

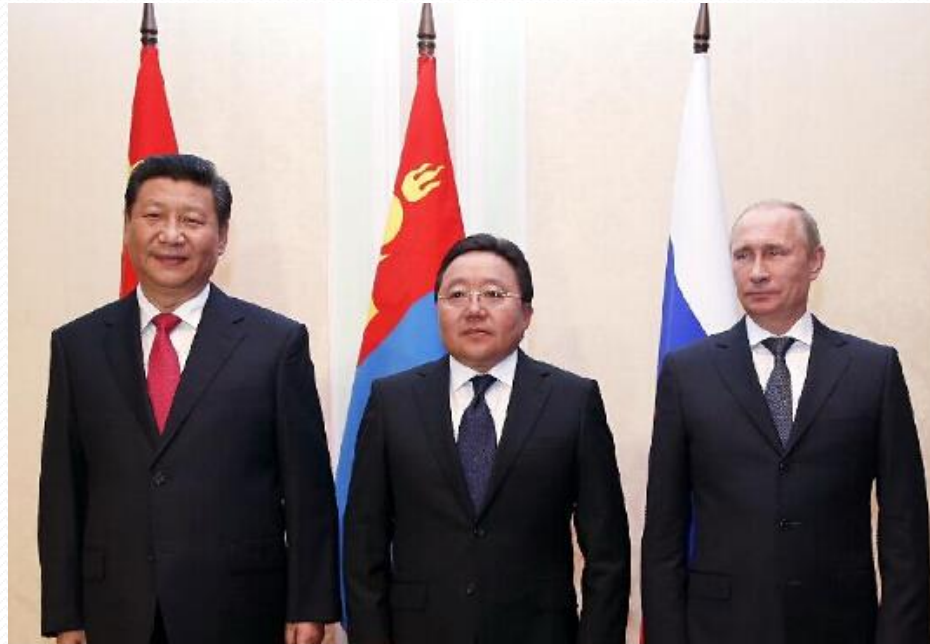


MONGOLIA-CHINA-RUSSIAN ECONOMIC CORRIDOR INFRASTRUCTURE COOPERATION

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Trilateral relation



- 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

Domestic policies of each country and economic corridor



“Taliin zam ”
“National
Development System based
on Mongolian Millennium
Development Goals”
“Taliin zam” program
"Mongolia’s National Rail
Policy”



“The Silk Road economic zone
and the Marine Silk Road of 21st
Century”
“The 12th five year plan of
Northeast Area Revitalization
“Program of Cooperation between
the Far Eastern and Eastern
Siberian Regions of Russia and
Northeastern Region of China”



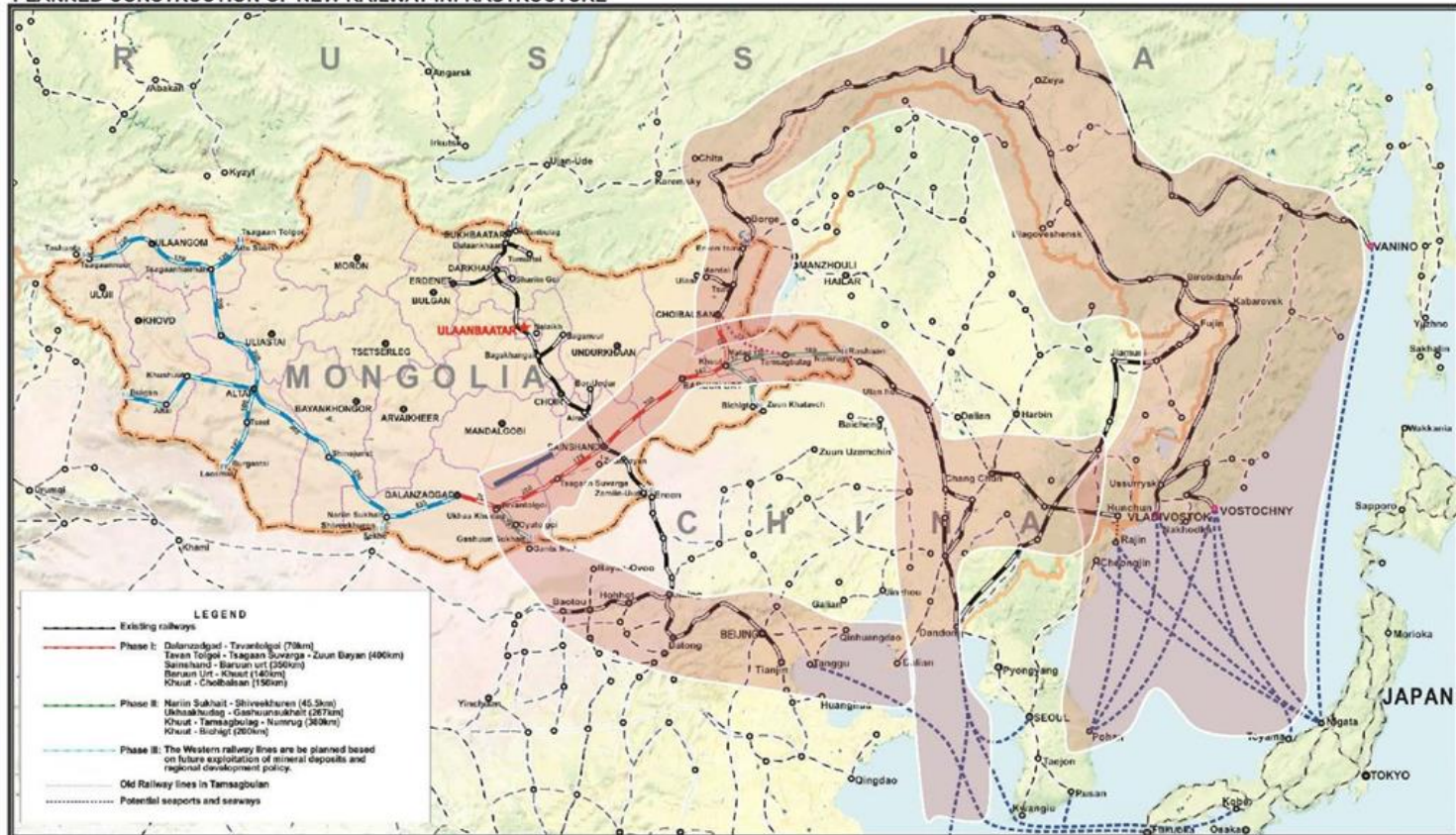
“Eurasian Economic Union ”
“Socio economic Development of
Russian Far East and the Baikal
region before 2013”
“Socioeconomic Development of
Russian Far East and the Baikal
region before 2025”
“The strategy development until
2030”

