPERATIONAL AREA**

**Zone-3: Open Warehouse**

**Zone-3: Enclosed Warehouse**

<table>
<thead>
<tr>
<th>Capacity</th>
<th>5 million ton/year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment</td>
<td>71,64 million USD</td>
</tr>
<tr>
<td>Operation starts</td>
<td>2019</td>
</tr>
</tbody>
</table>
Eastern railway corridor - Total length is 695 km. Western railway corridor was included for State policy on railway transportation. The Government of Mongolia planning to connect the western railway corridors to the international railway network. Pre-feasibility studies of the western railway corridor are planned for 2019-2020. Looking for finance.

Eastern highway corridor - Total length is 695 km. The Mongolian government planning to include on the ESCAP road network as the eastern highway corridor.

Investment projects

<table>
<thead>
<tr>
<th>No</th>
<th>Name of projects</th>
<th>Implementation period</th>
<th>Finances, USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>To develop integrated data systems for roads and transport</td>
<td>2018 - 2020</td>
<td>600,000</td>
</tr>
<tr>
<td>2</td>
<td>Feasibility study of Railway Centralized Traffic Control Center</td>
<td>2018 - 2019</td>
<td>500,000</td>
</tr>
<tr>
<td>3</td>
<td>To prepare of Regional Road Development and Maintenance Project - II Phase.</td>
<td>2020</td>
<td>400,000</td>
</tr>
<tr>
<td>1</td>
<td>Detail drawing of multimodal logistic center in Hushigt valley (near new airport)</td>
<td>Since 2020</td>
<td>1,5 million</td>
</tr>
<tr>
<td>2</td>
<td>Support the introduce of logistics international standards in Mongolia</td>
<td>Since 2020</td>
<td>1.0 million</td>
</tr>
<tr>
<td>3</td>
<td>The systematical analysis on the Mongolian road sector</td>
<td>Since 2020</td>
<td>1.0 million</td>
</tr>
<tr>
<td>4</td>
<td>Detail drawing of “Bogdkhan” railway</td>
<td>Since 2020</td>
<td>1.5 million</td>
</tr>
<tr>
<td>5</td>
<td>Road safety introduction</td>
<td>Since 2020</td>
<td>1.0 million</td>
</tr>
</tbody>
</table>
1. Lack of available wagons for reloading both on Zamiin-Ude and Erlian stations.

2. Lack of cooperation between internal and external stakeholders: Electronic information exchange between railways and control authorities.

3. Long time taken for freight trains to cross the border at the Erlian/Zamiin-Ude.

4. Lengthy transshipment operations, limited reloading/receiving capacities.

5. The transit transportation is low due to poor quality of roads.

6. Capacity building improvement.
THANK YOU FOR YOUR ATTENTION