

稲ワラ輸送に関する提案がなされた。延吉地域への稲ワラくん蒸施設の設置、現地での日本人の立会い検査を含めて、稲ワラ輸送の実現可能性を調査する必要がある。

この他にもサハリンと北海道を結ぶ海底トンネルの議論の中に加えてはどうかとの意見や、物の流れだけではなく人の流れを議論する場も必要であるとの意見が出された。

第1セッションではこの地域の輸送問題に関する動きが確認された。各国・地域におけるインフラ整備が進行していることに加えて、二国間・多国間で国境を越える輸送に関するさまざまな話し合いの場が持たれていることは注目される。中でも昨年6月に実現した韓国・北朝鮮両国の首脳会談の意義は大きい。韓国・北朝鮮を結ぶ鉄道が開通すれば北東アジアの輸送ネットワークはより充実したものとなる。この意味でもこうした北東アジアの輸送問題を議論

する場への韓国・北朝鮮の参加は欠かせない。今後も積極的に参加を呼びかけ、共に意見交換をしていきたい。

また、各回廊がハード・ソフト両面で整備が進むよう各国政府等公的セクターに働きかけ、政府関係者を取り込んだ形で次の具体的な行動につなげていけるよう努力をすること、各回廊の需要拡大に向け利用者に情報提供をしていくことが、このセッションの参加者および運輸・物流常設分科会の重要な役割であることが認識された。輸送回廊の整備には個別のルートに留まらない輸送回廊全体としての共通の将来目標が必要である。それを分科会の機能を活かしながら、関連各国の輸送担当者・専門家と共同で行っていくことが今後の課題となる。構想の実現に向け、具体的かつ積極的な活動が強く求められている。

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## Summary of Session 1

The theme of Session 1 was the “Transportation Network in Northeast Asia: Towards Dissolution of its Discontinuous Points,” with Mr. Hideo Kayahara, Director General of the Japan Port and Harbor Association, as a moderator. At this session, the current status and issues related to the nine international transportation corridors, and their resolutions, were discussed based on the discussion at the Transportation Subcommittee of the Northeast Asia Economic Conference Organizing Committee, founded in June 2000. These nine transportation corridors were selected at the Transportation Subcommittee as major routes which will bear international trade in Northeast Asia, connect Europe and Central Asia with Northeast Asia, and provide access to the sea.

First of all, the current status and issues of the Northeast Asia transportation corridors were reported by ERINA. The major issues to be resolved is the dissolution of “discontinuous points.” These discontinuous points include unconnected railways or roads, differences in railway gauges, and complicated procedures and checks at border crossings. In order to resolve these issues, the commitment and cooperation of each country is necessary. Following this, a number of panelists presented their reports.

Dr. Yaroslav N. Semenikhin, General Director of the Far Eastern Marine Research, Design and Technology Institute, summarized the current status of transportation which uses the Trans-Siberian Railway and ports in Primorsky Territory in Russia. He mentioned a route connecting Northeast China and the United States via Primorsky Territory, and presented on development towards the expansion of transportation networks even to outside Northeast Asia. He also introduced the fact that negotiation is in progress on the agreement of transit transportation between Russia and China. He pointed out that comprehensive cooperation in Northeast Asia as a

whole is necessary for the improvement of future transportation corridors. He also emphasized that it is important to take into account the transportation of liquid and gaseous fuel, such as oil and gas.

Mr. Dai Xiyao, Director of the Tumen River Area Development Administration of the People’s Government of Jilin Province, reported about the progress in commodity flows in the Tumen River area in 2000 and in the last five years. In 2000, a railway route between Hunchun and Makhhalino and a regular land and sea route for both cargo and passengers between Hunchun and Sokucho via Zarubino opened. Besides these new routes, other infrastructural improvements are in progress, such as the construction of a highway between Hunchun and Quanhe and the completion of new customs buildings at Quanhe and Hunchun road terminal. He also reported on the increase in cargo transportation between China and Russia, in particular the increase in crude oil transportation from Russia. Furthermore, he mentioned that Russia and China hold a regular meeting to discuss the transportation issues. This clarified that bilateral cooperation is being strengthened.

