

Regional Economic Development for NEA and GTI: Transport Connectivity

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Existing transport corridors in Northeast Asia by definition are mainly continental and are to certain extent well developed with new projects and programs being paid great attention on infrastructure development, and they provide and designed to provide seamless flow of goods and people supported by streamlined/facilitated procedures. The region with its development potential calls for more intensified improvement of transport connectivity. Here, we see the need to not only rely on existing corridors and connecting logistical hubs but look for and develop other options i.e. other transporting and transiting “channels”, especially sea-land routes and use of different variations of intermodal transport. Therefore, the whole “system” - services and options available should not be limited to just number of independent corridors, independent ports and sea carriers but stem from comprehensive transport network supported by well-connected intermodal system of sea and land routes and sea and in-land ports and logistical hubs.

Further, again while development of land corridors is extremely important by all means, it often happens that the transportation “flow” is segregated in few different and often independent from each other processes when we talk about sea-land transportation i.e. a) freight is carried through land corridors to the logistical hub/seaport, b) at seaport its re-loaded and handled for cross-border transit, and, then, c) taken on further on a sea carrier. The concept is to look beyond development of individual segments in sea-land transport and transit but extend one modality over the other i.e. sea transport routes would “grow and additional shoulder” and extend over the sea port and hubs into inland routes and ports/hubs and vice versa. This might be another approach for structural integration of intermodal transport.

For further development of the concept, detailed analysis, study and project development of different routes, channels and transport modalities are needed.

More, GTI has an experience of conducting a very practical and useful testing tool – a pilot route testing project (implemented in 2016). Previous exercise concentrated on conducting reality test on existing infrastructures and systems and protocols in place to bring to surface and identify the impediments and bottlenecks. This model could be used to further test, identify and develop different sea-land routes in NEA that would comprise the integrated regional transport network and strengthen the transport connectivity.