

Application Form of EASTS IRG

Date of Submission: 2014/12/25

1. Name of IRG: Research on Promoting Sustainable Rural Area Development through Roadside Station
2. List of research members 1) a) Name: Dr. Asralt Buyantsogt b) ID number of: EASTS Regular Member: MN-08-13-0002 c) Affiliation: Professor of Transportation and Logistics, Mongolian University of Science and Technology d) E-mail: aska_b@yahoo.com asralt@must.edu.mn e) Tel: +(976) 88110820 f) Country/Region & Address: Mongolia/East Asia Sukhbaatar District, V Khoroolol, III Khoroo, 8-76 Ulaanbaatar, Mongolia 2) a) Name: Dr. Katsuhide Nagayama b) ID number of : EASTS Regular Member: JP-95-13-5001 c) Affiliation: Representative Director (CEO) of ALMEC Corporation, Professional Engineer (P.E.Jp) d) E-mail: nagayama@almecvpi.org e) Tel: +(821-3) 3353-2415 f) Country/Region & Address: Japan/East Asia 5-5-3 Shinjuku, Shinjuku-ku Tokyo 160-0022 Japan 3) a) Name: Dr. Erdenechimeg Eldev-Ochir b) ID number of: EASTS Regular Member: Non member c) Affiliation: Executive Director, Asian Infrastructure Research Institute d) E-mail: iwata@almec.co.jp e) Tel: +(976) 95227397 f) Country/Region & Address: USA/North America Mongolia/East Asia Sukhbaatar District, V Khoroolol, III Khoroo, 2a-32 Ulaanbaatar, Mongolia 4) a) Name: Dr. Iwata Shizuo b) ID number of: EASTS Regular Member: JP-95-13-5001 c) Affiliation: President, ALMEC Corporation d) E-mail: erdenechimeg@hotmail.com e) Tel: +(844) 3934-4214; Fax: +(844)-3934-4221 f) Country/Region & Address: Japan/East Asia 5F HQ Building 193C3 Ba Trieu Street, Haiba Trung District, Hanoi, Vietnam
3. Name of contact person other than representative:

IRG - -

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Dr. Erdenechimeg Eldev-Ochir

4. Keywords (Maximum: 5 words)

Road-side station, Domestic Transportation, Sustainable Development, Tourism Promotion, Urban-Rural Linkage

5. Purpose and Mission of IRG:

Background

Mongolia is characterized with its large land (1.56 million square kilometers) and small population (about 2.9 million), of which 46% concentrate in the Capital City of Ulaanbaatar and the in-migration to Ulaanbaatar remains high. Secondary cities are small in population, distributed widely over the land and not adequately connected. While excessive concentration of population and other functions in Ulaanbaatar causes traffic congestions, shortage of affordable housing, degradation of urban environment and living conditions, the rest of the country suffers from poorly provided infrastructure and services. Sustainable development of Mongolia is being threatened due to (i) weak urban-rural linkages, (ii) low level of local socio-economic development in the areas other than Ulaanbaatar, and (iii) poor mobility between Ulaanbaatar and other areas as well as Aimag Centers (provincial capitals) each other.

Transportation development is a critical element to promote the country's sustainable development. Mongolia has a total of 11,200 kilometers of national roads and 38,000 kilometers of provincial roads. The Government policy is to connect Aimag Centers with national backbone roads, and also connect localities with Aimag Centers. However, connecting socio-economic activities with a network of good infrastructure is too costly to be justified. While expensive infrastructure development will be gradually made, it is more important and practical to find ways to make use of existing facilities and available resources to a maximum extent.

At present, road users and people face following issues:

- (i) Road users travelling by road from one place to another in Mongolia face difficulties to obtain good services such as place for rest, aid and rescue in accident, etc.
- (ii) People who live in rural areas as well as nomads find difficulties in accessing to urban services, sending small parcel/goods to destinations and vice-versa.
- (iii) Tourists (domestic and international) travelling by road are not provided with adequate services (rest, aid, and rescue, information, etc.)

It is assumed that the concept and experiences of Michi-no-Eki (Roadside Station) which have been widely developed in Japan could be adopted in Mongolia in order:

- (i) To facilitate safe operation of vehicles including long-distance buses, trucks and other vehicles: refueling, minor repair, safety campaign, first-aid, rescue, traffic information, etc.
- (ii) To provide improved services for road users, especially for passengers and drivers: toilets, resting, refreshing, eating, shopping, information, etc.

