

Eighth Regional EST Forum in Asia

(Integrated Conference of BAQ2014 and Intergovernmental Eighth Regional EST Forum in Asia)

“Next Generation Solutions for Clean Air and Sustainable Transport -Towards a Livable Society in Asia”
19-21 November 2014, Colombo, Sri Lanka

City Report

(Draft)

<Ulaanbaatar City, Mongolia>

This city report was prepared by Ulaanbaatar City, Mongolia, as an input for the Special Event of Asian Mayors of the Eighth Regional EST Forum in Asia. The views expressed herein do not necessarily reflect the views of the United Nations.

Q1- What are the major challenges and constraints faced by your city in implementing sustainable transport policies and measures?

Mongolian public transport encompassing its assets, patronage rights and obligations operated under a singular framework. Regulation and standardizing are governed, regardless of public/private ownership to ensure the cheapest price possible. Elderly, disabled citizens, police officers, social vulnerable groups and students are provided with free or discounted service.

In 2010 a total of 629.9 km of road network existed within Ulaanbaatar. To cater for the growing population using the public road network in Ulaanbaatar the implementation of the following sustainable transport policies is being enacted:

- Road networks will be designed to cater for public demand, this shall include road networks wide enough for current and future user demand, asphalt to be laid on high use networks and the increase installation of guttering/water management infrastructure,
- Design of sidewalks and pedestrian interfaces to accommodate disable access,
- Roads shall be maintained to ensure the safety of users.

Development of long-term transportation strategies shall encompass the following priority areas:

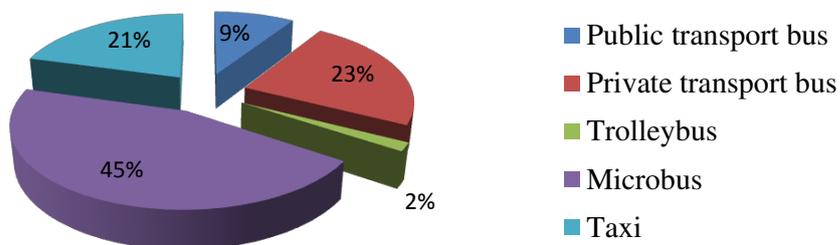
- Construction and maintenance of roads shall be prioritized to ensure minimal disruption to commuters and reducing the effect in bottle neck points within the city,
- The quality of roads will be designed and constructed to ensure user safety and reduce the wear and tear on road vehicles,
- Traffic management infrastructure encompassing traffic lights, pedestrian crossings, bridges and drainage will be designed to reduce the interface of vehicles and pedestrians, improve the flow of traffic and improve road user safety.

Q2 - What is the mode share (%) in public transportation system? What action have you taken to promote public transport such as Bus Rail Transport (BRT), Metro Rail Transport (MRT) and Light Rail Transport (LRT) in your city?

Buses type:

Buses are the main type of public transport utilized in the Ulaanbaatar. Public transport is operated by both capital city owned enterprise of which there are 3 in operations and private companies (of which there are 7 in operations). The city is aiming to increase patronage of public transport by improving its service. Regular services, an increased network, higher quality of buses and better communication of services available are areas targeted by the city to attract high rates of public transport participation. Currently there are 132 public transport routes and services provide within the city.

