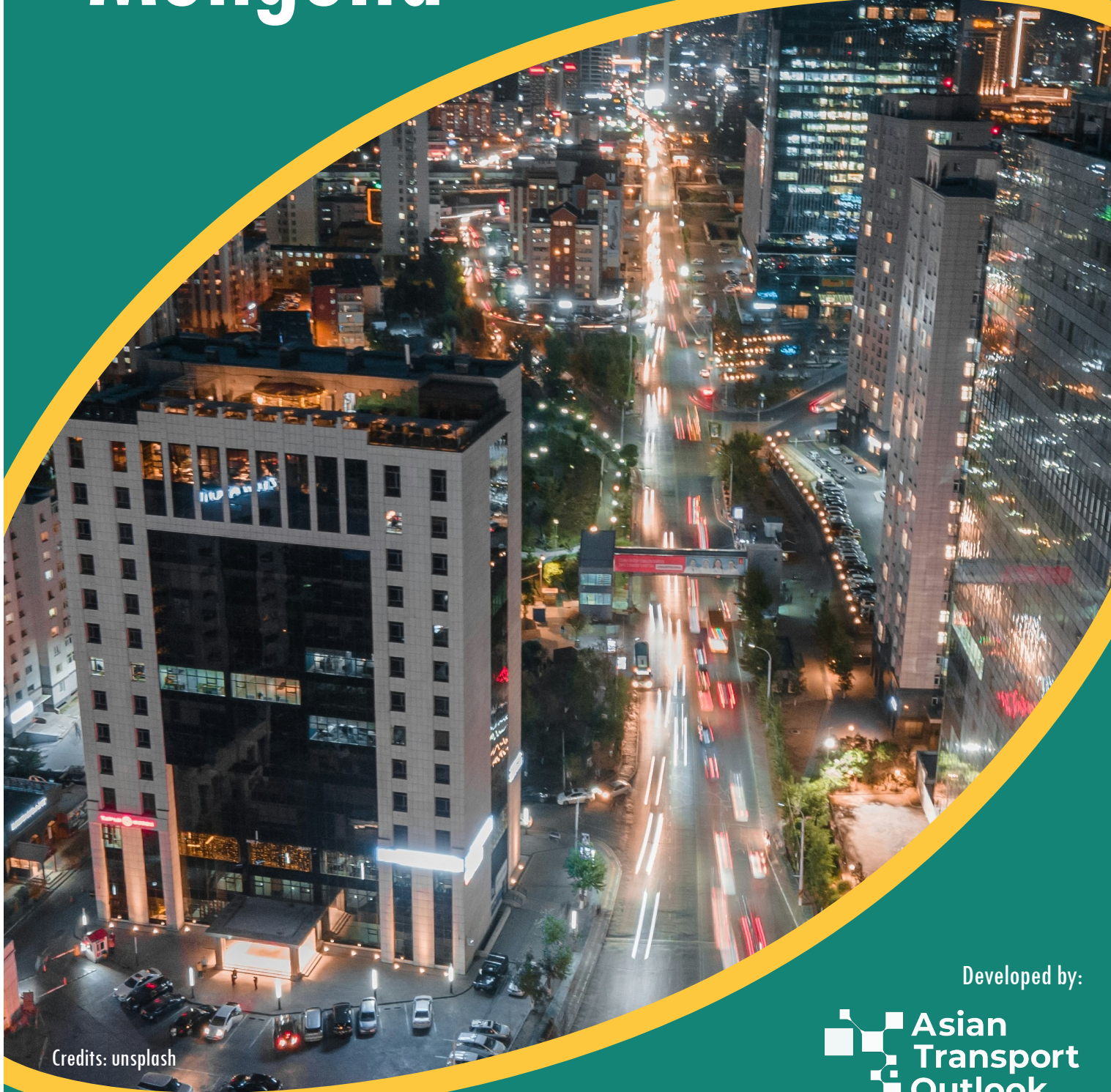


Transport and Climate Profile

Mongolia



Credits: unsplash

Developed by:



Developed with the support of:



Introduction to the profiles: These “Transport and Climate Profiles” are part of the research work entitled “Transport NDC Gap Analysis for Low- and Middle-Income Countries (LMICs) in Asia and the Pacific” which is being implemented and builds on the work of the Asian Transport Outlook (ATO), a project initiated and supported by the Asian Development Bank (ADB). ATO is also being supported by the Asian Infrastructure Investment Bank (AIIB). The research is being co-funded by UKAID through the UK Foreign, Commonwealth and Development Office (FCDO) under the High-Volume Transport (HVT) Applied Research Program managed by DT Global International Development UK LTD (DT Global). The research is being implemented under HVT057 (Transport Decarbonisation Index - <https://transport-links.com/funded-projects/transport-decarbonisation-index-tdi>) whose lead research supplier is the Partnership on Sustainable, Low Carbon Transport. These profiles are designed to complement the main report of the research entitled *Bridging the Gap: A Deep Dive into NDCs and Transport Policy Landscapes in Low- and Middle-Income Asian Economies*. While intended as supplementary materials, they also function as standalone knowledge products. All the related knowledge products will be made available through <https://asiantransportoutlook.com/analytical-outputs/ndc-analysis> and <https://asiantransportoutlook.com/analytical-outputs/transportclimateprofiles/>

The Asian Transport Outlook (ATO) is an initiative that aims at strengthening the knowledge base on transport in the Asia-Pacific region. It supports the planning and delivery of transport-related assistance in Asia, supports wider transport policy making, and helps track global and regional processes related to sustainable development. For example, ATO is the monitoring mechanism for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030) which was adopted by more than 20 countries in Asia-Pacific through the High Level Environmentally Sustainable Transport Forum (EST) that is organized by the United Nations Centre for Regional Development (UNCRD)-DSDG/UN DESA, along with its partners. For more information, visit asiantransportoutlook.com

This profile is structured into two main sections: Data Insights and Policy Insights. Under “Data Insights”, individual components at the intersection of transport and climate change are detailed. Similarly, the “Policy Insights” section outlines various policy documents, measures, and targets.

Disclaimer: The ATO project collects, collates, organizes, and presents transport-relevant data from publicly available official sources and reputable, peer-reviewed secondary sources. Users should be aware that: the ATO does not generate any primary data; the source data may contain inconsistencies or gaps; despite rigorous quality control measures, the ATO cannot guarantee the absolute accuracy, completeness, or suitability of the data for specific purposes.

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Transport and Climate Profile: Mongolia

2024

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Executive Summary

Mongolia, a lower-middle-income East Asian economy, faces unique challenges in balancing its transport needs with climate change mitigation and adaptation goals.

CO2 Emissions:

- Mongolia's transport sector CO2 emissions in 2023 were 2.9 million tonnes, accounting for 10% of the total economy-wide emissions. While emissions growth has slowed since the adoption of the Paris Agreement and SDGs in 2015 to 5% annually, this still exceeds the pre-2015 rate of 4% and the Asia-Pacific average of 1% between 2019-2023. The road sector remains the dominant contributor, accounting for 73% of transport emissions in 2022.

Energy Consumption:

- In 2021, Mongolia's transport sector consumed 25,728 terajoules of energy, primarily driven by road transport, which accounted for 100% of total transport energy consumption and relied entirely on oil products. This heavy reliance on oil products contrasts with the growing global trend towards biofuels and electricity in the road sector, where Mongolia's usage remains at 0%.
- The transport sector's energy consumption in Mongolia has experienced significant growth, increasing by 2% annually between 2000-2010 and accelerating to 7% annually since 2010. Although energy intensity has decreased from 1.16 megajoules per USD of GDP in 2000 to 0.60 in 2021, it still exceeds the Asia-Pacific average of 0.44 MJ per USD in 2022.
- Mongolia's grid emission factor, a measure of the environmental impact of electricity generation, was 853 gCO2 per kWh in 2022, higher than the Asia-Pacific average of 581 gCO2 per kWh and the East Asia subregion average of 573 gCO2 per kWh. This indicates that Mongolia's electricity generation is relatively carbon-intensive compared to its regional peers. Notably, Mongolia did not provide fossil fuel subsidies between 2010-2022.

Adaptation and Resilience:

- Mongolia's transport infrastructure is vulnerable to climate change impacts, with an estimated \$0.91 million in potential average annual losses. This vulnerability is particularly pronounced in the road network. In a 2023 assessment of national road vulnerability, Mongolia ranked 65th out of 208 countries. This ranking reflects the country's road network's susceptibility to disruptions caused by hazards and its limited alternative routes in case of such events.

