

GTI's Efforts and Achievements for Improving Transportation Connectivity in Northeast Asia

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GTI Regional Transport Strategy and Trans-GTR Transport Corridors

GTI Regional Transport Strategy as an important instrument in pursuit of member governments' strategic objectives aims at development of a reliable, cost-effective and efficient integrated transport network in the GTR (Greater Tumen Region) through planning and facilitating the activation and development of international transport corridors in the region and therefore sets the policy directions needed to reach the goal. Policy Directions of the GTI Regional Transport Strategy are: Connectivity, Support to Transport Infrastructure Improvements, Software Support to Transport Corridor Functioning, Management of Transport Corridors and Private Sector Involvement.

The Study conducted by GTI covered 6 international transport corridors in Northeast Asia, and elaborated on state of infrastructure, cross-border procedures and analysis of current and prospective traffic along these corridors. The result of the study was the Regional Transport Strategy and Midterm Action Plan outlining strategic direction of transport cooperation and listing proposed investment projects.

Trans-GTR Transport Corridors

1. Tumen Transport Corridor (TTC): ports in Tumen River Delta – Changchun – East Mongolia – Siberian Land Bridge (SLB) a. Tumen Road Corridor b. Tumen Rail Corridor
2. Suifenhe Transport Corridor (STC): ports in Primorsky Territory in Russia – Suifenhe – Harbin – Manzhouli – Zabaykalsk – SLB
3. Siberian Land Bridge (SLB): ports in Primorsky Territory in Russia – Europe
4. Dalian Transport Corridor (DTC): Dalian – Harbin – Heihe – Blagoveshchensk - SLB
5. Korean Peninsula West Corridor (KWC): Busan – Seoul – Pyongyang – Sinuiju – Shenyang – Harbin - SLB
6. Korean Peninsula East Corridor (KEC): Busan – Ra-Son – Khasan – Ussuriysk – SLB

Logistics Sub-Committee

Discussions on transport within GTI are not limited to the land section of the corridors. Another important area of attention is the development of the logistics services in the region, such as sea-land intermodal lines in the GTR.

Recognizing the significant role of sea-land routes for economic development of the region, the Local Cooperation Committee (LCC) members has established the Logistics Sub-Committee. In order to find out logistical problems lying in the GTR, the pilot transport “Mudanjiang - Suifenhe - Vladivostok - Donghae – Sakaiminato” was implemented under the framework of GTI Local Cooperation Committee in cooperation with both the public and private sector.

Financing-NEA EXIM Banks Association

According to the Study on Trans-GTR Transport Corridors: Financing Infrastructure Development conducted in 2014 the finance need is estimated at around USD 3 billion for developing and improving transport infrastructure with a regional impact. The majority of the suggested investments concerns railway

projects (61%) and to a lesser extent road infrastructure (21%) and port infrastructure (18%).

To finance and provide relevant financial services to infrastructure construction projects and other projects supported by the GTI member governments the NEA EXIM Banks Association was established with the participation of the four member countries' banks: China Eximbank, Development Bank of Mongolia, EXIM Bank of Korea, Russian Vnesheconombank.

Eurasia Network +GTI

GTI Member Countries' initiative and policy directions aimed at the development of Eurasian connectivity are expected to give a great boost to the development of the NEA region if all these strategies are effectively coordinated and implemented. GTI receives political support from member governments by confirming to continuously strengthen regional cooperation within the GTI framework. The GTI is open to all countries, and international and regional organizations for engagement for the benefits of wider areas. In order to achieve these, I would like to suggest creating a synergy house based on the three main principles:

- Balance –between the cooperation mechanisms of initiatives for Eurasia network and GTI.
- Supplementation – co-planning and implementation. Using the information, knowledge and experience in GTR and finance resources from financial institutes such as AIIB.
- Communication – by mutual exchange of information among the regions and cooperation mechanisms of the initiatives and GTI sectoral committees and affiliated bodies.