Professor Wang Shengjin, Dean of the Northeast Asia Studies College of Jilin University, pointed out that it is necessary to discuss the development of a core international transportation center, at the same time as considering transportation corridors. He also emphasized the importance of the recognition of diversity, such as the different stages of economic development, market environment, and economic systems. He insisted that the establishment and development of transportation corridors will lead to the improvement of relations among countries in the region, so this has an important meaning for opening up and raising confidence among the countries. In addition, he said that the exchanges between transportation service enterprises should be strengthened to promote international cooperation for the improvement of transportation corridors.

Mr. Tsegmidyn Tsengel, State Secretary of the Ministry of Infrastructure of Mongolia, asserted that Mongolia considers the Mongolia-Tianjin Transportation Corridor and the Tumen River Transportation Corridor important for access to the sea. He presented the fact that the research into and improvement of road and railway facilities related to these corridors is in progress with the support of the ADB and the Japanese Government. As a result of these developments and improvements, transit cargo volume has increased ten fold in the last five years. He reported that Mongolia proposed a plan to construct a road and railway along the disconnected part of the Tumen River Transportation Corridor between Mongolia and China. Mongolia is planning to connect the route by road first, then to construct a railway when cargo volume reaches a sufficient level. This route is expected to be connected as soon as possible.

Mr. Tsogtsaikhan Gombo, Team Leader of the UNDP Tumen Secretariat, emphasized the importance of the establishment of an inter-governmental mechanism to strengthen bilateral and multilateral cooperation towards the improvement of transportation corridors. He suggested that the results of the discussions at such a conference should be brought back to each country and participants should make efforts to bring officials in for the next activities. Also, the importance of soft infrastructure improvement, such as the introduction of consistent regulations and procedures at border crossing in each country, in addition to the improvement of hard infrastructure, was emphasized. Furthermore, he mentioned that it is important to utilize the existing research and study results by strengthening a cooperation among related bodies, and to see the transportation issue from a broader viewpoint, not limited to a specific area.

Following reports by the panelists, Mr. Dong Zuomin the mayor of Suifenhe City in Heilongjiang Province reported that transportation through the Suifenhe route is active, and cargo volume through Suifenhe Customs is increasing year by year. It was confirmed that efforts to create an efficient international transportation corridor are being made, such as the investment for the improvement and strengthening of transportation capacity to meet the cargo volume increase.

Furthermore, Mr. Jong-Kew Park, the chairman of Dong Long Shipping Co., Ltd. which operates a regular service between Rajin and Niigata, raised that it will be difficult to keep operating the service if the volume does

not increase since the cargo volume of this service was only 48 TEU in 2000. Active and concrete measures are required on this matter, such as appealing for favorable treatment to the government, in order to promote Japanese enterprises opening business in the Hunchun area in China. Also, a suggestion was made about the transportation of straw from the Yanji area in China to Japan. The feasibility of this should be studied, including about the construction of a straw fumigation facility in Yanji area and carrying out a check in the area with Japanese attendance.

Some other opinions were shown, such as that undersea tunnels between Sakhalin and Hokkaido might be included in the discussion, and that opportunity to discuss not only commodity flow, but also people's movements, are necessary.

In this session, the development of transportation issues in the region was clarified. Attention should be paid to the fact that the infrastructure of countries and areas in Northeast Asia is progressing, as well as various occasions for bilateral or multilateral discussion regarding transportation. In particular, the Inter-Korean Summit meeting held in June 2000 had a significant meaning. If a railway between the ROK and the DPRK opens, transportation networks in Northeast Asia will be far more solid. In this sense, the participation of the ROK and the DPRK in occasions to discuss transportation issues in Northeast Asia is crucial. Active efforts should be made to ask for their participation and facilitate the collective exchange of opinions.

The participants in this session, and also the Transportation Subcommittee, have two important roles to undertake. The first role is the coordination of efforts to lead concrete activities with government officials through appealing to the public sector for the improvement of both the hard and soft infrastructure of each transportation corridor. The second role is the dissemination of information to users in order to expand demand for each corridor. For the improvement of transportation corridors, common goals for the corridors collectively, not only for each corridor, are necessary. To set up these common goals with persons in charge of transportation in related countries and specialists through a function of the subcommittee is the next issue. Active and concrete activities are strongly required if this idea is to be realized.

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