THE OPERATIONS AND POLICY OF MARITIME FIELD OF MONGOLIA WITHIN THE FRAMEWORK OF MONGOLIA-RUSSIA-CHINA ECONOMIC CORRIDOR

Speaker: Mr. S.Tuvshintur, Director-General of Mongolia Maritime Administration, Ministry of Road and Transport Development of Mongolia
Mongolia Maritime Administration is the governmental organization that has obligation to implement the policy, programs and projects related to maritime affairs in line with the relevant laws, international treaties, conventions, rules, procedures, standards and guidelines.
Mongolia became a member state of International Maritime Organization /IMO/ in 1996 and acceded to more than 20 maritime conventions, and protocols regarding the maritime field.

In 1999, the Parliament of Mongolia has approved the “Sea Exploitation Law”

In 2017, the Parliament of Mongolia has approved the renewed version of “Waterway Transportation Law”
5.3.1 Strategic Objective 6. Favorable legal environment shall be created for private sector participation and investment in the sea and water transport, and areas of its operation will be expanded:
- Develop water transport sector, provide it with modern vessels, and support private sector participation and investment in this sector;
- Obtain access to the sea through leasing sea ports and start performing registration of sea vessels independently.

2.117. Expand maritime transportation and ship registration activities, and develop ecologically friendly and safe water transportation for tourism along domestic rivers and lakes.
ABOUT THE PROGRAM OF “MONGOLIA-RUSSIA-CHINA ECONOMIC CORRIDOR”

First Summit
September, 2014
Dushanbe
Agreed to focus on the cooperation within the directions of trade, economic, infrastructure and investment etc.,

Second Summit
July, 2015
Ufa
Agreed to create “Economic corridor” between three countries.

Third Summit
July, 2016
Tashkent
Signed the Program of China-Mongolia-Russia Economic corridor
ABOUT THE PROGRAM OF “MONGOLIA-RUSSIA-CHINA ECONOMIC CORRIDOR”

The Program
- Goals
- Principles
- Mechanism

Fields of Cooperation
- Transportation infrastructure
- Development of border-crossing points
- Trade, customs, inspections and quarantine
- Industrial sector
- Energy sector
- Environment and ecology
- Education, science and technology
- Humanitarian
- Agriculture
ABOUT THE PROGRAM OF “MONGOLIA-RUSSIA-CHINA ECONOMIC CORRIDOR”
ABOUT THE PROGRAM OF “MONGOLIA-RUSSIA-CHINA ECONOMIC CORRIDOR”

Population: 143.5 million
GDP: 2 trillion USD

Trade flow
- 2017: 84 billion USD
- 2020: 200 billion USD

Population: 1.3 billion
GDP: 11 trillion USD
The parties agreed to establish “Trilateral cooperative mechanism” for ensuring implementation of program on economic corridor.
The parties discussed about Priority projects and its criteria.

The parties agreed on the content of “Trilateral cooperative mechanism” for ensuring implementation of projects listed on Economic corridor MOU.
The parties agreed to implement 3 priority projects;
- Central railway corridor
- Central highway corridor
- Energy sector (electricity transmission line)
PROGRAM FINANCING

**Sponsors**
- Government budget
- Private sector investment
- PPP

**Financing sources**
- Asian Infrastructure Investment Bank
- BRICS New Development Bank
- SCO Interbank Consortium
- Silk Road Fund
- Other national and multilateral financial institutions
“PROGRAM OF MONGOLIA-RUSSIA CHINA ECONOMIC CORRIDOR” (2016.06.23)

Central corridor (Ulaan-Ud Naushki-Sukhbaatar-Ulaanbaatar-Zamiin-Uud Erlian-Ulaantsav-Janchkhuu-Beijing-Tianjing)

Northern corridor (Kuragino-Kizil-Tsagaantolgoi-Artssuuri-Ovoot-Endenet-Salkhit-Zamiin-Uud Erlian-Ulaantsav-Janchkhuu-Beijing-Tianjing)

Western corridor (Kuragino-Kizil-Tsagaantolgoi-Artssuuri-Khovd-Takashiken-Kham-Tsonjin-Urumchi)

Eastern corridor (Borzya-Solovyevsk-Ereentsav-Choibalsan-Khuut-Bichigt-Shiliin Gol-Zuunkhatavch-Ulaankhad-Choayan-Jinzhou)