Vehicle Fleet:

- The number of vehicles in Mongolia has grown significantly, reaching 1.32 million in 2022. While there have been efforts to increase the import of electric vehicles, the overall share in the fleet remains low. Between 2017 and 2023, Mongolia imported 49.1 million USD worth of electric vehicles, with 12.9% of imported buses being electric. The proportion of electric vehicles in total road vehicle imports grew from 0.0% in 2017 to 2.0% in 2023. However, this is still significantly lower than the East Asia subregion's 13.9% share of electric imports in 2023. Despite this, Mongolia scores 58/100 in the overall E-mobility Readiness Index in 2024, with a cumulative score of 14, 10, 20, and 14 on access to technology, availability of supporting EV policy, access to clean energy, and market and financial incentives.

Urban Transport:

- Public transport infrastructure in Mongolia is limited, with only 0 kilometers of rapid transit in 2021. This poses challenges in providing sustainable and accessible transportation options for urban populations.

Investments:

- Mongolia has received official development assistance for transport projects, but more investment is needed to address the sector's climate change challenges and promote sustainable transport modes.

Policy:

- Mongolia has developed several policy documents addressing transport and climate change, including its NDC. However, there are gaps in the NDC, such as the absence of specific targets for transport GHG emissions. Additionally, there is a need for greater alignment between the NDC and broader transport policies. Mongolia's Nationally Determined Contribution (NDC) sets a mitigation target of a 22.7% reduction in total national greenhouse gas emissions by 2030. With additional conditional measures like carbon capture and storage, this reduction could reach 27.2%. The policies and measures in place are expected to achieve a 14% reduction in total national GHG emissions (excluding LULUCF) by 2030 compared to business as usual. However, Mongolia has not yet established a net-zero, carbon neutrality, or other long-term emissions target. Its NDC does not have a specific target for transport GHG emissions.

Policy Priorities and Opportunities:

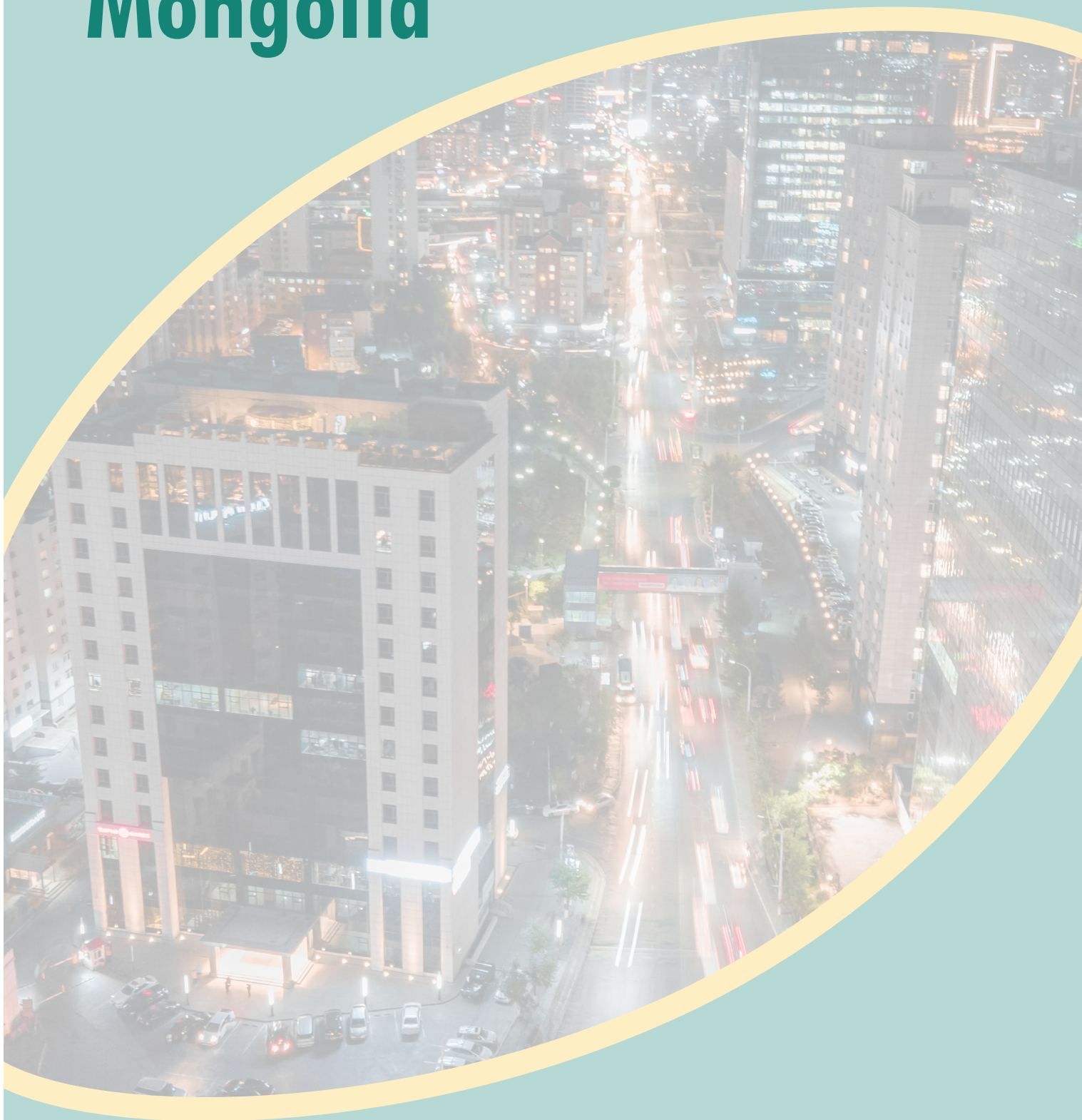
- The focus heavily leans towards climate change mitigation (76%), leaving adaptation and resilience measures underrepresented (20%). This imbalance could leave Mongolia's transport sector vulnerable to the impacts of climate change. While relevant, key documents like the State Policy on Automobile Sector and the Action Plan of the Government of Mongolia do not fully bridge this gap. There are significant opportunities to integrate climate considerations into Mongolia's transport policies. Prioritizing measures from the NDC and LTS, such as those related to rail infrastructure expansion and developing a logistics hub, could align policy with national climate goals. Additionally, increasing the focus on adaptation and resilience would ensure that the transport sector is prepared for the challenges of a changing climate.

NDC Gaps and Alignment:

- Mongolia's broader transport policy landscape includes diverse targets for fuel quality, aviation, e-mobility, infrastructure, and logistics. However, there's a notable gap between these policies and the country's Nationally Determined Contribution (NDC) and Long-Term Strategy (LTS), with only 4% of the priority measures aligned with these national climate commitments. Mongolia's NDC lacks specific targets for transport GHG emissions and a long-term emissions strategy for the transport sector. Aligning the NDC with broader transport policies and setting concrete targets for reducing emissions from the transport sector would be crucial steps forward.

Mongolia faces significant challenges in addressing the impacts of climate change on its transport sector. However, with targeted investments, policy reforms, and a focus on sustainable transport modes, the country can transition towards a low-carbon and climate-resilient transport system.

Data Insights Mongolia



Mongolia

Transport and Climate Profile

Population (2024)
3.5 million

Urban population
69%

Below 18 y.o.
38%

Population density
2 persons per sqkm

Rural population
31%

Above 60 y.o.
9%

Subregion
(1) **East Asia**

Gross domestic product
(1) (GDP PPP, 2023)
62.42 billion USD

(1) Domestic consumption per capita, tonnes (2024)
48.9 tonnes

(1,2) *Domestic consumption is the total amount of materials directly used in the economy (used domestic extraction plus imports), minus the materials that are exported.*

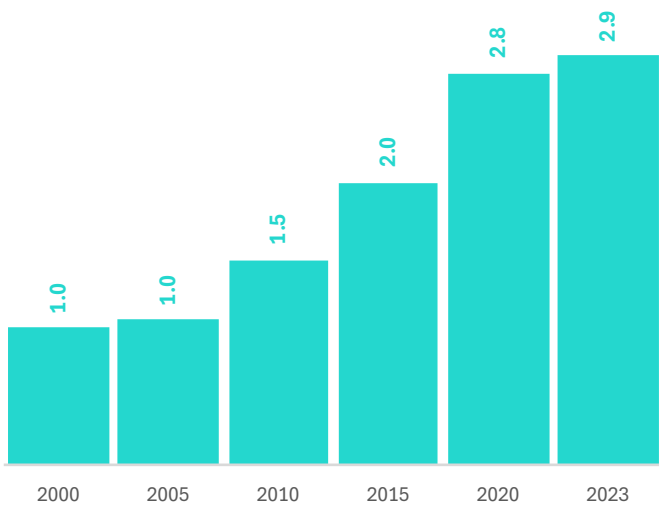
Income class
Low and lower middle income

GDP per capita (PPP, 2023)
18,108 USD (1,2)
(2)

(3)

I. Transport and Climate Change

Transport fossil CO2 emissions, million tonnes



In 2010, transport contributed 10% of total fossil CO2 emissions. By 2023, transport contributed 10%.

