
図們江開発プログラム 輸送部会要約 2000年10月30 31日、中国長春

UNDP図們江開発事務局シニアプログラムアドバイザー
ツォグツァイハン・ゴンボ

はじめに

図們江開発プログラム輸送部会が2000年10月30-31日、

中国吉林省長春で開催された。会議では、中国、モンゴル、
韓国、ロシアの政府代表が、図們江地域および北東アジア

における輸送面での協力に関する広範な問題について議論した。加えて、各種国際機関および地元の組織からも参加があった。会議は図們江開発事務局の主催であったが、吉林省の図們江開発担当部署の協力を得た。

議 論

会議では主に北東アジアの輸送部門における地域経済協力の見直し、過去の分析と今後の方向性、図們江プログラムの枠組みの中での輸送協力における課題と機会について議論された。

アジア開発銀行（ADB）、アジア太平洋経済社会委員会（ESCAP）、韓国交通開発研究院（韓国）、ERINA（日本・新潟）、東北師範大学（中国・長春）、延辺現通集団（中国・吉林）からの発表者が上記議題について意見を交換した。

UNDP図們江開発事務局は、1998年に行われた前回の作業部会以降の輸送部門の活動、達成状況、明らかになった課題について報告した。

進捗状況

琿春～クラスキノ間及び圈河～元汀間の国境を通過する貨物輸送および旅客輸送は、ともにこの2年で急増している。貨物は元汀橋通過が10万トン以上、ロシア方面へは約3万トンにのぼり、1998年の輸送量の数倍に達した。図們江地域と韓国、日本を結ぶ2つの新航路が開通し、琿春～クラスキノ鉄道も試運転を行い、定期運行の準備が整った事が確認された。

中国側の道路建設は、2000年に琿春～圈河間、2003年に600キロの高速道路すべてが完成するというスケジュールで進行している。

圈河、元汀の国境通過に関しては現在、新しい税関及び入国管理施設ができています。

中口国境の国境通過手続きは改善しており、特に2000年5月の二国間協議の後に進展があった。

図們江開発事務局は「図們江開発加盟国間の国境通過における非物理的障壁に関する研究」の第1段階を終了し、また、輸送量予測研究の最終報告書が発表された。

2000年5月および8月に、図們江開発事務局の主催で、国境通過問題に関する二国間協議が開催され、この地域の国境通過の動きや関連規則に関する国家政策について理解が深まった。

残された課題

輸送部門では、2つの主要な課題である「ハード」及び「ソフト」インフラの内容が明確になった。これらの両要

因は輸送簡易化のために同等に重要な役割を有しているが、ソフトインフラの問題は通常多額の資本投資がなくても解決できる。現在、図們江地域の国境を通過する貿易及び交通の流れの障壁となるものを専門に処理するために、図們江開発事務局は、活動の効率や効果を向上させる組織的なメカニズムの早急な構築を提案した。最初の輸送に関する行動計画実施の間に明確になった主要な欠点のひとつは、各国と図們江開発事務局の間、またそれぞれの国の輸送機関の間の調整が、上記のようなメカニズムがないためにうまく機能していないことである。

決定事項と合意事項

今回の部会で検討された結果及び図們江開発事務局からの活動計画の提案に基づき、各国代表は以下の事項に合意した。

図們江地域の輸送関連問題について各国を代表する機関を選び、図們江開発事務局と協力して働く。

図們江開発プログラムの輸送作業部会において決定された事項の調整や実施に責任をもてるような輸送関連事項の代表者を各国で任命すること。

提案された輸送関連行動計画の項目を検討し、任命された各国を代表する輸送関連機関および代表者は、2000年12月15日までにコメントを送ること。コメントがなければ、提案された行動計画は決定されたものとする。2001年輸送関連行動計画のために提案された項目に関しては下記を参照されたい。

図們江開発プログラムが推進する優先プロジェクトとして、以下のインフラプロジェクトを暫定的に指定する。

マハリノ鉄道国境通過施設の完成と琿春～クラスキノ鉄道の完全開通

羅津～元汀間の道路建設

長春～琿春間高速道路の完成

中国～モンゴル間の接続鉄道建設

北朝鮮咸鏡北道の鉄道復興

元汀及び圈河の新たな国境税関と入国管理施設の完成
国境通過に関する国内法及び手続きの改善、調整を継続し、輸送の簡易化に関する多国間合意に向けて努力すること。

この地域の輸送サービスの競争力強化のための複合的な方策をとること。それには実地調査及び評価ミッションの派遣、輸送サービスの競争力強化のための二国間および多国間対話を実施すること。