Tumen river transport corridor (‘Sea shore-2’) (Choibalsan-Sumber-Rashaan-Ulaankhot-Chanchun-Yangzhi-Khenzuni-Zarubino)

“Sea shore-1” corridor (Choibalsan-Sumber-Rashaan-Manjuur-Tsitsikhar-Kharbin-Mudanzhian-Sulfengho-Vladivostok-Nakhodka)
THE PEOPLE’S REPUBLIC OF CHINA

“Agreement between the Government Mongolia and the Government of the People’s Republic of China on the access to and from the sea and transit transport by Mongolia through China’s territory”, 1991

“Agreement between the Government Mongolia and the Government of the People’s Republic of China on the access to and from the sea and transit transport by Mongolia through China’s territory”, 2014

RUSSIAN FEDERATION

“Agreement between the Government of Mongolia and the Government of Russian Federation on the access to and from the sea and transit transport by Mongolia through the territory of Russia” 1992

“Agreement between the Government of Mongolia and the Government of Russian Federation on terms to transit transport of goods”, 2017

As a result of renewed agreement in 2014:

The designated 7 ports open to the foreign trade in the Northern (Hebei province, Tianjin), and the North Eastern (Liaoning province) China became possible to use for Mongolia.
Within the framework of the agreement in 1992:

Far East ports of Russian Federation including Vanino, Vostochny, Nakhodka, Vladivostok, Zarubino became possible to use for Mongolia.
"The Economical corridor" of Mongolia, Russia and China

Preferential Tariff

Russian Federation

People's Republic of China

Preferential Tariff
MONGOLIA MARITIME ADMINISTRATION

OPERATION OF SHIP REGISTRATION

SINGAPORE 2003

Total: ~3450 SHIPS till 2018/10

Active: ~500 SHIPS

30 STATES

INDONESIA
INDIA
VIETNAM
CYPRUS
SOUTH KOREA
## Normal

**Provisional and Permanent**

**Provisional:**
- Forms M1, M2, M7, and M8 (duly signed and completed)
- Bill of Sale (Notarized or Original)
- Builder’s Certificate with original first owner (for new vessels)
- Power of Attorney (Notarized) granted to the lawyer, by the owner of the vessel (if seller is not the owner of the vessel)
- Existing Registry Certificates
- Existing Statutory Certificates
- Certificate of Competency (COC) for Officers on board

**Permanent:**
- Original Forms M1, M2, M7, and M8 (duly signed and completed)
- Bill of Sale (Notarized or Original) or Builder’s Certificate (for new vessels)
- Power of Attorney (Notarized) granted to the lawyer, by the owner of the vessel (if seller is not the owner of the vessel)
- Original Deletion Certificate from Previous Registry
- Original Certified Carving and Marking Note
- Survey reports for Interim Statutory Certificates issued
- Continuous Synopsis Record (for vessels applicable to ISPS Code)

## Short Term

**Forms M1, M2 and M7 (duly signed and completed)**
- Bill of Sale (Notarized or Original) or Builder’s Certificate (for new vessels)
- Power of Attorney (Notarized) granted to the lawyer, by the owner of the vessel (if seller is not the owner of the vessel)
- Existing Registry Certificates
- Existing Statutory Certificates
- Certificate of Competency (COC) for Officers on board

## Bareboat Charter

- Forms Z1, M7, and M8 (duly signed and completed)
- Certified copy of the bareboat charter party
- Letter of consent from the registrar of the underlying registry
- Existing Registry Certificates
- Existing Statutory Certificates
- Certificate of Competency (COC) for Officers on board

## Mortgage

- Submission of the Mortgage Deed and Mortgage Agreement to the Registry
- Registry confirms provisional time accepted for registration
2011
MOU between Ministry of Construction and Urban Development of Mongolia and Ministry of Land, Infrastructure and Transport of Republic of Korea

2012
MOU in relation to Joint Venture Company between Mongolia Maritime Administration and Sammok Shipping Co., Ltd

2015
MOU between Ministry of Road and Transport of Mongolia and Ministry of Oceans and Fisheries of Republic of Korea

2015
Government Resolution No 180: Establishing joint venture company of maritime transportation

2015
Mongolia-Korea joint venture "Mongol-Sammok Logistics" Co., Ltd was established in Seoul, Republic of Korea