Share of transport CO2 emissions by mode (2022)

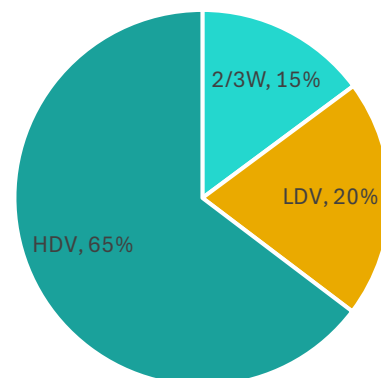
(4) Road	72.6%	Rail	27.2%	(4)
Navigation	0.0%	Aviation	0.2%	(4)

Navigation and aviation only includes domestic transportation

Between 2000-2015, road transport contributed 75% in transport fossil CO2 emissions. Between 2016-2022, road transport contributed 71%.

Road transport CO2 emissions (well-to-wheel), share by mode (2022)

(5)



Transport CO2 emissions intensity (2023)

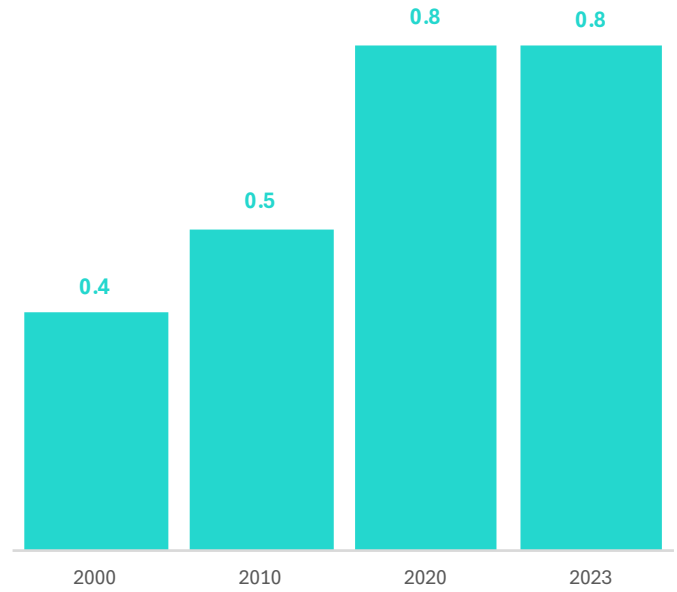
47 gCO2 per USD

(2,4)

Asia-Pacific average is 32 gCO2 per USD

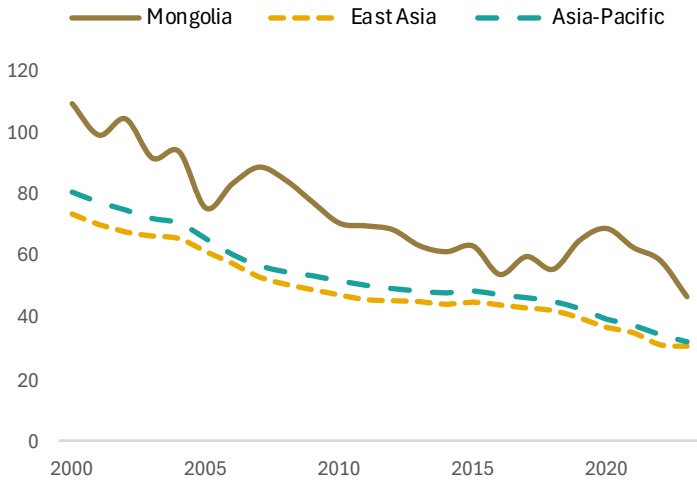
Transport fossil CO2 emissions per capita, tonnes

(1,4)



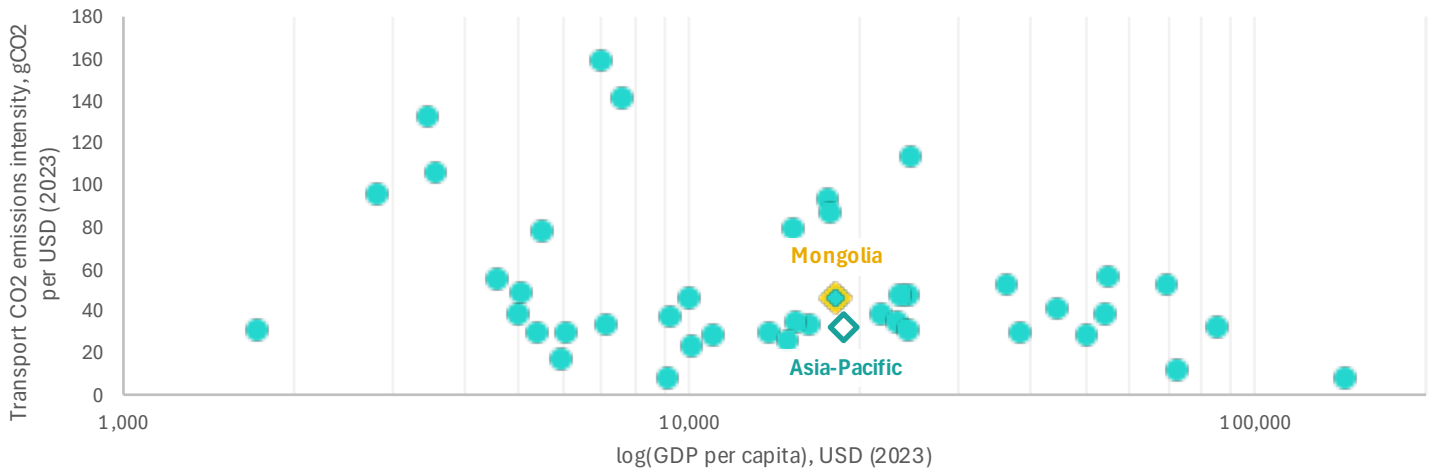
Transport CO2 emissions intensity trend, gCO2 per USD

(2,4)



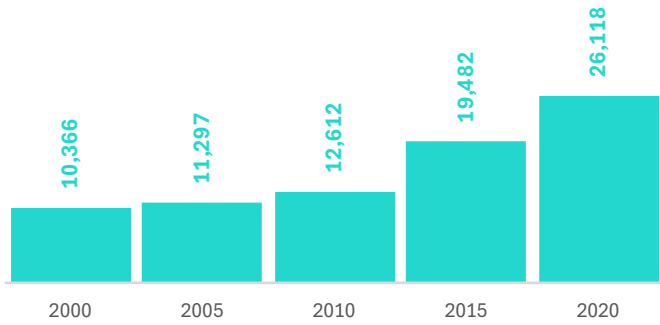
Transport CO2 emissions intensity in Asia-Pacific, gCO2 per USD

(2,4)



II. Transport Energy Consumption

Transport energy consumption, TJ

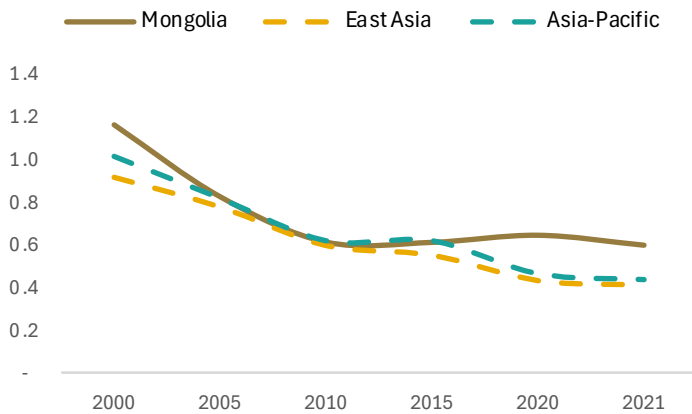


Transport energy intensity (2021)