図們江開発プログラムにADBと日本の参加を働きかける

ために、あらゆる方策をとること。

今回の輸送作業部会は図們江開発事務局により提案され、各国を代表する機関や代表者により合意されるものとする。

<2001年輸送部門の行動計画案>

活動

1. 国境通過簡易化

国境通過における非物理的障壁の研究を完了する（第2段階）

ESCAPの協約等を検討し、それらに参加する

国境通過施設に関する二国間会合（3通り）の実施

国境通過施設に関する国内セミナーの実施

2. 輸送ルートの競争力強化

既存の輸送関税やサービス料金に関する国内研究

関税をより競争力のあるものにするための提案を考え、

関連政府機関に検討を促す

地方政府、経済界、輸送機関の参加を得て、輸送関税検討委員会を設立する

3. インフラ投資促進

北東アジア及び図們江地域における優先輸送ルートの明確化

輸送量予測の最新化

当地域の中長期輸送インフラに必要なものの明確化

プロジェクトの書類、優先プロジェクトの促進計画を用意する

資金調達活動

4. 組織面での活動

加盟5ヶ国で図們江地域の輸送に関する問題と解決するための国家機関と責任者を指名する

図們江開発ナショナルチームの中に、輸送作業部会を正式に発足させる

国内の行動計画を承認する（2000年12月15日まで）

[翻訳ERINA]

TRADP Transport Working Group Meeting Minutes (Extract)

First Session

Trends in Trade and Transport Cooperation in the Tumen Region and Northeast Asia

1. Professor Wang Roncheng of the Northeast Asia Research Center (NARC), Northeast Normal University, presented a report on the Transport Forecast Study commissioned by the Tumen Secretariat in 1997-1998. The transport forecast study presents one of the major works of research done in the framework of the Tumen Programme and provides an important tool for government agencies and research institutes in the region to analyze and trace the trade and transport development patterns, not only in the Tumen, but in a wider area of Northeast Asia. It was, however, noted that the study is already becoming outdated and there is an urgent need to update the database created and make the forecasting model developed for this purpose more useable and useful for the decision making process.
2. Ms. Hisako Tsuji, Senior Economist at the Economic Research Institute for Northeast Asia (ERINA), commented on the study report. She noted that while the study provides good insight into economic cooperation between the Tumen member countries, it has not fully taken into account some important factors like cross border problems and institutional barriers. She also suggested that the quality of service like

frequency of calls at ports and port facilities should be considered. She shared the view that the database needs to be updated and suggested that some inaccuracies in statistics concerning trade and transport flows of Russia should be corrected.

3. Mr. Jong-Hyun Byun, an expert from the Transport, Communications, Tourism & Infrastructure Department of ESCAP, made a presentation on the Asian Highway Project. To assist member countries in creating a reliable and efficient transport network in Northeast Asia, ESCAP launched in 1992 the Asian Land Transport Infrastructure Development (ALTID) Project, which consisted of three major components: Asian Highway, Trans-Asian Railway and Land Transport Facilitation. The Asian Highway Project covers the whole of Asia including all Tumen member countries. ESCAP is currently concentrating on revision and formulation of the road network, its technical standards and requirements, and updating the database for the network.

Country Discussions

4. Mr. Zhao Yongli, Director of the Division of Technical Cooperation among Developing Countries of the China International Center for Economic & Technical Exchanges (CICETE), noted that although the

programme has achieved certain results, a lot remains to be done. He suggested the participants should focus on the problematic issues and discuss the possible solutions for them, and expressed his hope that the transport experts from the Tumen member countries would advise national coordinators of the Tumen Secretariat how to overcome the problems in the transport sector.

