INTERNATIONAL CONNECTIVITY AND CORRIDORS OF MONGOLIA

Figure 1: Northern Corridor along Eurasia



- Northeast Asia is the world's largest, most dynamic and influential economic center.
- Transportation is a key component of economic growth, and the sub-regional ports are important areas for marine connections, railways and roads.

Table 1: Main ports of the Eurasian Northern Corridor

Eurasian Northern Corridor	
N1: Tianjin-Beijing-Ulaanbaatar-Ulan-Ud- Novosibirsk-Chelyabinsk-Samara-Moscow	CAREC-Corridor 4: EATL Route 1, 6, GTI Siberian bridge; OSJD Corridor 1,11, OTIF Corridor 1
N1A: Vladivostok-Harbin-Chita	GTI Suifenhe Corridor; OSJD Corridor 1
N1B: Vladivostok-Khabarovsk-Chita	EATL 1, 6, GTI Siberia and Bridge: OSJD Corridor 1
N1C: Delian-Harbin-Chita	GTI Dalian and Suifenhe Corridor, OSJD Corridor 1.
N1D: Ürümqi-Khovd-Novosibirsk	CAREC-Corridor 4
N1E: Moscow-St.Petersburg-Finland	No overlaps
NIF: Moscow-Belarus	EATL Route 1; OSJD Corridors 1,11
N1G: Busan-Seoul-Pyongyang-Sinuiju-Beijing	No overlaps
N1H: Busan-Rajin-Hasan	No overlaps
N2: Jianyungan-Lanzhou-Ürümqi-Khorgas-Almaty- Chelyabinsk-Samara-Moscow	CAREC Corridor 1, 2, 5, EATL Routes 2, 4, 5; 0SJD Corridor 2, 5

Source: ESCAP

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shortened.

route

"China-Mongolia-Russia

transporting

Economic Corridor" is completed,

for

passengers and goods from Asia to

Europe through Mongolia will be

Economic and time costs will be

corridor, Mongolia will realize its geopolitical potential and enter the

establishing an economic

optimized through this corridor.

markets of Russia and Europe.

China-Mongolia-Russia Transit Corridor and Economic Corridor



Source: Institute for Strategic Studies of the National Security Council of Mongolia

INTERNATIONAL CONNECTIVITY AND CORRIDORS OF MONGOLIA

Axial-spoke network location model - Taking mineral export as an example



Source: Optimization of Mongolian Mineral Cross-border Logistics Network Based on Axial-Spoke Network

Conclusion

- As part of the "Belt and Road" Initiative, the construction of a major gateway between the three countries China, Mongolia, and Russia has a significant impact on the advancement of regional economic and trade cooperation.
- The sea outlet will be explored and cargo trade to Mongolia will be expanded. The planning and optimization of cross-border logistics networks directly affect the trade and logistics costs of neighboring countries.
- Taking Mongolia's mineral cross-border logistics network as an example, a node network optimization model was created considering the railway line connecting China and Russia through Mongolia.
- Nodes and 7 major mineral deposits were selected in 18 aimags of Mongolia, other agglomeration and flow data were calculated, and the location of node construction was determined.
- Fully utilizing the inter-node transportation cost-savings in "hub and spoke" networks can reduce logistics costs and energy consumption.

INTERNATIONAL CONNECTIVITY AND CORRIDORS



- The "Road and Belt" Initiative is based on the historic Silk Road, which was a series of routes between China and Europe, which transported silk, spices, jewelry, and many other goods.
- Over the past 20 years, China has invested billions of dollars in infrastructure projects in China.
- Thousands of miles of roads were paved, railroads were developed, airports and dams were built.
- Experts estimate that China will complete the construction and modernization of all its critical infrastructure in the next decade.



PROJECTS TO BE IMPLEMENTED WITHIN THE TRIPARTITE ECONOMIC CORRIDOR: 32 IN TOTAL

- Transport and infrastructure 13
- Facilitation of trade and inspection procedures 4
- Railway 7
- Environment and ecology 3
- Logistics 1
- Cooperation in education, science and technology 3

- Road 4
- Humanitarian 3
- Communication 1
- Agriculture 1
- Industrial sector 2
- Medical Science 1
- Development of border ports 1
- Energy sector 1











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I. WITHIN LAW AND LEGAL DOMAIN II. REFINING THE POLICY PLANNING, STRUCTURE, ORGANIZATION AND PORT MANAGEMENT III. DEVELOPING BORDER PORT ROADS AND INFRASTRUCTURE AND IMPROVING PORT ACCESSIBILITY IV. FACILITATING TRADE AND TRANSPORTATION V. BORDER PORT SOCIAL ISSUES AND HUMAN RESOURCES VI. ESTABLISHING AN INTEGRATED INFORMATION SYSTEM OF SMART BORDER PORTS

THANK YOU FOR YOUR ATTENTION