0.6 MJ per USD

Asia-Pacific average is 0.4 MJ per USD

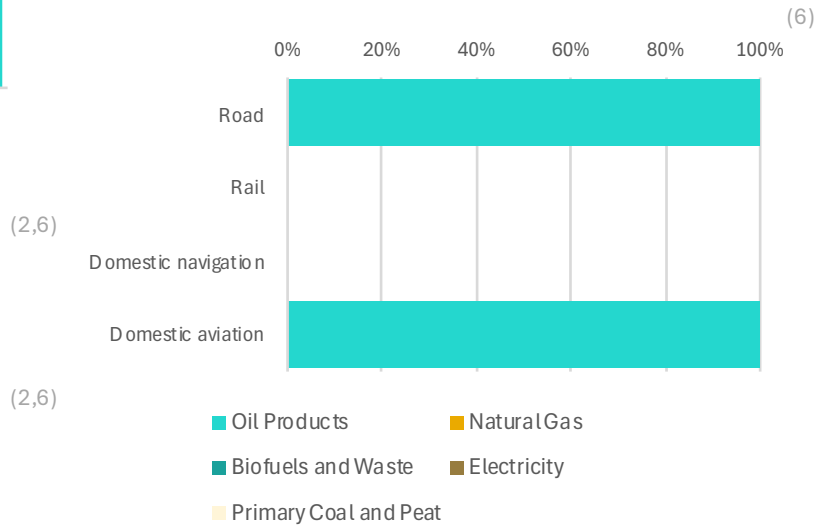
Transport energy intensity trend, MJ per USD



Share of transport energy consumption by mode (2021)



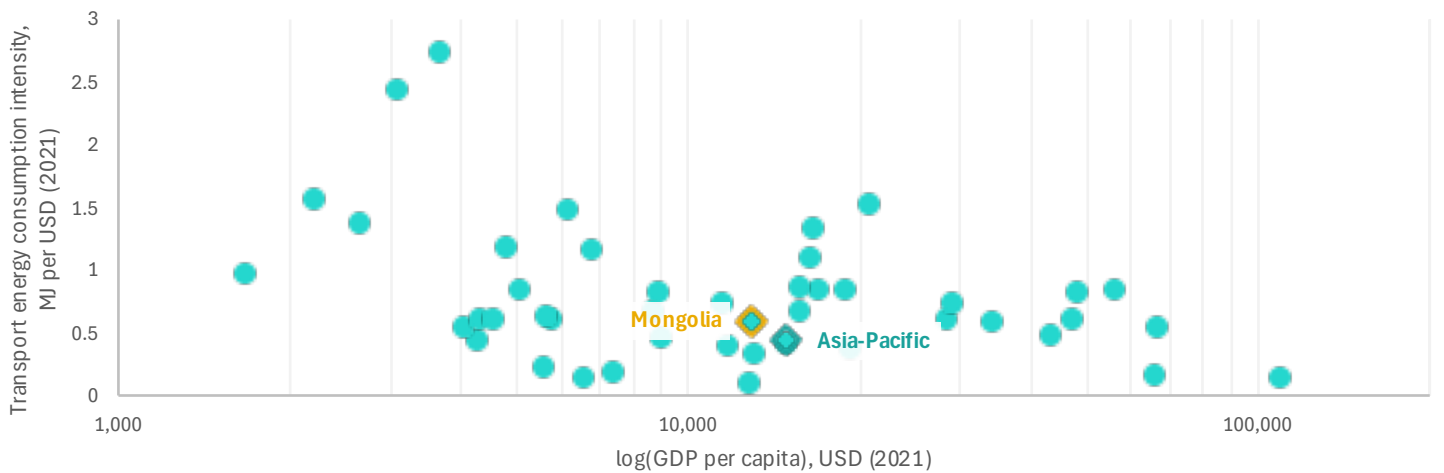
Share of transport energy consumption by source (2021)



Share of transport in renewable energy consumption



Transport energy intensity in Asia-Pacific, MJ per USD

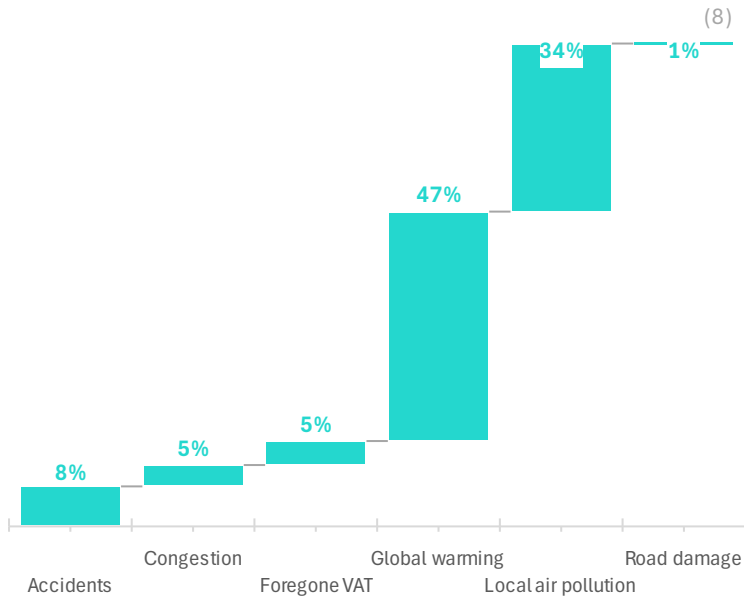


Transport fossil fuel subsidies, cumulative (2010-2022)

None

0.0% of Asia-Pacific total

Estimated externalities due to fossil fuel subsidies



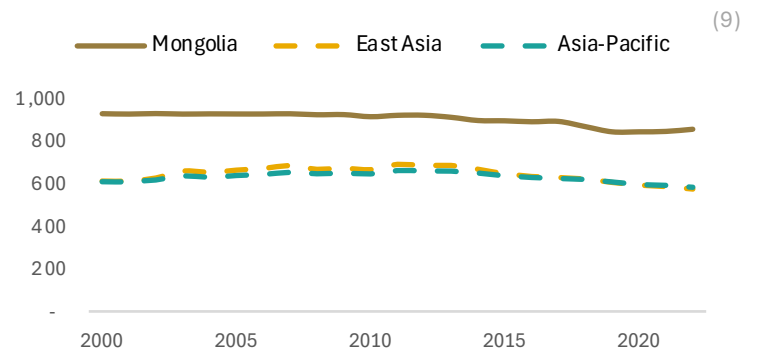
Data includes all sectors and all fuel types

Grid emission factor (2022)

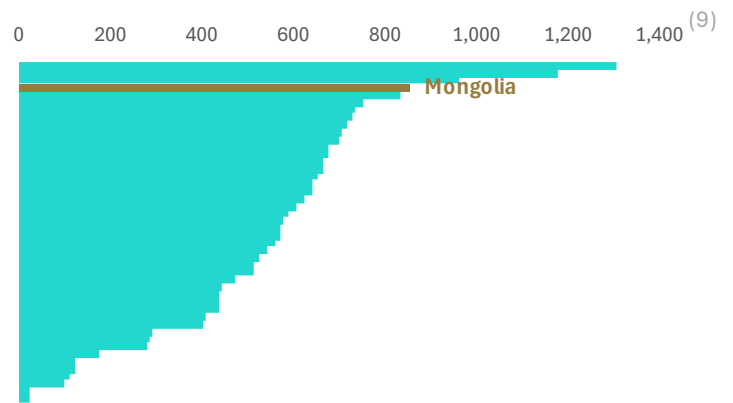
(7) **853 gCO₂ per kWh**

(9)

Grid emission factor trend, gCO₂ per kWh



Grid emission factors in Asia-Pacific, gCO₂ per kWh



III. Adaptation and Resilience

Average annual losses to transport infrastructure due to hazards (2023)

1 million USD

Road	Rail
77%	21%
Ports	Airports
0%	1%

National road vulnerability index ranking (2023)

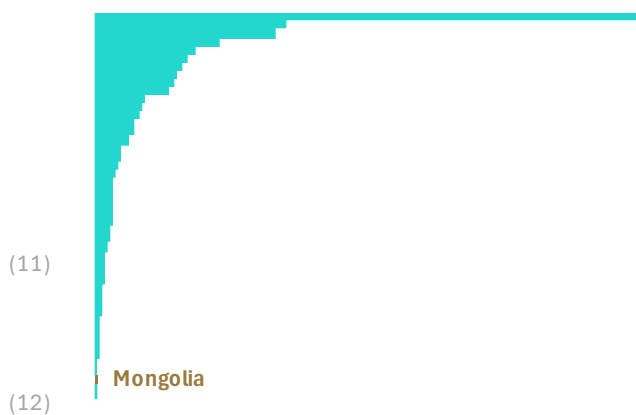
65th out of 208 countries

Share of population in low elevated coastal zones (2018)

n.d.

Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023)

(10) 0.0% 0.1% 0.2% 0.3% 0.4% 0.5% (10)

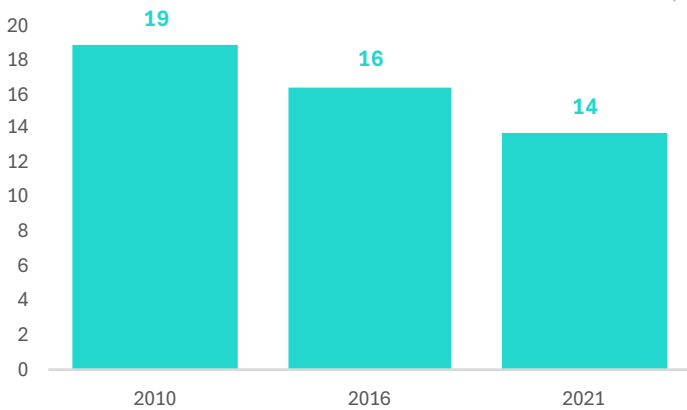


IV. Other Externalities

Road crash fatalities (2021)

414 deaths

Road crash fatality rate per 100 thousand population



Asia-Pacific average is 16 fatalities per 100 thousand population

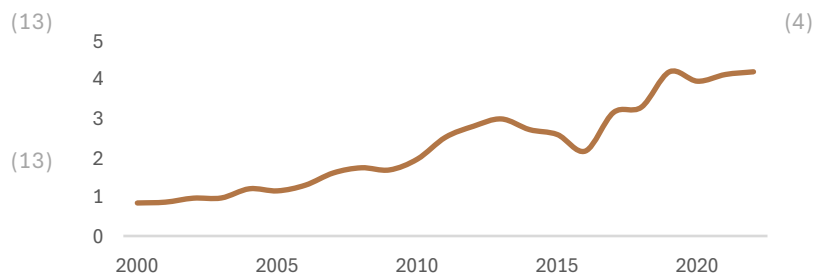
Rural access index (2023)

66%

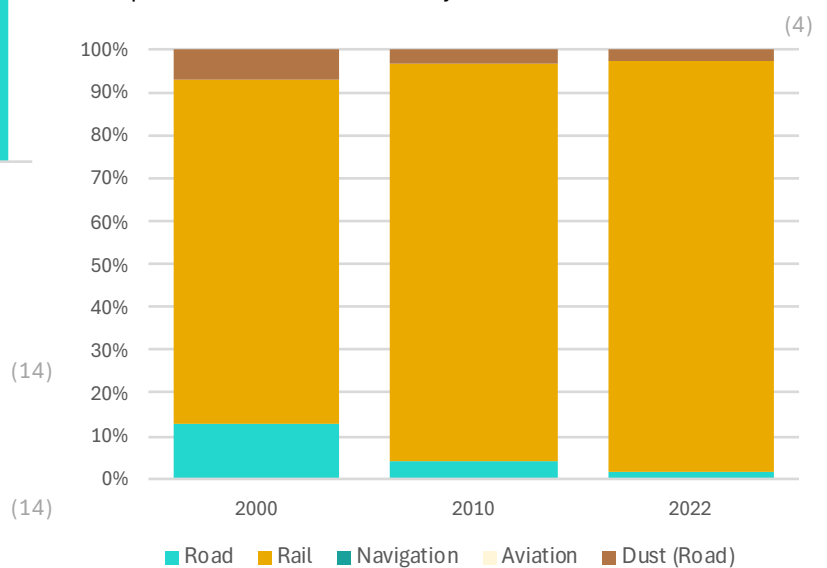
Rural population without access to all-season roads (2023)

0.3 million

Transport PM 2.5 emissions trend, thousand tonnes



Transport PM 2.5 emissions share by source



V. Vehicle Fleet

Road vehicles (2022)

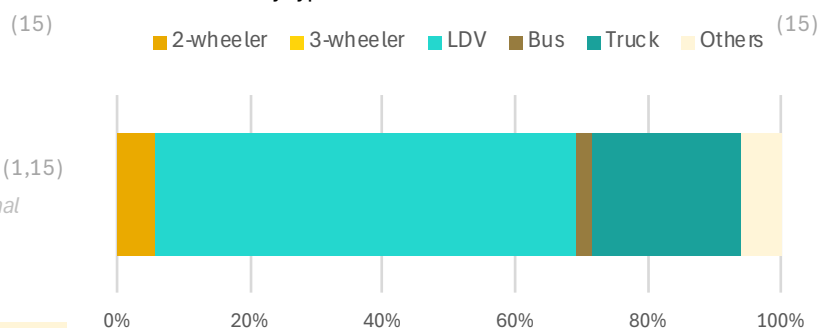
1.3 million vehicles

Road vehicle motorization rate (2022)

389 vehicles per thousand population

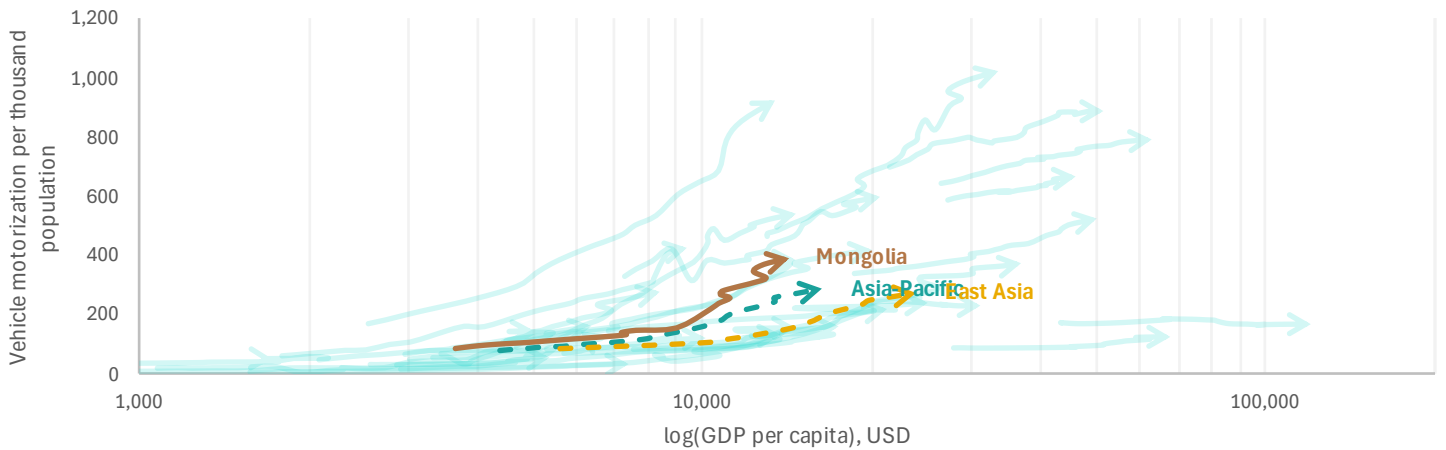
Road vehicles include 2- and 3-wheelers, LDVs, buses and other informal public transport, trucks, and other unclassified types

Share of vehicles by type



In 2000, Mongolia had 84 vehicles per thousand population. By 2022, this has increased to 389 compared with Asia-Pacific average of 577 in 2022.

Vehicle motorization per thousand population in Asia-Pacific (2000-2022)



Bus import value (2015-2023)

179.4 million USD

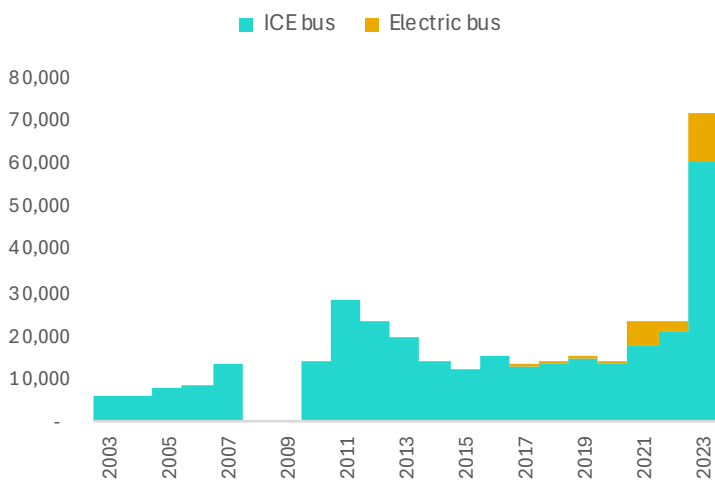
Bus vehicle production, units

(16)

(17)

Bus import value, thousand USD

(16)



E-mobility Readiness Index (2024)

| Technology & Market

14/25

| Policy

10/25

(18)

| Energy

20/25

| Financial

14/25

| Overall

58/100

Electric road vehicle import value (2017-2023)