5. Ms. Dorjpagma, Senior Officer of the International Cooperation Division of the Mongolian Ministry of Infrastructure Development confirmed the strong continued interests of the Mongolian government in the Tumen programme and its activities, particularly in the transport sector. Mongolia attaches the highest priority to the railway connection of eastern Mongolia with the Tumen region via the Chinese rail network. So far, the Ministry of Infrastructure Development has had two bilateral meetings with the provincial government of Inner Mongolia on the China-Mongolia railway project and hopes that the UNDP can help in finding the resources for this project. Currently the local governments of Mongolia are discussing with their Chinese counterparts the opening of a new border crossing in the area.
6. Mr. Kim Han-Yong, Director of the International Cooperation Division of the Korean Ministry of Construction and Transportation, supported the suggestions to update and revise the transport forecast study and make it more useable for the member countries. He also recommended the inclusion of existing and planned road connections in the Korean peninsula during the future revision of the framework of the Asian Highway project.
7. Mr. Jaroslav Seminikhin, President of the Far Eastern Marine Research, Design and Technology Institute, noted that the Russian economic and transport data used in the transport forecast study was not accurate and did not reflect the actual picture. Mr. Seminikhin extensively discussed the pros and cons of the rail route that was suggested and has basically been agreed between the two Koreas for reconstruction. Based on the cost calculation estimates, he argued that the transport expenses would be strikingly lower if the East Coast railway was chosen. According to the Russian sources, 1 container-km could cost as much as US\$0.24 through the currently suggested railroute from Seoul via Pyongyang, Shinuiju in DPRK and Shenyang and Harbin in China, whereas the transport along the east coast via the Trans-Siberian Railway would cost only US\$0.03, a fraction of the west coast price.
8. The delegates and other participants unanimously agreed that the database and forecasts of trade and transport development in the Tumen region need to be constantly updated and renewed. Mr. Gombo, the chairperson emphasized that it is now a task for the national governments and related institutes to update and make the maximum use of the study report and database for their long term planning and decision making processes as the UNDP cannot continue funding the study indefinitely. For this purposes, he said, it is critical to have for the Tumen transport issues

a responsible national organization or person that can enable and ensure the smooth implementation of the decisions made at working group meetings.

9. Mr. Gunter Hecker, the Resident Representative of ADB in the Philippines, suggested the close linking of the transport forecast study and the suggested an updating and revision process with the development and economic cooperation scenarios that should be agreed among the concerned governments. Only on that basis will the forecasting model become an instrumental tool for the policymaking process for the member governments. Without having defined and agreed the degree and extent of cooperation and development scenarios, it makes little sense to talk plainly about cargo volumes or passenger traffic.

Second Session:

Trade, Tourism and Transport Facilitation: from business perspectives

10. Mr. Gombo introduced the nature and purpose of the session on the cross border related problems and obstacles. In an any given subregion, usually two sets of problems arise in connection with trade and transport facilitation across the national borders: inadequacy of infrastructure facilities and complex national rules and regulations that present disincentives to economic exchange and the movement of people. Both hard and soft infrastructure problems present their own specific obstacles to deal with. The enormous size of investment required to build new roads and transport facilities puts the task beyond the reach of most developing nations, whereas institutional barriers tend to survive the strongest criticism as they reflect national interests and policies. So tackling both problems takes time and demands lots of patience from the players. Given the specific nature of the problems, the UNDP is more inclined to concentrate on the soft infrastructure issues rather than on building missing road and rail connections, where it has neither the mandate nor the expertise required.
11. Mr. Li Mao Xiang, President of the Yanbian Hyuntong Shipping Group, started with a concise description of the development patterns of the three riparian Tumen provinces, establishment of special economic and trade zones in these provinces, lessons learnt and the current status of the trade and economic relationship between the provinces. After a brief introduction of the new shipping routes that the Hyuntong group opened in last two years he focused on the restrictive factors the company faces in doing business in the Tumen region. These factors include the absence of adequate transport infrastructure, the backwardness of telecommunications and the restrictive clearance procedures at the international borders. All these factors seriously damage the economic performance of the business, and a private company is not in a position to tackle the institutional barriers imposed by government agencies. Therefore, Mr. Li called on the central and local governments of the region to visit the area and start taking concrete measures to create normal business environment.

