

## SOME ISSUES OF NORTHEAST ASIAN ECONOMIC COOPERATION AND SECURITY

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Northeast Asia is considered as potential and competitive region for it has its own advantages and opportunities for development and prosperity comparing to other regions of the world. Trade and economic relations between countries of the region became intensified in the 1990's and this resulted in growing interests of any nations of the region.

A number of research institutes have been established in order to discover ways and means for mutually complementary cooperation and it has become a tradition to discuss new ideas and issues regarding regional prosperity through international conferences and various meetings. ERINA, Tumen River Development Project's Secretariat, and East-West Centers can be mentioned as examples of those organizations.

As of today, bilateral relations between countries of the region have been established, however it suggests the beginning of multilateral relations and cooperation through establishing energy and transportation network and economic free zone as well. The foremost importance is given to the establishment of transportation network throughout the region and countries have an ever increased interest to be involved in the transportation project.

Countries have been active in improving their domestic transportation systems since trade and economic relations between them were intensified back in the 1990's

At present, the question of establishing transportation network in the region has expanded into a larger one of establishing a transportation network which connects the region with other regions of the world. The idea of establishing transportation corridors between Russia and Japan, China- Russia-Japan, which are the main trade and economic centers in the region, has turned into a interregional transportation network that links Northeast Asia with Europe and North America in compliance with growing interdependence and globalization.

In 1994, European countries held a conference in which were discussed questions of Pan-European transportation network and as a result of the conference it was decided to establish Great Corridor, a transportation network connected with nine routes.

At the same time, a plan for building a transportation network with nine routes in Northeast Asia was developed as a result of the Conference organized by the Regional Economic Forum and its subcommittee on transportation.

This plan has following nine routes:

1. Taishet-Vanino Transportation Corridor
2. Siberian Land Bridge (SLB) Transportation Corridor
3. Suifenhe Transportation Corridor
4. Tumen River Transportation Corridor
5. Dalain Transportation Corridor
6. Mongolia-Tianjin Transportation Corridor

7. China Land Bridge (CLB) Transportation Corridor

8. Korean Peninsula West Transportation Corridor

### ***Korean Peninsula East Transportation Corridor***

Route 6, Moscow-Ulaanbaatar-Beijing-Tianjin, and route 4, which connects Eastern part of Mongolia with Tumen River basin, run over the territory of Mongolia and therefore it gives us an opportunity to be connected with countries of Northeast Asia and Central Europe through the transportation network.

The sixth corridor that links Moscow and Beijing has come to be the shortest cut connecting Europe and Asia, which stretches up to 8016 kilometers. At the same time, the fourth corridor linking Eastern part of Mongolia with Jilin Province /China/ and Tumen River basin through which Mongolia can have an access to sea and join the economic free zone of the Tumen River Region in the long run as well. Experts claim this corridor may get connected with Great Corridor, European transportation network. Thus the idea of connecting the West with the East is to become a reality.

A great attention has been paid by the government of Mongolia to the establishment of the Northeast Asian Transportation Network since it will provide an impetus to development of the country.

In doing so, the government of Mongolia finds it very important to develop its domestic transportation system and certain projects on improving transportation have been implemented with the support of various international organizations. Notably, Mongolia has been involved officially in the Tumen River Basin Development Project by the UNDP which aims to link Dornod Province (Eastern part of Mongolia) with Rashaant Railway station (Inner Mongolian Autonomous Region) through Tamsag by building 500 km length railway. There has been made an account of 350000 necessary to work out financial and technical plan to implement the project. Another example is the Millennium Road Project initiated and supported by the government of Mongolia has been implemented since the year of 2000 in order to fasten its social and economic development and expand foreign relations with other countries as well. The Millennium road, which lies on the horizontal level stretches out from Choibalsan City, Dornod Province to Hovd City, the western part, will be connected with the Northeast Asian Transportation network. Along the Millennium Road can be found some natural minerals such as coal, natural oil and iron ore.

Countries of Northeast Asia have been active in implementing projects on transportation system and being connected with the regional network. One of the successful projects is the project of establishing railway between the Republic of Korea and the Democratic People's Republic of Korea. A huge success can be achieved in the field of improving relations between two Koreas and bringing peace and stability on the Peninsula and a new integration from might be set in Northeast Asian regional economic cooperation as well through implementation of this project. Establishment of infrastructure on the Korean Peninsula can conceivably lead to the growth of trade turnover between the R.O.K and the DPRK and bringing overall new tendency and situation from the western point of view regarding the Peninsula affairs.

It is obvious that future advancement of countries in the region is only possibly due to extended politically and economically interdependent cooperation.

As of today, there has not been a complex political, economical and security system in the region yet, however there is a positive beginning which may be turned into a definite negotiation mechanism.

For instance, ASEAN Regional Forum (ARE) can be mentioned. It was established in July, 1994 during a conference held with participation of prime ministers of ASEAN member countries. The establishment of the ARF led to the beginning of new era of relations between Asian Pacific countries and a substantial step towards bringing multilateral negotiation mechanism as well. This is the result of international efforts in the field of security to make multilateral cooperation institutionalized and is likely to cause a multilateral consultative mechanism on sustainable development of the Asian Pacific Region.

ARF's specific purposes lies on the three-step measures of establishing peace, security, prosperity and stability in the region. First, it is to support bringing of confidence building measures, second, it is to build means of preventive diplomacy and finally it is to establish a dispute settlement system in the region.

ARF was the first among the Asian Pacific Regional organizations on multilateral cooperation to extend its membership with Mongolia. The Forum accepted Mongolia as its member country during the conference held in July, 1998.

In addition, the tenth Forum of the ASEAN organized during June 16-19,2003 under the 'ASEAN+10' heading resulted in increased expansion of relations between countries in the Asian Pacific Region in all spheres. During this forum a number of significant issues including international terrorism, transnational crime, money laundering and illegal immigration was discussed and as a result participants agreed on the point that joint efforts on both national and international levels can only put an end to these mass problems. Therefore a 'Joint declaration on the partnership for bringing peace, security, prosperity and development in the Asian Pacific Region' signed by foreign ministers of ASEAN member countries and Russia as well was of great significance. Signing the declaration, the foreign ministers once again proved their willingness to secure the system of disarmament and non proliferation of weapons of mass destruction. Parties signed the declaration agreed on applying new ways and means of cooperation in compliance with further Russian and ASEAN partnership. This showed us a willingness to a continuous cooperation based on the common interests of the parties.

Security issues of the Asian Pacific Region are of great importance for every single nation in the region and are therefore dependent on the states of relations and cooperation between these countries. Mongolia shall be active and initiative in bringing means of negotiations to solve security issues as a country in the Northeast Asian region.

The question of how Mongolia should develop herself and on what countries she should be interdependent is of foremost importance.

Finally, I would like to emphasize that establishment of intergovernmental panel on the regional economic cooperation and security related issues is required and in accomplishing this goal, role of the USA and the UN is necessary.