49.1 million USD

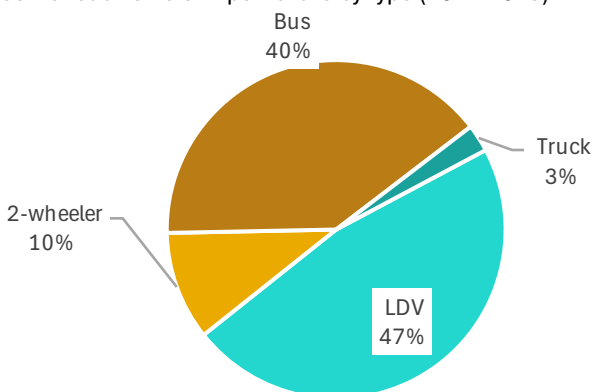
(16)

Electric road vehicle share in total road vehicle import value trend

(16)

Electric road vehicle import share by type (2017-2023)

(16)



VI. Urban Transport

Urban rapid transit length (2021)

BRT	LRT
None	None
Metro	
None	

(19)

(19)

Urban rapid transit ratio in Asia- Pacific, kilometers per million urban population (2021)

(1,19)

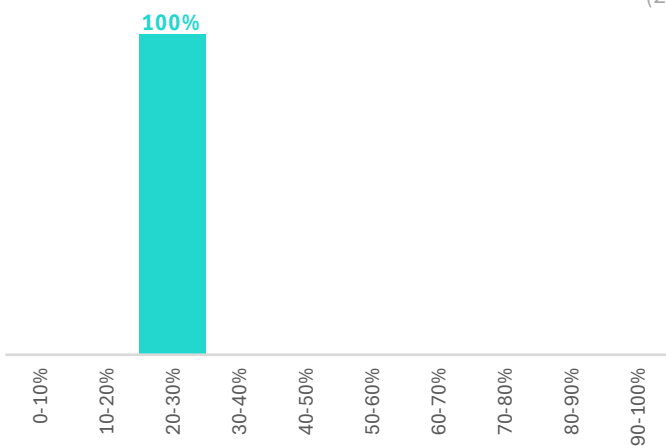
Urban rapid transit ratio (2021)

NA (1,19)

Urban rapid transit ratio, kilometers per million urban population (2000-2021)

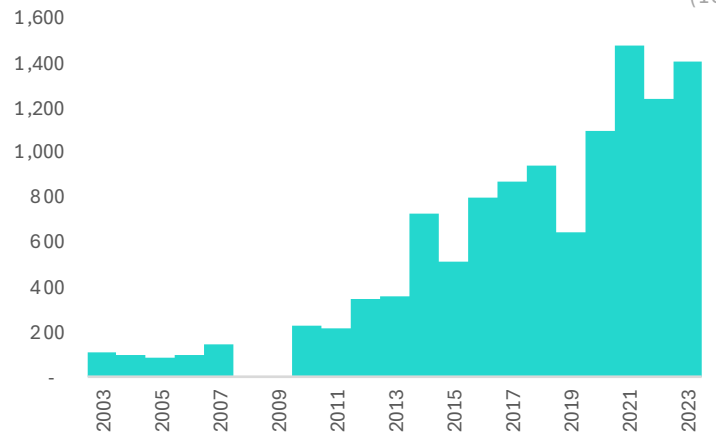
Share of cities by level of access to public transport (out of 1 cities)

(20)



Bicycle import value, thousand USD

(16)



VII. Transport Investments

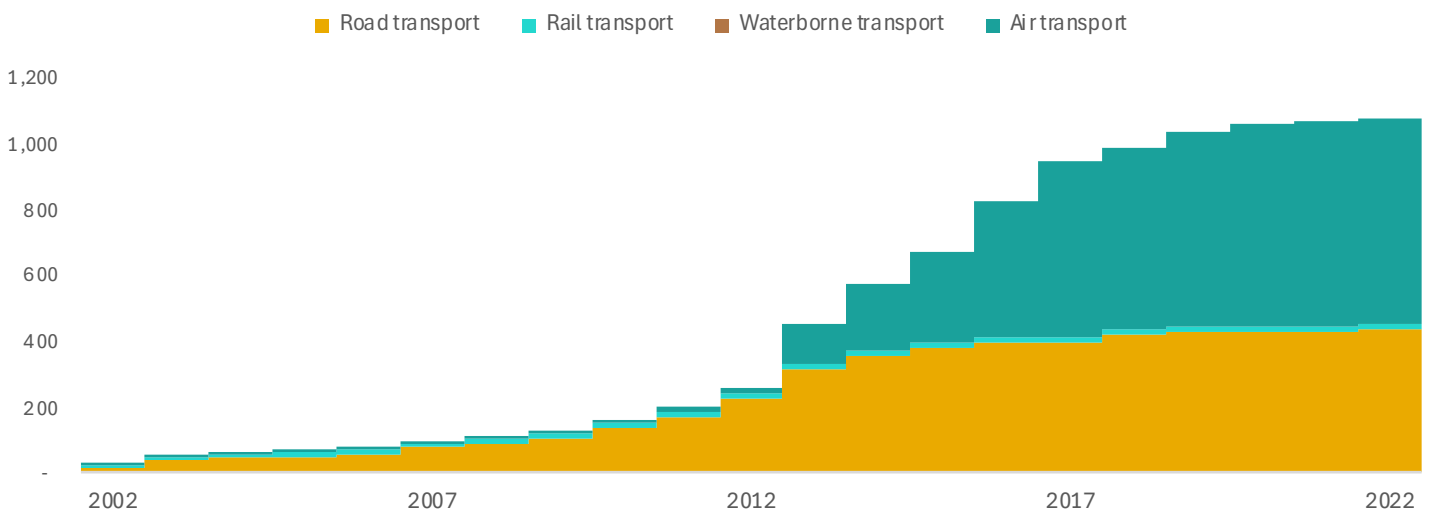
Public-private partnership investments in the transport sector, million USD

(21)

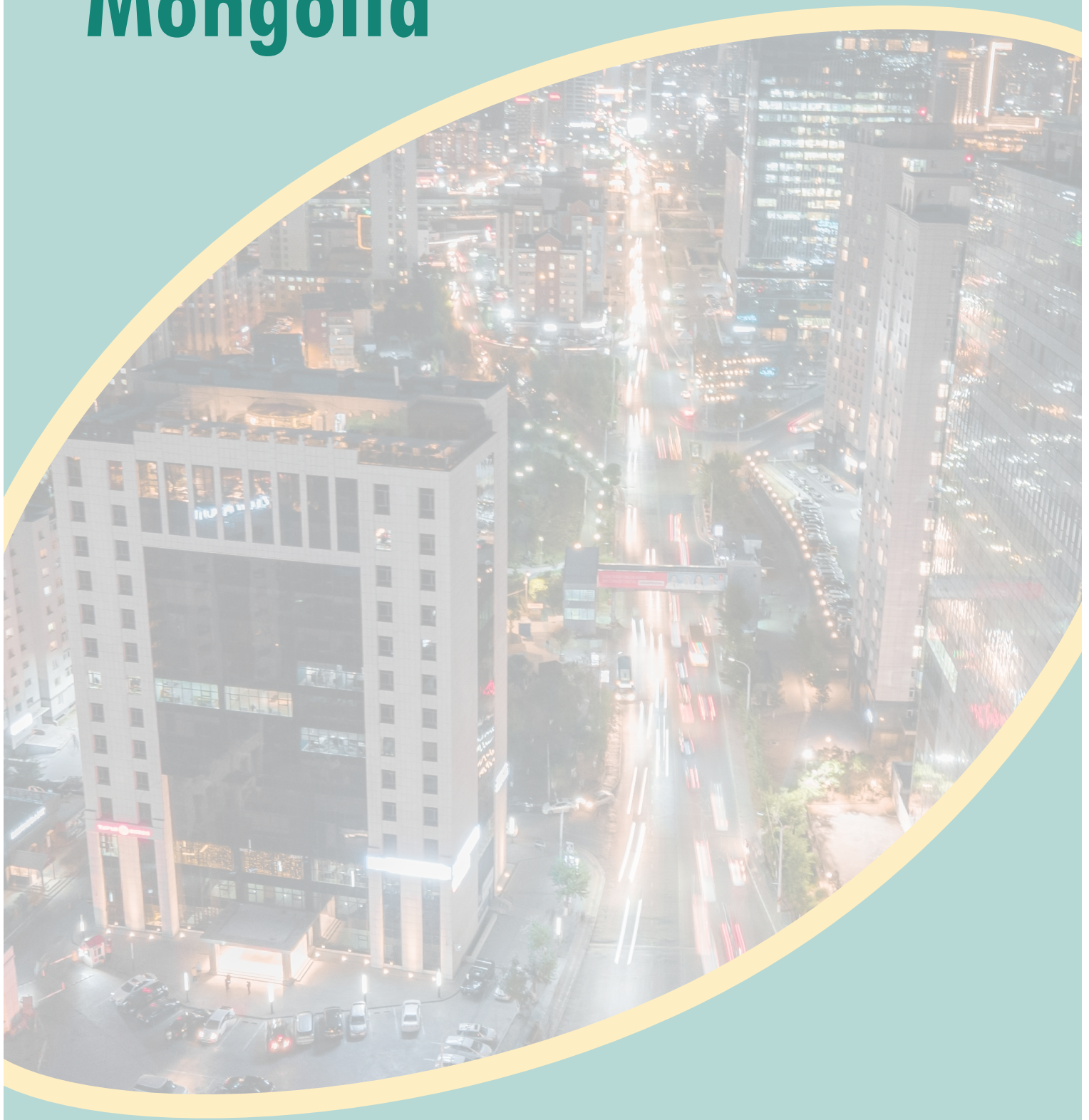


Official development assistance in the transport sector, million USD

(22)