12. The chairperson commented on Mr. Li's speech referring to the ongoing argument between Chinese and Russian local administrations and business groups. The Russian side argues that they will improve port facilities and service quality only if China gives warrants to continuously ship their cargoes through Russian ports, otherwise there is no point in investing in a currently underutilized transport infrastructure. In turn, the Chinese say that "there would be no transport unless Russian transport tariffs become competitive and service acceptable." He noted that considering the current trends, when more and more businesses and companies are changing their way of doing business and becoming more market oriented and less dependent on administrative directives the governments should act accordingly. This means government agencies both at the center and at local levels should concentrate on creating a business environment and level playing field for domestic and foreign companies.
13. Mr. Gunter Hecker made an informative and extremely useful presentation about cross border facilitation measures in the countries of the Greater Mekong Subregion (GMS) and the ADB's role in their endeavors. An hour-long presentation highlighted the major aspects of the economic cooperation and integration process among the subregional countries. Main points stressed in the presentation included the institutional and operational approach used, namely strong political commitment by the central governments, the highest level of participation from the governments in the project and regular working group meetings with stressed ownership of the project activities.

Cooperation in the transport sector, backed by the ADB, focused on the elimination of infrastructure bottlenecks and institutional barriers. With the assistance of the ADB the priority projects in the sector were identified and the sequencing and phasing were agreed among the participants. Then the ADB provided around a billion dollars in loans and technical assistance. As a result the region has remarkably advanced in a short period of time, in creating a region wide inter-coordinated transport network.

On the "soft infrastructure" side too, the progress has been phenomenal. The ADB, with its world class experts in the field, managed to create mutual trust among the players and three countries have already signed on otherwise impossible multilateral agreement on the cross border facilitation measures and the other countries are expected to join the agreement. Strong political will and understanding of the global trend of economic integration were important factors in the success. The ADB's involvement as the facilitator and financial supporter undoubtedly played a critical role in this successful process of regional cooperation.

14. Mr. Gombo introduced to the participants of the meeting the report of the 1999 cross border impediments study and the results of two bilateral meetings on transport facilitation issues that the Tumen secretariat had organized in May and August

2000 between the three riparian countries.

The study of non-physical impediments at the border crossings in the Tumen region was conducted in 1999 by an international consultant and the study report was presented at the June 1999 intergovernmental meeting of the Tumen Programme. The recommendations of the study report included the following measures to be undertaken by the concerned governments:

- (a) the elimination of redundant checks (especially in the Russian Federation) and moves toward single-window control;
 - (b) greater efforts to harmonize Customs offices on the opposite sides of the borders;
 - (c) a move toward single-stop control, beginning with a pilot project at one location in the region;
 - (d) reduction or elimination of compulsory checks on the quality of goods entering or leaving countries in the region;
 - (e) provision of concessions to facilitate border trade, especially by the DPRK and Russian Federation;
 - (f) computerization of Customs in the DPRK;
 - (g) the reduction of documentation and a move towards the harmonization of documents and procedures;
 - (h) in the short run, for China and the Russian Federation to reduce the costs of visas to a reasonable level by international standards and provide more locations where visas may be obtained; and
 - (i) addressing vehicle-related constraints, by extending vehicle operating rights for cross-border transport.
15. The discussions at the bilateral meetings clearly showed that substantial problems still exist at the border crossings, from visa issuance to granting a vehicle operating license, not to mention actual complex formalities at the border points. Although there have been some signs of changes toward improvement, border formalities and national regulations are still discouraging the movement of people and business operations in the region. The six points stressed in Mr. Li's speech clearly demonstrated and pinpointed the actual problems and difficulties that business organizations face while doing business in the Tumen region across national borders.

Country Discussions

16. Mr. Seminikhin suggested the conclusion of a bilateral agreement between Russia and China to effectively use the Tumen transport corridor including Far Eastern Russian Ports. Such an agreement should clearly indicate how much cargo China would ship using Russian ports with monthly/quarterly breakdown for a certain period of time. Russia in turn should take full responsibility for providing timely service and competitive, market based transport tariffs. He thought that without such a constructive approach it would take another 5-10 years for both sides to make the transport corridor operational and economically viable.
17. Mr. Hecker commented that what had been suggested by the Russian delegate might not be the right approach. He discussed that decisions like which port

or route a business entity should use and how much it should ship through the port is pure business choice based on cost/profit analysis. If using the Russian ports is profitable they will come without any administrative decision, but if not, no agreement could force them. Governments however should agree either bilaterally or multilaterally on the legal and institutional sides, about relaxation of the procedures, coordination of working hours etc.

