

Министерство образования и науки Российской Федерации

Владивостокский государственный университет  
экономики и сервиса (ВГУЭС)

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**ИНТЕЛЛЕКТУАЛЬНЫЙ ПОТЕНЦИАЛ ВУЗОВ –  
НА РАЗВИТИЕ ДАЛЬНЕВОСТОЧНОГО РЕГИОНА  
РОССИИ И СТРАН АТР**

**Материалы XIX Международной научно-практической  
конференции студентов, аспирантов и молодых ученых**

26–28 апреля 2017 г.

**В 5 томах**

**Том 4**

Под общей редакцией д-ра экон. наук О.Ю. Ворожбит

Владивосток  
Издательство ВГУЭС  
2017

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## ЭКОНОМИЧЕСКИЙ КОРИДОР «МОНГОЛИЯ - РОССИЯ - КИТАЙ»: ПЕРСПЕКТИВЫ УЧАСТИЯ РОССИИ

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*Сотрудничество между Россией и Китаем переходит на новый уровень. В настоящее время проекту экономический коридор «Россия-Монголия-Китай» уделяется все больше внимания. В докладе основное внимание уделяется перспективам участия Российской Федерации. Преимущества и недостатки представлены.*

**Ключевые слова и словосочетания:** экономический коридор «Россия-Монголия-Китай», экономика, АТР, сотрудничество Российской Федерации с Монголией и Китайской Народной Республикой.

## THE «MONGOLIA - RUSSIA - CHINA» ECONOMIC CORRIDOR: THE PROSPECTS OF RUSSIA'S PARTICIPATION

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*Cooperation between Russia and China is entering a new phase. Currently, the project of economic corridor «Russia-Mongolia-China» is receiving more attention. The report focuses on the prospects of Russia's participation. Advantages and disadvantages are presented.*

**Keywords and phrases:** the economic corridor «Russia-Mongolia-China», economy, Asia-Pacific Region, cooperation between Russia Mongolia and China.

On July 24, 2016 in Tashkent, during the Shanghai Cooperation Organization (SCO) summit, Russia, Mongolia and China signed an agreement on the establishment of the «Mongolia – Russia – China» economic corridor. The very idea of establishing this project was put forward in 2015, during the SCO summit in Ufa.

This trilateral economic corridor is going to be established primarily for both, increasing trade turnover and for transport infrastructure development of those countries, which signed this agreement. All this will certainly entail the investment inflow in adjacent regions and it will enhance regional economic development and cooperation processes.

For today, the shaping of such an economic «triangle» is utterly beneficial to all three participants. Owing to this project, Mongolia, Russia and China will manage to strengthen joint competitiveness on the world market. All this will strengthen countries' mutual relations, increase production capacity of enterprises in adjacent regions. It will increase cultural exchange and exchange in the humanitarian sphere, also it will coordinate countries' actions in the field of environmental protection.

With regard to Russian Federation, there are a lot of prospects of its participation, such as:

- border areas investment attraction (the Republic of Buryatia, Transbaikal region, Amur Region);
- building up closer economic and trade cooperation with China and Mongolia;
- import increasing. According to some experts, in conditions of sanctions against Russia, Mongolia may well act as an exporter of meat and livestock to Russia;
- export increasing (mainly, export of mineral products to Mongolia);

- strengthening collaboration in the field of culture, education and tourism between Mongolia and Russia. It is worth noting, that this will be facilitated with the visa-free regime between Russia and Mongolia, which was introduced in 2014;

- the market of road freight transportations development.

Nowadays, Russian Federation is ready to modernize Ulaanbaatar railway (UBTZ), it will provide an increase in capacity both for cargo transportation, first of all minerals from the deposits of Mongolia to the Russian Far East, and for the growth of transit traffic between Russia and China.