The number of public transport services in the capital



Number of new buses per company

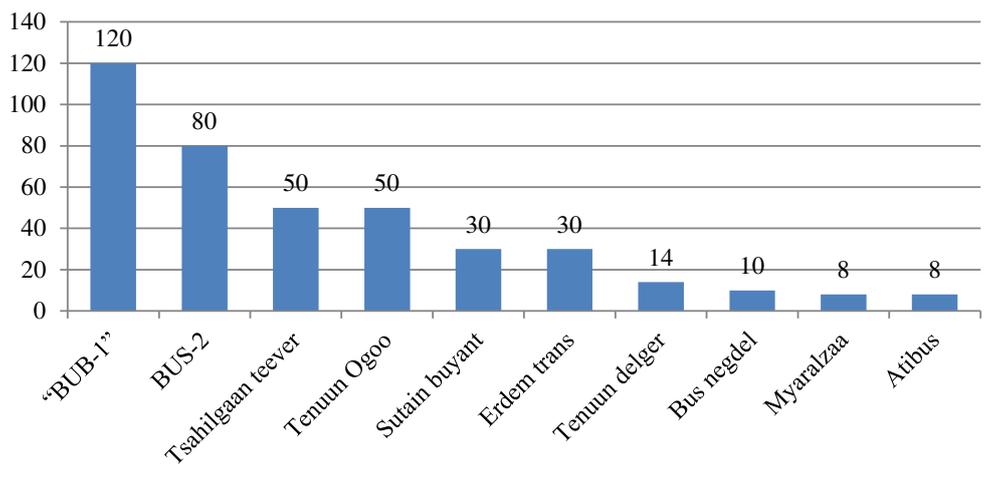
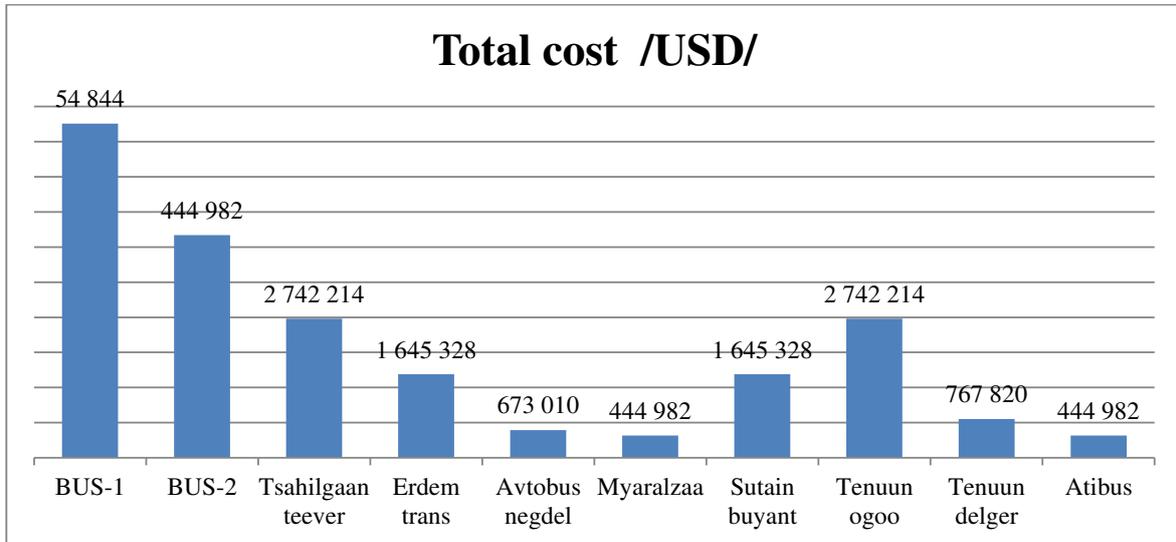


Figure depicts the number of new buses purchased by respective companies within Ulaanbaatar



Total budget (USD) for each respective operating bus company in Ulaanbaatar

In 1993 16.2 million USD was spent to compensate a loss of tariffs for Mongolian Public transport.

In 2009 the Asian Development Banks “Urban Public Transport Investment Program” was implemented with the following projects:

- Special buses projects / BRT Bus rapid transit
- Ulaanbaatar "Public transport information and communication technology" project, introducing Smart Buses with electrical card registration for patronage, and registering buses with GPS