Policy Insights Mongolia



VIII. Transport and Climate Policy Documents

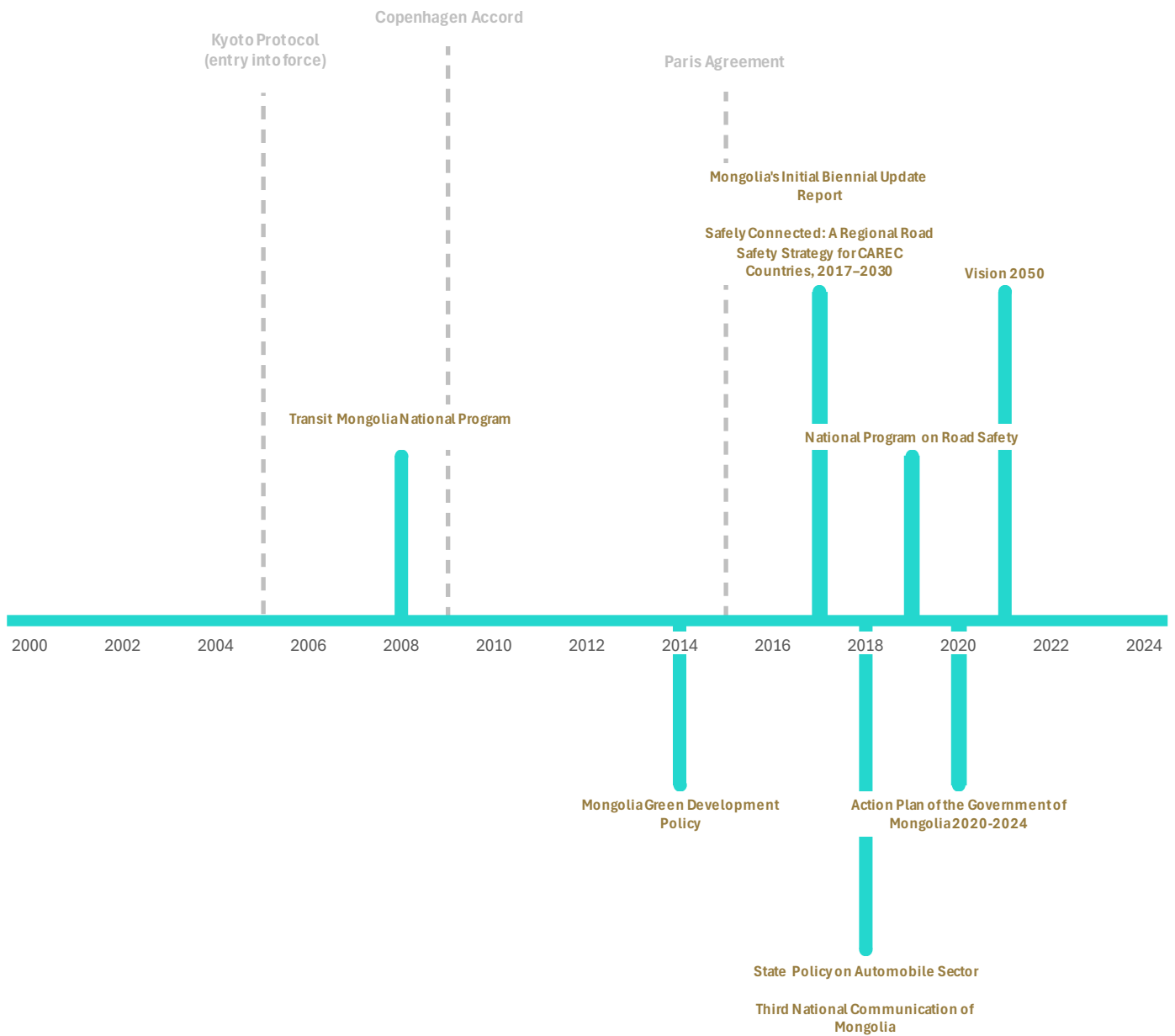
Transport-related policy documents in Mongolia

Selection made based on the number of climate change mitigation and adaptation policy measures

Nationally Determined Contributions of Mongolia

2015: Intended Nationally Determined Contribution (Updated)

2020: First Submission of Mongolia's NDC



IX. Representation of Transport in Key Climate Policy Documents

Nationally Determined Contributions

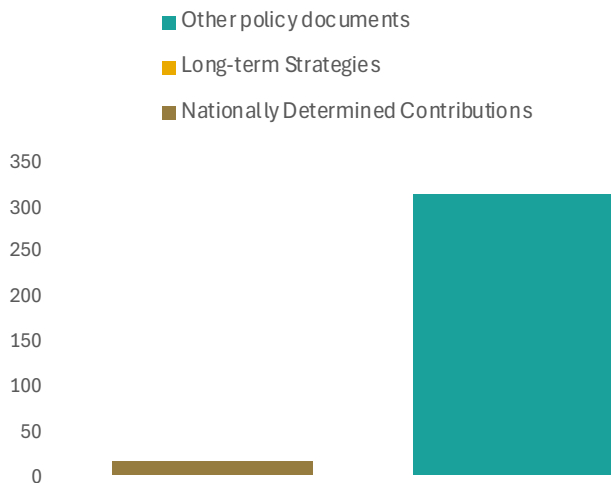
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>First Submission of Mongolia's NDC (adopted in 2020)</i>	Mitigation measures	Yes	Yes			
	Mitigation targets					
	Adaptation measures					
	Adaptation targets					

Long-term Strategies

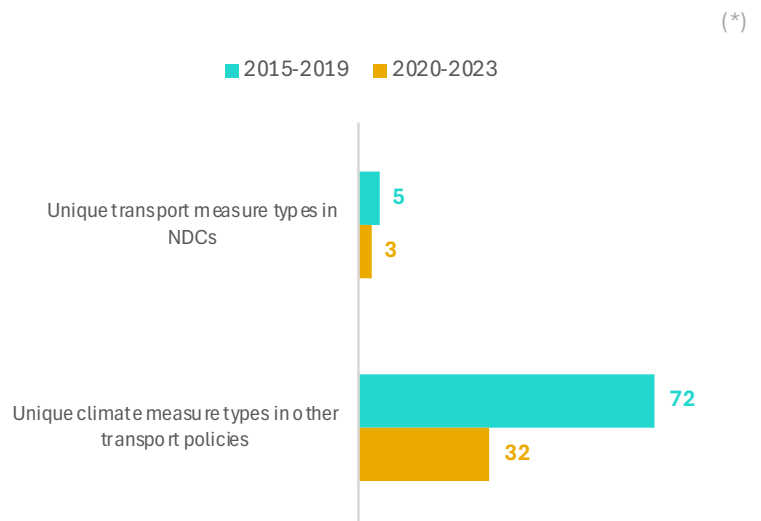
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
None	Mitigation measures					
	Mitigation targets					
	Adaptation measures					
	Adaptation targets					