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.

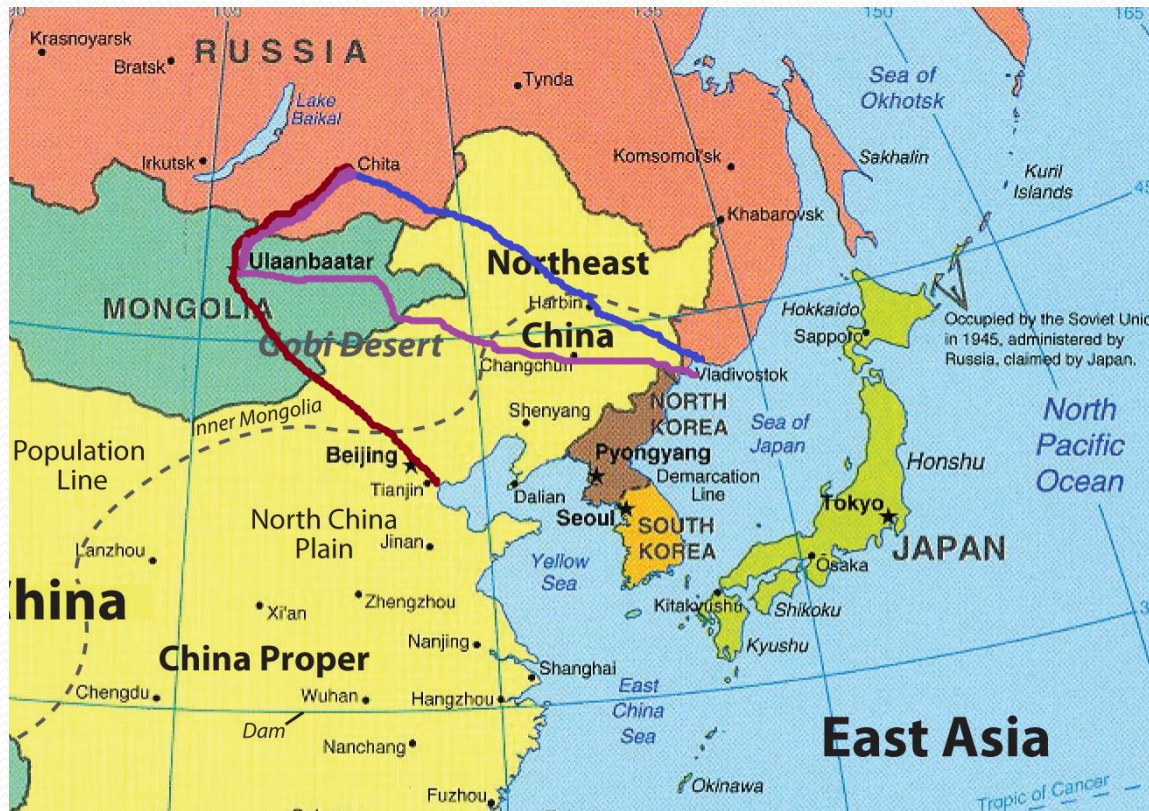
Mongolian railway policy



Routs into sea port



Some possible routes (Researcher's view)

