

- in the Project Area.
- A detailed market study that aims to develop detailed traffic forecasts by different commodities and origin-destination (O-D) pairs between PRC and Mongolia, as well as other international destinations should be undertaken.
  - The competitiveness of the proposed new rail line through the Project Area against the existing rail networks, both in Mongolia as well as in PRC and the Russian Federation, should be evaluated in further detail.
  - Main constraints and problems limiting the use of the transport corridors are inadequate development of the infrastructure, especially missing rail and paved road sections along the Corridors. In addition to that, there is no any BCP at the Sumber (Nomrog river) area in operation. Also we need to reach suitable technical decisions to solve potential negative impacts on environment.
  - If the constraints were lift up, traffic would be increased to great extent. Particularly, tourism and border trade between Mongolia and PRC would be much increased along the Road Corridor and freight traffic of coal, coking coal, copper concentrate and iron ore to PRC and further to ROK and Japan would be increased enormously along the Rail Corridor.
  - In order to implement these corridors it is required

to make negotiations on railway transportation with neighboring countries such as China and Russia.

- Investment Programs are required to missing infrastructure links, namely:
  - Conduct feasibility studies, design and construction Railway section between Khuut and Sumber (Nomrog) BCP;
  - Upgrading rail section between Choibalsan and Ereentsav including replacement of existing wooden sleepers with concrete ones, introducing modern signalization system and electrification, and
  - Preparing feasibility study, detailed design and construction of paved road between Choibalsan city vicinity and Sumber (Nomrog) BCP.

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## 輸送ネットワークの発展を通じた北東アジアと モンゴルの経済協力強化

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#### (要旨)

北東アジア地域の輸送ネットワークの発展は、鉱物資源の豊富なこの地域において統合的な関係を確立するためのカギとなる。モンゴルにとっては、自国の輸送ネットワークは世界における孤立や国内の孤立を低減するために戦略的重要性を持っている。アジアにおいて7番目に大きな国であるモンゴルは、世界最大の内陸国でもある。国境線の総延長は8,162kmであり、このうち北側の3,485kmはロシア連邦と接している、残りは東部、南部および西部で中国と接している。海港もしくはゲートウェーへの交通アクセスを改善することは、モンゴルの外国貿易における競争力を強化するためにカギとなる要素の一つだ。他の北東アジアの国々もまた、地域の輸送ネットワークの発展により裨益するであろう。

[英語原稿をERINAにて翻訳]