

# MONGOLIA-CHINA-RUSSIA ECONOMIC CORRIDOR INFRASTRUCTURE COOPERATION

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*28 January 2016*

## Trilateral meetings



- The first ever trilateral meeting between the heads of state of Mongolia, Russia and China in Dushanbe, Tajikistan, September 11, 2014
- The second trilateral meeting in Ufa, Russia, July 9, 2015

## An economic corridor develops through the following steps.

- Investment in the infrastructure of roads and railroads
- In order to implement regional development plans, there is a need to support rural development and urbanization, to improve infrastructure condition, to support heavy industries and to improve investment environment of small medium-sized enterprises; and also there is a need to increase investment in tourism.
- Facilitation of trade and support for cross-border trade, services and tourism.
- The true economic corridor will be established when government policy coincides with the regional development plans.

## Domestic policies of each country and economic corridor



“Millennium Development Goals based National Development Strategy of Mongolia” “Taliin zam” program  
“Mongolia’s National Rail Policy”



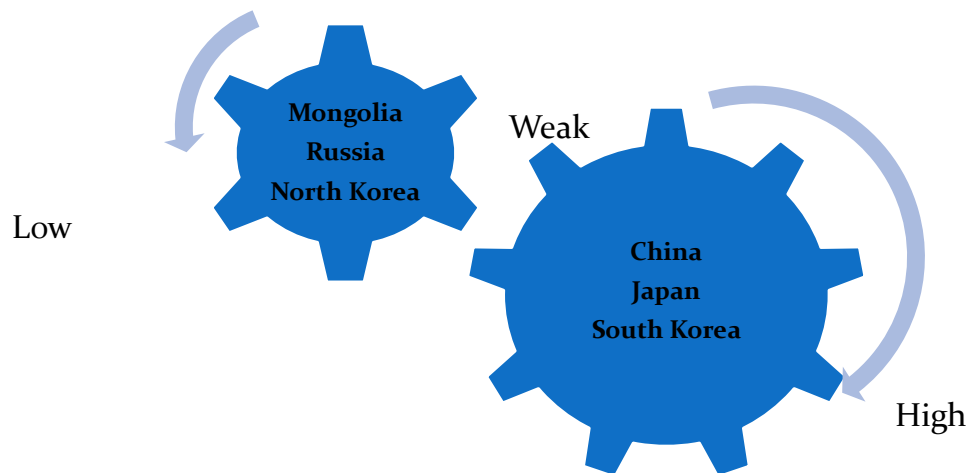
“The Silk Road Economic Belt and 21st Century Maritime Silk Road”  
“Program of Cooperation between the Far Eastern and Eastern Siberian Regions of Russia and Northeastern Region of China”



“Eurasian Economic Union ”  
“Socio economic Development of Russian Far East and the Baikal region before 2013”  
“Socioeconomic Development of Russian Far East and the Baikal region before 2025”  
“The strategy development until 2030”

A memorandum on compiling a guideline for building the trilateral economic corridor, a framework agreement on facilitating trilateral trade and cooperation on ports of entry.

## Today's situation of regional economic cooperation of NEA



## The developed infrastructure saves time and cost

- “Mongolia-China-Russian economic corridor” is the shortest route from Asia to Europe for transporting passengers and goods through the territory of Mongolia.
- Mongolia and Russia are working together on this infrastructure and the rates (tariff) in this route have not been increased since 2006.
- It is very cost-effective and less time consuming, as well as saves custom cost and very resourceful.



Some possible routes

It is necessary to develop 3 vertical transit corridors for Mongolia including rail and road routes (Steppe routes) that would be connected with Modern Silk Route.



Some possible routes (Researcher's view)



I. Chita-Harbin-Manchuria-Suifönkhö-Vladivostok

II. Chita-Ulaanbaatar-Choibalsan-Huut-Bichigt-Zuunhatavch-Changchun-Jilin-Hunchun-Zarubino, which will connect Northeast Asian six countries.

III. Chita-Ulaanbaatar-Erlian-Beijing-Tianjin

New track gauge between Tavantolgoi- Gashuunsukhait and Khuut-Bichigt were agreed to build with 1435 mm broad gauge by parliament act of effective measures to administer the policy on Rail transport.



## Investment

“Silk Road” Infrastructure Fund Support

- US\$40bn Silk Road Fund
  - US\$100bn Asian Infrastructure Investment Bank
  - SCO Development bank
  - BRICS bank
- and Public-Private Partnerships





# Conclusion

1. In order to establish economic corridor, we need to develop infrastructure sector, especially railroad transportation.
2. Therefore, to deal more effectively in the economic corridor, which is consisting Russia, China and Mongolia, we need to collaborate in railroad sectors and to create joint working mechanism. In that case, we can solve together the urgent issues and facilitate cooperation in cost-effective way.



*Thank you very much for your  
attention*