18. Mr. Seminkhin responded by saying that more political commitment is needed to activate economic cooperation in this region. Without effective government involvement, he thought, no business would be in a position to handle the problems they are confronted with, because the market mechanisms and institutions are not yet in place.
19. Mr. Zhao Yongli noted that the Chinese government focuses increasingly on creating an attractive business environment rather than regulating the market. If there are good incentives and stimuli, business entities will come without invitation. Likewise, Russian port administrations will invest in modernization of the port facilities if they feel that there are business opportunities with China, Japan or Korea, again with no guarantee is needed from these governments.
20. Mr. Hecker supported the view expressed by Mr. Zhao about creating a favorable market environment. He advised that in addition to the soft infrastructure issues, governments should also play an active role in building infrastructure as public goods. This is particularly relevant to the developing countries, where the private sector is not strong enough to take care of a capital intensive infrastructure sector.
21. Mr. Kim Won-Bae of the Korea Research Institute for Human Settlements, reminded the participants of the meeting of the most important factor of the cooperation in Northeast Asia, the political relationship between the countries. He argued that unless this critical dimension of the relationship is improved the Tumen Programme member countries could not go far focusing solely on the economic side. Political relationship among the countries in this region is one of the tensest in the world and although there are some signs of improvement, the geopolitical climate in Northeast Asia is still far from perfect. Without political normalization of the relationship, it is hard to expect any fruitful economic cooperation.

More political commitment at the central government level would have a decisive impact on promoting economic cooperation in the distant and small provinces of the big countries of China and Russia. If centers continue ignoring the interests and need of locals, the Tumen programme will never reach its targets. The Tumen programme urgently needs financial backing for its activities. The UNDP does not have the ability to financially support the project activities. It is now time for the Tumen programme member countries to seek a new player that can be helpful and useful, as the UNDP has proven to be incapable of leading this programme ahead.

22. Mr. Li Mao Xiang pointed out that there have been

many UNDP meetings to discuss transport problems, including bureaucratic procedures, high costs etc., but there have been few real results or solutions. International borders still present big obstacles to business activities, and neither the government officials nor the UNDP representatives attending these meetings take any measures that can change these high cost barriers for normal business. He further noted that the soft infrastructure problems are the most serious and no business organization can solve these issues no matter how strong their desire.

23. Mr. Zhao Yongli shared the view that the Programme needs strong financial support, and in this respect, he wanted to see Japan becoming a member of the project. He also noted that the programme is too small to attract investors' interests and the central governments' attention. The Tumen national coordinators' meeting held in Beijing recently addressed the issues and five national coordinators agreed to take measures to expand the programme's scope and coverage area.
24. The chairperson commented that the UNDP and all countries of the Tumen programme were aware of the political dimension of the relationships, and now this factor has been improved dramatically, giving a strong boost to economic cooperation. He said that there is much to learn from others about how to handle critical situations in regional cooperation. It was therefore most useful to listen to Mr. Hecker's presentation about GMS cooperation, its success factors and lessons learned.

Third Session:

Creating an integrated transport system in Northeast Asia: Challenges and Opportunities

25. Mr. Ahn Seung-Bum, Research Associate of the Korea Transport Institute, discussed various aspects of the transport development process in the region. Among others, he pointed out four major suggestions his institute is putting forward for regional governments to consider:
 - Creation of a regional transport facilitation committee
 - Legal and institutional harmonization measures
 - Creation of a regional standardization organization
 - Establishment of a Northeast Asia Development Bank
26. Ms. Hisako Tsuji concentrated on two points: mutually beneficial cooperation between Suifenhe and Hunchun border crossings, and the effectiveness of the marine transport in the region. She suggested that two major border crossings of China in the Tumen region could learn each other and successfully cooperate by balancing the workload among them, as Suifenhe is currently overloaded while Hunchun is underutilized. It would definitely raise the service quality and cut the border crossing time significantly, assuming that the Russian procedures at the border crossings become more liberal and relaxed. She was also concerned about the sluggish development of container traffic in newly opened shipping routes between the Tumen region and Japanese west coast ports, and the

unattractiveness of these routes for the Heilongjiang and Jilin based cargo forwarders, as they are still opting to use the more remote Dalian port. She suggested that its not only Russian or Chinese transport tariffs that keep the customers away from this close and convenient route to reach their market, but it has a lot to do with institutional obstacles and total delivery time to the final destination.