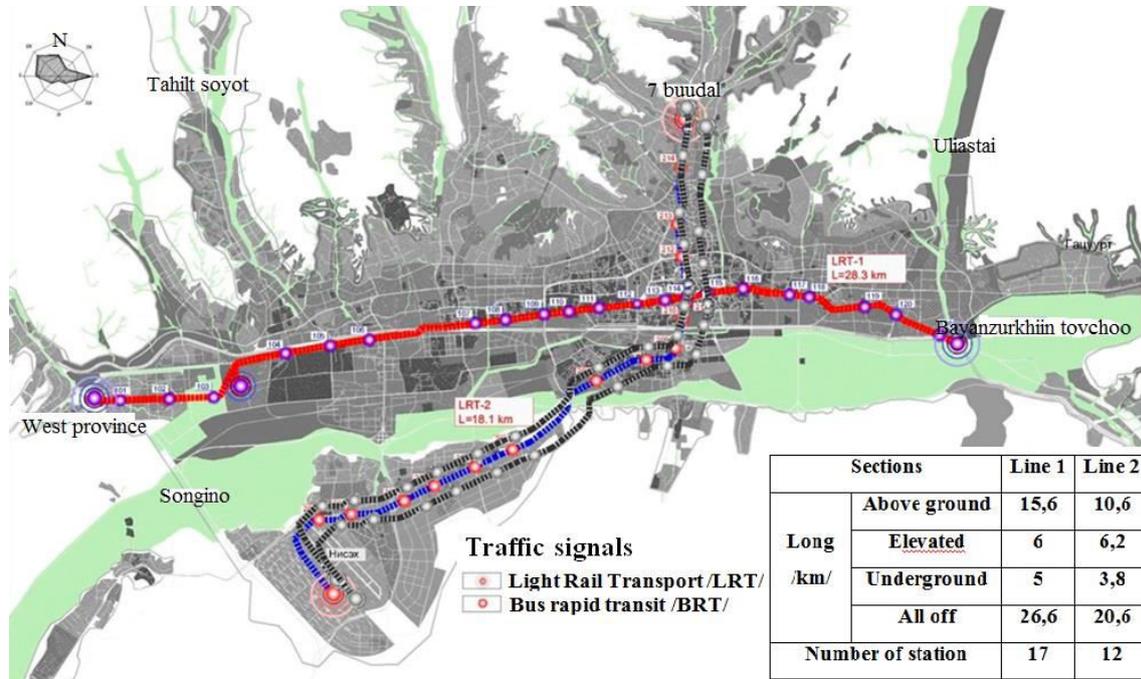
In 2013 Korean Tracom company released the report “The Development of Intelligent Transportation Systems and Urban transport”. From the report tender documents were handed over to the Datakart consortium under a project to implement a smart bus system within the capital.

Metro type:

In 2009 the Mayor’s office engaged Korea Soesong Engineering to conduct a initial design for a new metro network within the City. With 21 stations and a length of 28.38 km the network will cater for the expanding demand being placed on the cities existing public transport system.

Project designs, environmental impact and geological assessments for project were undertaken in early 2014 to quantify the cost of the project. With the project estimated at

170 000 USD the Mongolian Government is discussing concessional loan financing for the project.



Picture. Proposed metro map

LRT train type:

On March 6, 2014 the PA-2 Light Rail network began operation, taking and estimate 250-300 passengers daily.

Q3- Is Non-Motorized Transport (NMT) an integral part of your transport policy, planning, and development? What action you have taken to promote NMT (safe bicycle and pedestrian facilities) in your cities?

The Ministry of Construction and Urban Development in partnership with the City Governor developed the "UB 2030 General Development Plan" to include a capacity for pedestrian walkways, environmentally friendly transport vehicles, infrastructure of accommodate bikes and road networks which separate road users from bike users and pedestrians. Bike ways and road networks, contributing to a healthy lifestyle, on the other hand, infrastructure investment and management of mobile and financial measures emphasize a comprehensive program, rather than a circular walk and fall today confirms that security.



ULAANBAATAR BIKES PROJECT

2014

Project implementing duration:
2014-2015

186,7 km bikes road, 99 bike
stations will be established

Project outcomes

The Mongolian Youth Federation is implementing the ‘Sport and No Alcohol Please’ campaign

Mongolian Youth Federation is implementing the "Sport and no alcohol please" campaign along with the "Youth is how best to spend your leisure time" project. Hosted at the MYF, "New Image" club, "Young rider" youth club, Mongolian Auto Workers Union, "Canondale" bike shop, "Attila" bike shop, bicycle Association of Mongolia and Mongolian triathlon association with the names of nine organizations, including" bike UB "is the revised draft. "Bicycle UB" project in 2014-2016, or three years, 186.7 km of bicycle lanes and build a complete stop, and initial capital budget 53.5 million USD moreover, the capital city has to begin from the General Plan.

In 2014, work is planned for the first stage of the “Ulaanbaatar Bikes Project”, with regular forums initiated as further insurance. Mongolian insurance, MIG insurance /leasing/ Commercial negotiation /Rental/ Mongolia Bike Association /bicycle standard/ Auto Workers NE / bicycle are proving legal assistance for the project. UB draft charter to the state budget for 2015/2014 spring and autumn meetings / bicycle parking on bicycle plant project in Mongolia Ulaanbaatar research and bicycles outreach and bicycle organizations that work is planned. This year the Khan-Uul districts one, two and three of the Third Committee Khoroo with the Sixth Committee are commissioning new bike paths.

City leaders support the first phase of the “Ulaanbaatar Bikes Project” and started running two-way bike ways in the following locations: Khan-Uul district, the Tuul river embankment, according to the 10th district back dam ready for a total of 2.3 km of road upgrading.