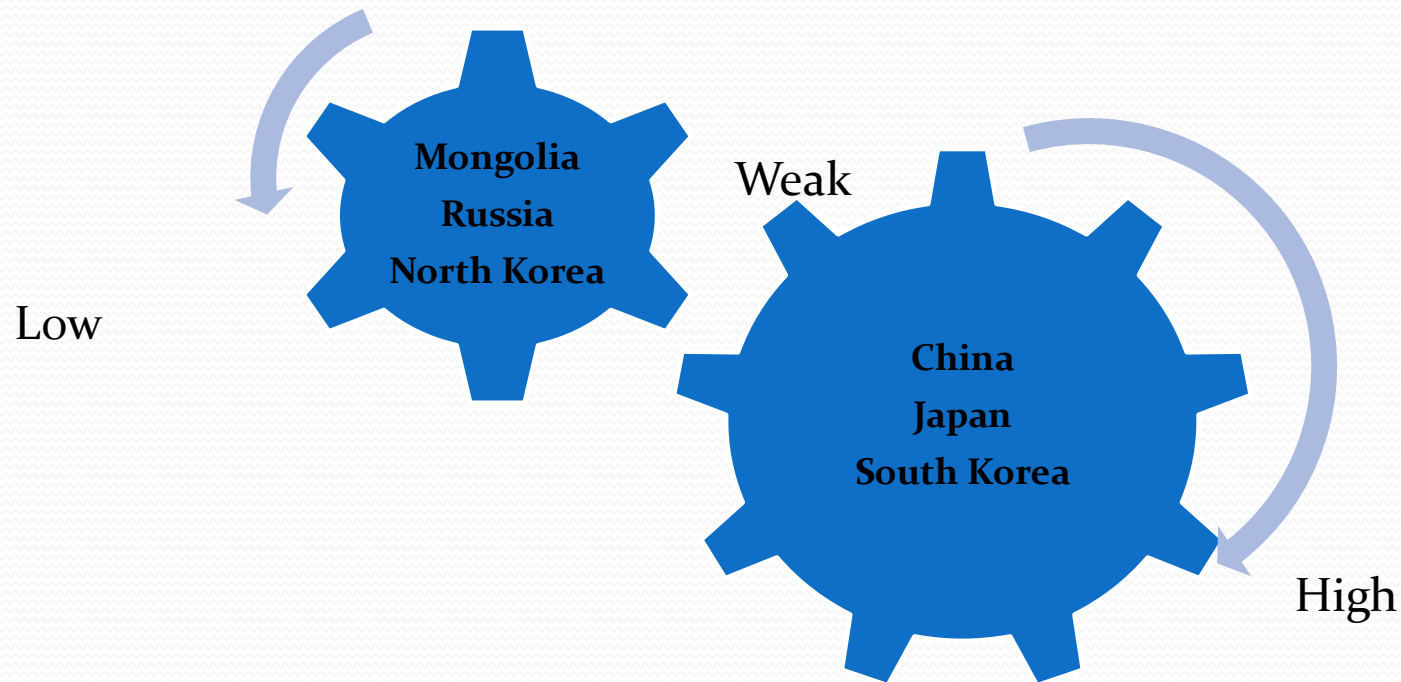


I. Chita-Harbin-Manchuria-Suifenghe-Vladivostok will connect with Siberian railway

II. Chita-Ulaanbaatar-Choibalsan-Huut-Bichigt-Zuunhataavch-Changchun-Jilin-Hunchun-Zarubino, which will connect Northeast Asia

III. Chita-Ulaanbaatar-Erlian-Beijing-Tianjin

Today's situation of regional economic cooperation of NEA



For solving this problem, trilateral economic corridor will push up the regional economic cooperation.

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.



Infrastructure problems of three countries are being solved now

Tavantolgoi- Gashuunsukhait and Khuut-Bichigt




Moreover from Zarubino-Mahalino port will be constructed by dual gauge track.

To cooperate in infrastructure sector we need varieties of investment

- US\$40bn Silk Road Fund – Mandated to invest in domestic railways, roads
- US\$100bn Asian Infrastructure Investment Bank

"We will invest 890 billion yuan to build six economic corridor under the frame of “one road one belt” initiative”.
(Vice premier of the China’s State Council, Zhang Gaoli)

PUBLIC-PRIVATE PARTNERSHIPS

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- In order to establish economic corridor, we need to develop infrastructure sector, especially railroad transportation.
 - 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*