

**STATEMENT BY
DELEGATION OF MONGOLIA
AT THE
INTERACTIVE THEMATIC DISCUSSION ON TRANSPORT IN THE
18TH SESSION OF THE UN COMMISSION ON SUSTAINABLE
DEVELOPMENT
(New York, 5 May 2010),**

Mr. Chairman,

Let me begin by extending our warm congratulations to you, Mr. Chairman, on your well-deserved election and pledge my delegation's full support in discharge of your important duties. Our sincere felicitations also go to the other members of the Bureau.

My delegation associates itself with the statement made by the distinguished Permanent Representative of Paraguay on behalf of the LLDCs earlier this week.

Mr. Chairman,

It goes without saying that adequate transport development represents an essential prerequisite for economic growth, social development and global trade. And geographical conditions can pose particular disadvantages with regard to the development of transport infrastructure, especially in case of LLDCs. They experience geographical handicaps resulting from the lack of direct access to the sea and remoteness from major international markets.

Thus, development of adequate transport infrastructure along with affordable transport services is crucial for LLDCs in realizing their development objectives. With a view to helping identify and find optimal solutions to these and other challenges faced by LLDCs, Mongolia initiated setting up of an International Think Tank for the LLDCs in Ulaanbaatar last year to enhance the analytical capability of landlocked developing countries in implementing the Almaty Program of Action and achieving our respective MDGs. One of the research themes to be carried out by the Institution is on the benefits and bottlenecks of existing bilateral transit transport agreements.

Mr. Chairman,

It is no doubt that adequate and affordable transportation networks empower people to move, interlink rural and urban areas and exchange goods and services. At national level, the Rural Road Development project started in 2000 is being implemented with a view to constructing paved roads of connecting Mongolia's east to west horizontally, and five parallel vertical axes from Russian Federation to China by 2016.

With an aim to plan road construction investment efficiently, my Government is trying to attract investment from private sectors on a reimbursement basis. However, extreme weather conditions negatively impact the quality of the road condition thus reducing the operational period of the road. Thus, innovation of standards and technologies for road maintenance which are suitable to weather conditions in Mongolia is essential.

Mongolia has laid down targets in order to achieve sustainable development in the field of GHG emissions and air quality. In accordance with the Government Program of 2008-2012, some of objectives of which are to reduce pollution in Ulaanbaatar through improving public transportation means and shifting public transport on natural gas, the Law on Road and Transportation was amended in 2009 respectively to shift the public transportation fully on electric and natural gas fuels. Furthermore, the Parliament of Mongolia has freed import taxes on hybrid vehicles and increased taxes on used cars depending on the age of cars according to the new Excise Duty Tax Law.

In economic transition period before 2009, Mongolia faced difficulties on public transportation due to technical inefficiency and the non renewal of formerly state owned public transport companies. Aiming at solving this problem, the Government of Mongolia has given consent to private sectors to run intercity transportation services through establishing contracts with private companies. Nevertheless, the quality of service is not good enough to have modern comfortable and safe transportation, because of their poor financial capacity.

In addition to its efforts to develop its domestic transport infrastructure Mongolia has been actively participating in regional cooperation, including Central Asia Regional Economic Cooperation (CAREC) to diminish physical and legal barriers to international trade and transport. My country also joined the transport networks of Asian Highway and Trans-Asian Railway Network of UNESCAP and is implementing the Trans-Mongolia Project.

In concluding I wish to emphasize the need to take immediate measures to decrease green house gas emission and air pollution, reduce the use of imported oil, and, reduction of human health impacts through energy efficient transportation system and to bring positive impact on socio-economy through reduction of dependency on energy application as well to develop clean fuel standards.

I thank you.