Investment in greater NMT infrastructure is hoped to:

- Improve the health of UB residents through regular exercise and participation,

- Reduce the total number of vehicles on public roads, resulting in a reduction in air pollution and congestion,
- Promote the economic viability of NMT as an alternative, through reduce operational costs of bikes when compared to motor vehicles.



Q4- Is your city implementing or in a process of developing any transport Master Plan? If so how far the transport Master Plan is people and environment- friendly, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons?

The Roads, Transport and Tourism Minister 08 Order No. 172, dated January 11, 2005 approved the master plan for the development of Mongolian national road transport sector until 2015.

Relevant agencies involved in the "Urban Road Master Plan", road transport sector policies" and "Transport Policy in the Millennium Development Goals-based NDS are ensuring current and future planning incorporate the following standards:

- MNS 5682: 2006 - well developed pedestrian and disabled for the way the technical requirements,
- MNS 6056: 2009 - pedestrians and road design guidelines for the disabled,

For vulnerable groups of the population, current and future planning/construction will incorporate roads, entrances, exits and stairways for the disabled. The Mongolian national construction rules on disability living space and environmental rules for design of housing make considerations for people with disabilities.

Current means of public transport encompass buses (the price of 0.27 USD) trolley buses (0.16 USD) and minivans in the city which serve three types of Ger district areas. In 2010, the state elders (55 women and men over the age of 60) and those with a disability have free access to public transport within the city.

Increase consideration for our disable citizens is being incorporated into the city planning. Below is an example of a road/pedestrian separation with elevators to assist the handicapped.



Picture. "Bumbugur" shopping center located on the right side of the bridge crossing



Picture. "100 ail" bridge crossing

Q5- What are the current parking policies and traffic restraint measures of your city?

Parking Management

Areas of high congestion such as urban centers are being upgraded to have paid parking. Paid parking acts as a deterrent for vehicle users and aims to promote public transport as an attractive alternative. Designated parking areas along major road and street ways is being developed to

help combat dysfunctional parking undertaken by road users. Variable message boards exist along major roadways, aimed at informing road users of the current levels of congestion.

The current major areas of development around parking management are:

- Surface parking lots
- parking below ground
- To keep on-site parking
- Paid parking-urban road congestion is reduced to 10%.

Traffic Management

General Plan in accordance with the 2020 amendment, the following measures to improve the management of traffic in Ulaanbaatar.

- concentration within the distractions of the city and urban planning measures to distribute traffic and reduce congestion
- limit the rise in the number of vehicles, and to take measures to improve the quality of
- Improve management of traffic regulation, traffic zones to determine the limits and other measures
- To keep the development of all kinds of public transport
- take measures to address the problem in the parking lot of the city
- To keep the city within the logistics / distribution / solve their problems

Traffic Control Management

Movement coordination in order to improve the management of:

- traffic zones to determine the limits
- Number participate in the last number
- To keep traffic to organizing transport ITS widescreen is in the process of introducing effective systems.

The “Traffic Rational System” incorporates various means to aid roads navigate the roads of Ulaanbaatar. Means include CCTV monitoring, video sensors to detect traffic movement, and variable message boards (VMS) to display information about road conditions. Road users can also consult the Cities road user website which can provide real time information, allowing them to properly plan their journey.

Q6-How does your city implement road safety policies and measures? Is there any improvement in traffic safety since Kyoto Declaration (2007)?

Could you provide the number of traffic accidents and fatalities for last 7 years (2007-2014)?

5 dated March 2, 2012 Mongolian Government Resolution No. 146 to the 2012-2020 adopted a national strategy to ensure traffic safety. The main objective of the strategy of the Mongolian State in 2012-2020 and deaths from road traffic accidents and the number of injured people is planned to reduce by 50% each. The following key strategic objectives:

- Safety management
- Road safety and the environment
- Security vehicles
- Activities for traveling
- Of care following the accident

The responsibility of these objectives is held by:

- The Road and transport state central administrative body in charge of strategy implementation, monitoring and evaluation, presented annually to the Government;
- The head of strategy at all levels in the implementation, monitoring and evaluation, and track and report annually by central government authorities in charge of transport.

Registered capital of road traffic accidents and related deaths

Year	Due to road traffic accidents	Mortality due to road traffic
2007	9885	256
2008	10173	208
2009	9909	184
2010	11157	174
2011	12181	215
2012	13557	114
2013	15110	149
2014 / In the first 8 months/	12086	91