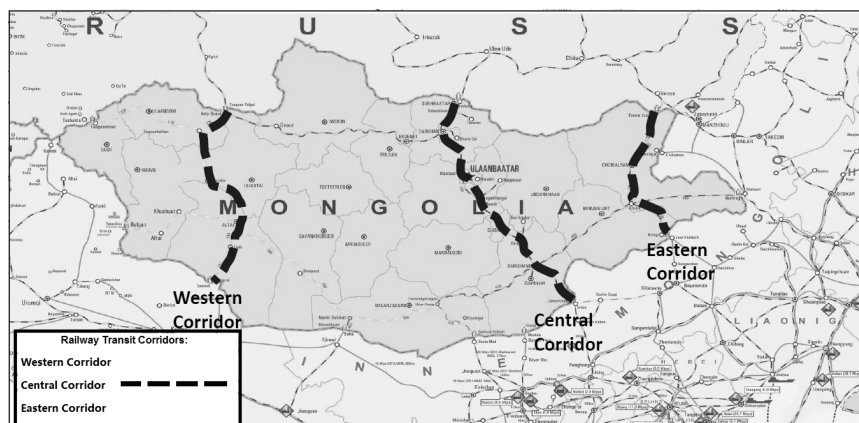


Fig. 1. Railway Transit Corridors

It should be noted, that UBTZ modernization would allow Russia, Mongolia and China to use its transit potential more efficiently, namely: it will ensure the transit of Russian cargoes in the framework of the «Northern Logistics System» and unite Russia’s, Mongolia’s and China’s transport systems. As an example, Table 1 shows us the statistics of the route capacity increase, which is being modernized now. After the UBTZ modernization it is planned to increase the route capacity up to 100 million tons of cargo per year.

Table 1

**The total Ulaanbaatar railway route capacity per year, million tons**

Year	2009	2013	2014	2015	2020
Million tons of cargo per year	16	21	28	34,1	45,1

Source: Stages of growth[8].

The project of creating the economic corridor implies the construction and modernization of both railway and motor roads. On December 8, 2016 the governments of Mongolia, Russia and China signed an agreement on international road transport along the Asian Highway.

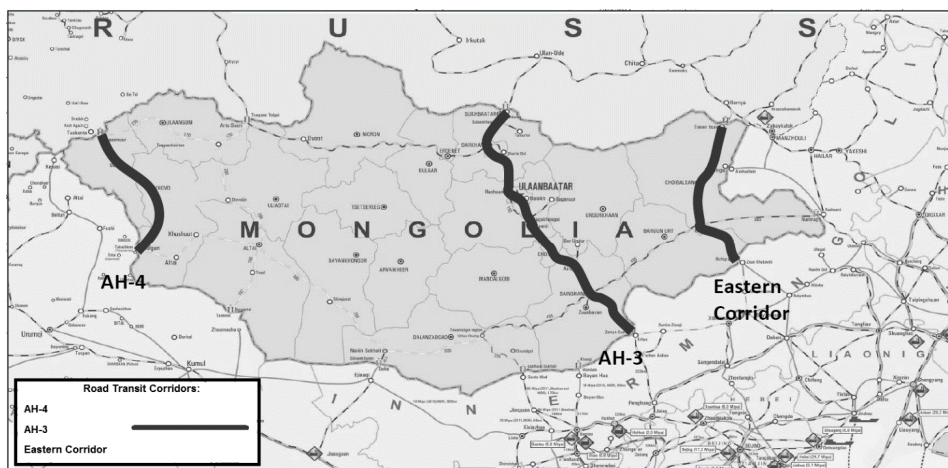


Fig. 2. Road Transit Corridors

This agreement will allow delivering various cargoes from China to Russia (and vice versa) through the territory of Mongolia in just 4 days. It should be noted, that cargo transportation at a distance of more than 2100 kilometers along the entire route will be carried out without changing of transport company. Also, this agreement will allow Russian carriers to transit to major Chinese industrial centers and ports[6].