27. Mr. Suh Hoon-Taik, an expert from ESCAP, introduced the second major project launched by ESCAP in Northeast Asia; the Trans-Asian Railway Project. The experimental container train run project from port Vostochny to a destination in Europe (Berlin) undertaken by ESCAP together with 9 countries in 1998, successfully demonstrated that rail transport could have a competitive edge over the marine mode if everything in land transport was perfect, and border crossings operated with no undue delays.
28. Mr. Seminikhin introduced in depth analysis on transit traffic through ports in Northeast Asia, particularly through the Far East Russian ports of Vostovhny and Nahodka. Recent rapid developments in maritime transport and the introduction of new generation-ships of Post-Panamax class place new requirements on ports and port-related land services. Due to geographical locations and insufficient water depths, many small ports in the Northeast Asia/Tumen region cannot meet the technical requirements of these super jumbo container ships that now dominate inter-continental container traffic. The paper suggested that two big Russian ports in the region could serve as a hub port in the region. Both Vostochny and Nahodka have good natural water conditions with ample room for expansion, and even the current installed capacity can handle today's volume of traffic. He also informed the participants about the new shipping line recently introduced between Shanghai and Vostochny. The first call of the FESCO operated ship was on October 24, 2000 and since then, every ten days carries Europe and North America bound container cargo.
29. Mr. Gombo introduced the suggested Transport action plan for the year 2001 and beyond. He briefly outlined the elements of the previous Transport Action plan that was adopted in the 1998 Transport Working Group Meeting and the problems encountered during the implementation of the action plan. In his view, the following factors played a critical role in implementing the transport action plan of 1998:
- non involvement of the national governments during the development of the plan
 - absence of institutional frameworks at national levels to implement the plan
 - lack of ownership by the national agencies
 - inconsistency of the plan with government agendas
 - frequent changes of national officials and inadequate policy coordination between the different government agencies in place
- The proposed four programmes of the new action plan are based on a number of factors, which include the

current ongoing activities, the urgent need for establishing the institutional framework for the implementation of the planned or agreed activities, and the feasibility of the suggested measures.

Country Discussions

30. Mr. Dai Xiyao, of Jilin Province assessed the transport sector activities of the Tumen Programme and proposed ways to improve the effectiveness of actions by the programme member countries and the UNDP. Although there has been notable progress in this sector, there is still a long way to go to achieve the initial targets. In his view, the most important issue is to establish the transport network in the region. To achieve this, the following factors need to be considered:
- The relationship of the Tumen region with the rest of North East Asia. The Tumen region is the core of North East Asia; it could become the corridor between the mainland and the sea.
 - The balance between short-term and long-term development perspectives or plans. Long-term vision is important. However, now we should focus on the short-term development plans. These short-term transport development plans could include:
 - Operating the Sino-Russian railway line Hunchun-Kraskino.
 - Extending the shipping line of Hunchun-Zarubino-Sokcho to connect with one of the seaports in Japan. e.g. Niigata.
 - Speed up the construction of the Sino-Mongolian railway line. Member countries should help to mobilize financial resources from international financial organizations and the private sector.
 - Rehabilitate DPRK railways in order to connect with ROK railways.
 - Continue to improve the cross-border environment between three riparian countries.
- Finally, he agreed with the suggested activities in the transport sector of the Tumen Programme and called on member countries to actively cooperate in the implementation process.
31. Ms. Dorjpagma of Mongolia informed the participants about recent development in transportation. In addition to active bilateral talks on transportation matters with Russia and China, Mongolia has become a member of a number of international organizations in transport including the International Maritime Transportation Association. With the assistance of the ADB and the World Bank Mongolia is now successfully implementing a major road construction programme in its vast but unconnected territory. The government has recently decided to reconstruct the airport in Choybalsan to enable it to operate international flights. In conclusion she expressed that the Mongolian delegation supports the action plan for the next year and will actively participate in the implementation of it.
32. Mr. Kim Han-Young of the ROK emphasized that to get maximum use of existing transport facilities in the region it is crucial to streamline national regulations and procedures used at border crossings in line with

the global standards. In this respect, the suggested three bilateral meetings and seminars on border crossing facilitation measures are most relevant and timely. The Tumen region should develop good road and rail linkages, not only in the immediate area but also with the rest of Northeast Asia. The agreement reached between the two Koreas to construct the Trans-Korean railway along the West Coast will undoubtedly play an important role in serving this purpose. In conclusion, Mr. Kim strongly supported the action plan and future directions suggested by the Tumen secretariat and assured that the Korean government will do its best to contribute to the successful implementation of the proposed plan.