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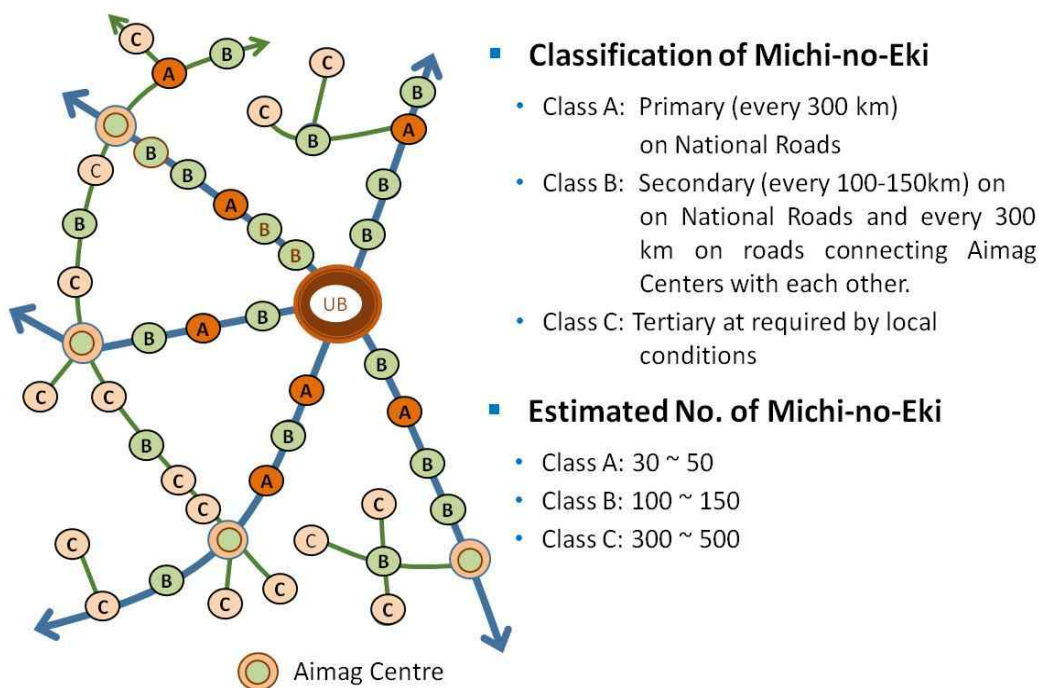
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- (iii) To contribute to the enhancement of local socio-economic development: employment, local products sale, community service, etc.
- (iv) To facilitate more effective management of national roads: road traffic information and monitoring on traffic situation, accidents, road conditions, construction work, etc.

Objectives

Objectives of the research are as follows:

- (i) Review of literature and collection of existing information on Michi-no-Eki in Japan, Vietnam and Thailand to analyze the impacts on transport and socio-economic developments in rural areas.
- (ii) Analysis on operation and management of Michi-no-Eki of selected cases in Japan, Vietnam and Thailand.
- (iii) Identification of development opportunities of Michi-no-Eki in Mongolia and recommendations for the next step.



Approach and Scope of Research

As Michi-no-Eki concept is new to Mongolia, it is intended to study and analyze the experiences of Japan through available secondary sources, exchange of information among academes and experts, and visits to model Michi-no-Eki in Japan and neighboring countries¹

¹ In Vietnam, there are three Michi-no-Eki in the vicinity of Hanoi constructed in 2008 with JICA assistance and is being operated with local government initiatives

Planned activities in the research include following:

- (i) Collection of existing information on Michi-no-Eki from secondary sources through, among others, publications, journals, home pages. Consultations with experts of EASTS members will also be made.
- (ii) Analysis on the development of Michi-no-Eki in Japan, Vietnam, and Thailand with regard to government policy, guideline, funding and other intervention as well as the roles of private sector, community and other stakeholders. Detailed analysis shall be made on selected cases on transport, socio-economic and environmental aspects in their influence areas.
- (iii) Analysis on the demand and needs related to Michi-no-Eki in Mongolia based on existing information, field reconnaissance and interview surveys. Preliminary identified aspects of interest include (i) Road user service (refueling, car wash, minor repair, food and drink, rest, shower, toilet, etc.), (ii) Information provision (traffic safety, local guide, local events information, etc.), (iii) Local socio-economic development (sale of local specialty, product development/marketing, exhibition, community gathering etc.) (iv) Road traffic management (traffic condition information, response to traffic accidents, etc.) (v) Logistics services (collection/delivery of parcels/small goods), (vi) Aid and rescue service (first aid, rescue service, etc.), (vii) Internet connection, and others.
- (iv) Formulation of Mongolian Michi-no-Eki development concept and strategy in consultation with relevant stakeholders including Central Government, local government, private sectors and others for shared understanding and consensus building.
- (v) Proposal on policy and implementation strategy

Expected Output:

- (i) Review results of related literature, publications and other papers.
- (ii) Comparative analysis of Michi-no-Eki development and selected cases among Japan, Vietnam and Thailand.
- (iii) Proposal on the concept and development of Michi-no-Eki in Mongolia.

6. Target year for completion (Research period is suitable within four years.):
October 2014-September 2016

7. Research plan:

October 2014 - September 2015

- (i) Finalization of research plan
- (ii) Data and information collection from existing sources
- (iii) Analysis of local conditions and needs for Michi-no-Eki in Mongolia
- (iv) Preparation of a preliminary concept on Mongolian Michi-no-Eki

October 2015 – September 2016

- (i) Formulation of Michi-no-Eki conceptual Master Plan for Mongolia
- (ii) Consultation with stakeholders
- (iii) Conduct of preliminary feasibility studies on selected locations and themes
- (iv) Preparation of recommended policy and implementation mechanism including institutional framework and private sector participation.

8. Research funds:

1) Approximate Research costs (in \$US): 10,000

2) Expected sources of research funds (ex. ICRA (Research grant of EASTS).
Research grant of EASTS

All applications are to be delivered to:

Dr. Tetsuo YAI, Secretary-General
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