Fig. 3. Comparison between the existing route (3600 km) and planned route (2100 km)

The «Mongolia – Russia – China» economic corridor project includes many other projects that require participants to engage in bilateral or trilateral relationship. One of those is the project of building the road bridge across the Amur River between Blagoveshchensk and Heihe. The Blagoveshchensk-Heihe Bridge between Russia and China should become one of the most significant stages on the way of implementing the project. On December 24, 2016 the construction of this bridge began. The total length of the two-lane access road, within the Blagoveshchensky administrative district of the Amur Region and the bridge across the Amur River, will be 13.43 kilometers. The length of the bridge itself is more than a kilometer. At the same time, the estimated speed of movement along it can reach 120 kilometers per hour. In the course of the work, additional overpasses and line facilities are planned.

The Blagoveshchensk-Heihe Bridge between Russia and China is usually called a "bridge of great hopes". It is assumed that with its commissioning and transport infrastructure development of the region, the freight turnover between the adjacent regions of Russia and China will grow tenfold, and the logistics costs of enterprises will decrease by 25-30% [3].

In addition, along with trade ties, the trilateral project will expand cooperation in education, science, tourism, culture, and sports. For example, the Republic of Tuva, Buryatia, Transbaikalian region regularly exchange creative teams with Mongolia and China, which take part in various cultural events. Higher educational establishments of the Siberian Federal District jointly with universities and scientific institutions of Mongolia and China organize joint scientific and practical conferences, symposia, mutual internships, exchange of students and teachers on a regular basis. It can be concluded that today there is a close cooperation between Russia, Mongolia and China and, with the further implementation of this project, it will only strengthen.

If we take into account not only the economic and cultural components, but also pay our attention to geopolitics and the security of our borders, it becomes obvious that the Russian Federation simply needs to cooperate with Mongolia. According to experts, Russian Federation can suffer a geopolitical defeat from Beijing if it does not support Mongolia – its strategic ally.

It is known that Mongolia, in its present form, gained independence from China solely thanks to Russia (more precisely, Mongolia separated itself in 1911, taking advantage of the chaos of the Xin Hai Revolution, but managed to remain independent only at the expense of supporting first by the Russian Empire, and then by the USSR, which obtained Beijing's official recognition of Mongolia's independence). Experts point out that China's attitude to this fact is rather traditional for this country. It means that China recognizes previously concluded contracts until there is an opportunity to break them. There is an opinion that Mongolia gained independence illegally, with the help of the USSR, and as soon as Beijing has a chance – Mongolia will immediately lose its independence, and this, in its turn, will create a bridgehead for an attack on Russia. It is believed,

that there are two countries, which should be protected from China by Russia, they are Kazakhstan and Mongolia. Firstly, because the total length of the Russian border with these two countries is about 11 thousand kilometers, and, as it has already been noted above, it is possible that China can use these territories as a bridgehead. Secondly, if there is military clash between China and Russia, Kazakhstan and Mongolia will be so-called buffer zones against China's aggression. If Russian Federation hands over these territories it can suffer a geopolitical defeat from Beijing and automatically lose territory to the east of the Urals[1].

Thus, to sum it up, it can be concluded, that for Russia, in its difficult economic situation, it will be advantageous to develop the program of the trilateral economic corridor. Undoubtedly, Mongolia, Russia and China in the current conditions have taken a clear course to improve the effectiveness of mutual relations in the interests of all three countries. It implies the possibility of raising trilateral cooperation in various fields to unprecedented heights. Russia's participation in this project will contribute to a significant increase in trade turnover between the participating countries, as well as the development of the Siberian and Far Eastern regions of the country. It will result in creation of a new transport infrastructure and improving the existing one by attracting investments not only from the public and private sectors but also from international financial institutions.

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**Рубрика: Международные отношения**

УДК 327.81

## **ВЗЛЕТЫ И ПАДЕНИЯ В ПАРТНЕРСТВЕ РОССИИ И АЗИАТСКО-ТИХООКЕАНСКОГО РЕГИОНА**

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*В докладе представлены перспективы развития отношений стран АТР и России, взлёты и падения на протяжении исторических отношений и способы развития их сотрудничества в будущем*

*Ключевые слова и словосочетания: АТР, Россия, исторические отношения, поддерживать и развивать, взлёты и падения.*

## **UPS AND DOWNS IN THE PARTNERSHIP OF RUSSIA AND THE ASIAPACIFIC REGION COUNTRIES**

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