33. Mr. Boris Sitkov of Russia thought that the future directions and action plan suggested are reasonable and timely and need to be implemented urgently. Then he briefly introduced the Russian interests in participating in the Tumen programme and in developing its Far Eastern transport facilities including the Trans Siberian Railway. The Russian Federation plays an important role in world transportation with a notable share of the overall world transport volume. The Russian transport system annually handles 60 million tons of transit transport. The central government places increasingly more attention to the Far East and the Tumen region and its infrastructure development. Finally he hoped that the Tumen region will have a strong and prosperous future and the programme will achieve greater results.
34. Mr. Jiang Zaihuan of Yanbian Prefecture indicated that in the past there have been too many studies and meetings but the results have definitely been not up to expectations. China is trying its best to contribute to the development of the region by building roads and railways with appropriate border crossing facilities but we do not see the same action from our neighbors. The issue of impediments at borders has been discussed for years with and without the UNDP, but the desired change is not there. He also pointed out that although the UNDP has been instrumental to the success of the Tumen Programme, it still lacks the much needed ability to provide and generate financial resources for creating the infrastructure facilities. So it will be appreciated if the UNDP can advocate with international financial institutions.

Finally, he recommended that the practice of UNDP's involvement in promoting the region be reconsidered. Instead of holding all the same meetings and workshops, he suggested to start working with real projects and concrete measures. He also suggested to ROK delegates to consider assisting the Rajin-Wonjong road construction in DPRK as it is now becoming the most serious bottleneck in this transport corridor.

35. Mr. Kim Han-Yong responded to the Mr. Jiang Zaihuan's suggestion of the ROK assisting with the Rajin-Wonjong road construction saying that his Ministry would consider the matter if there were an official request from the Government of the DPRK.

Closing Session:

36. Mr. Kim Won-Bae noted that it is now time for the five member countries as well as the UNDP to bring into the programme some new impetus. It is a good sign that the ADB is attending this meeting and showing interests in the programme activities. Now it seems that the time for Japan to officially participate in this multilateral programme has come. All would benefit from such cooperation. He finally pointed out the importance of creating a favorable business environment in bringing foreign investment.
37. Ms. Hisako Tsuji reiterated the Japanese policy concerning the Tumen programme. The normalization of the political relationship with the DPRK has been and still is the key determinant for the sideline position the Government of Japan prefers to maintain in relation to the Tumen programme. She also asked whether China, Russia or the ROK have ever approached Japan at higher levels and talked about the Tumen programme. If Mr. Kim Dae-Jung or President Putin asked Japan about this, the Japanese government would have definitely considered the suggestion seriously, she thought.
38. Mr. Gunter Hecker pointed out that the TRADP needs a strong commitment from the member governments and that has to come from the highest possible level in a type of the joint declaration. Only with such a joint declaration, the message goes downward to the implementing levels. Only then the cooperation becomes feasible. If countries do not have commitment from the very top level, nobody in lower levels would be prepared to compromise, and every province and agency will be looking for its own benefits.

In response to the numerous remarks during the meeting about the ADB's involvement and financial assistance for the Tumen Programme Mr. Hecker said that he did not have the mandate to officially reply to such calls but he will certainly convey the message to the management of the Bank and its President. He also advised the programme member countries and the Tumen Secretariat how to approach and get a quick response from the ADB. First, the initiative should come from the ADB member governments. In this case, member states should approach the ADB through their counterpart to the bank agencies; in China, the People's Bank of China; in Mongolia, the Bank of Mongolia etc. with an official request to participate in the Tumen programme. The ADB needs the agreement from all member countries about the ADB's participation. The same message could come from the UNDP.

Another way of getting the ADB's resources for the purposes of the programme is through the annual ADB's consultations with the member countries to identify their priority projects for loans and other type of financing. If countries include and indicate Tumen projects as their national priority projects they can easily secure funding from the Bank. Finally Mr. Hecker wished all the success to the programme.

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