X. Distribution of Transport and Climate Policy Measures in Policy Documents

Number of policy measures by source



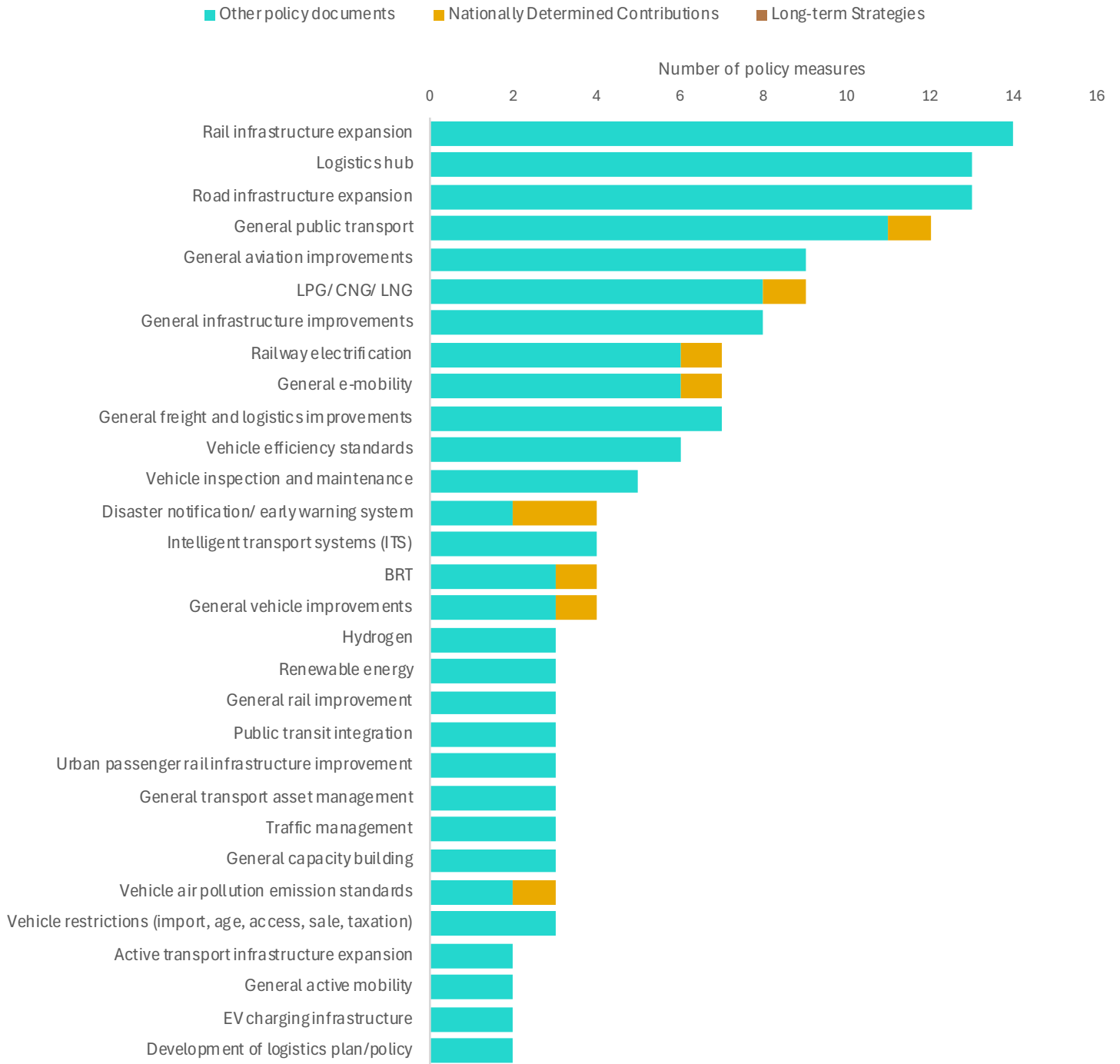
Integration of climate ambition, unique number of policy measures in (*) NDCs and other transport policies



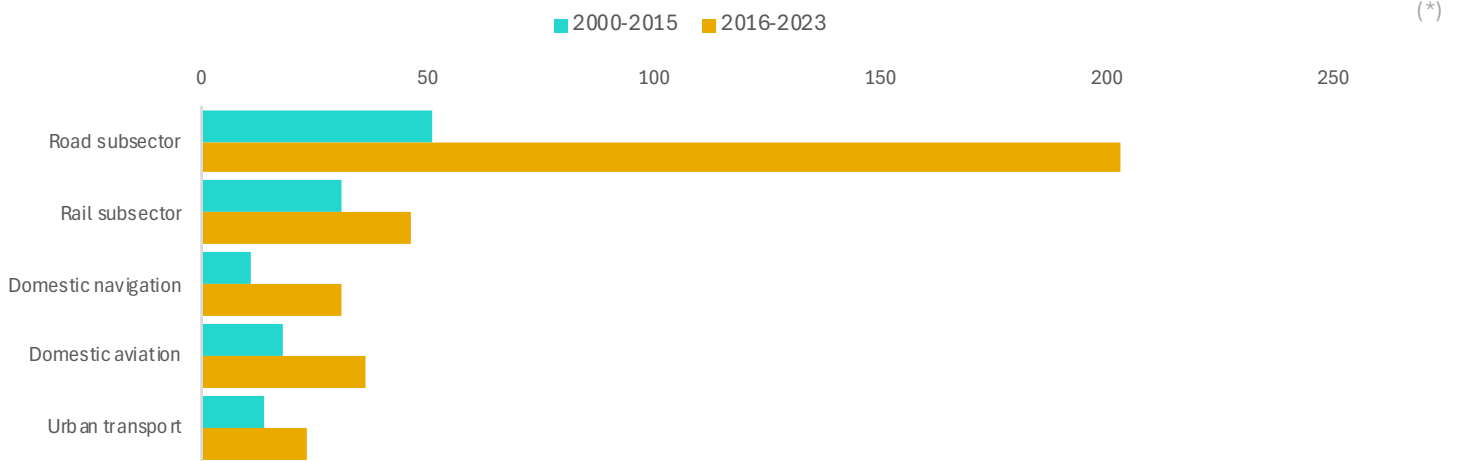
XI. National Policy Priorities on Transport

Priority policy measures on climate change mitigation and adaptation in transport (top 30)

(*)



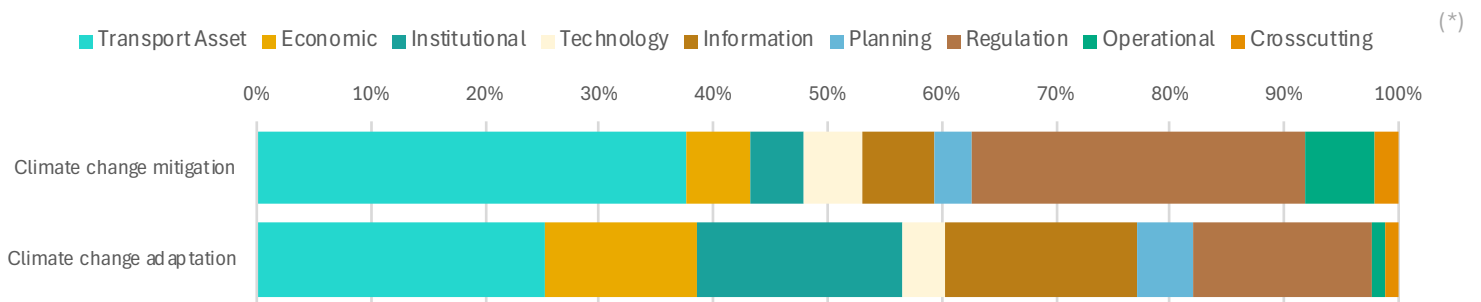
Number of climate change policy measures by subsectors



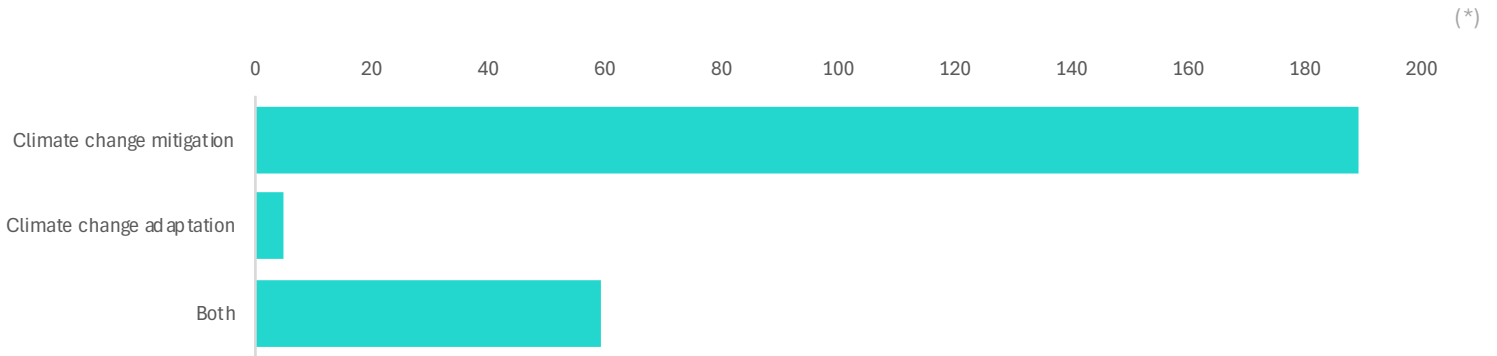
Number of climate change policy measures by passenger vs. freight



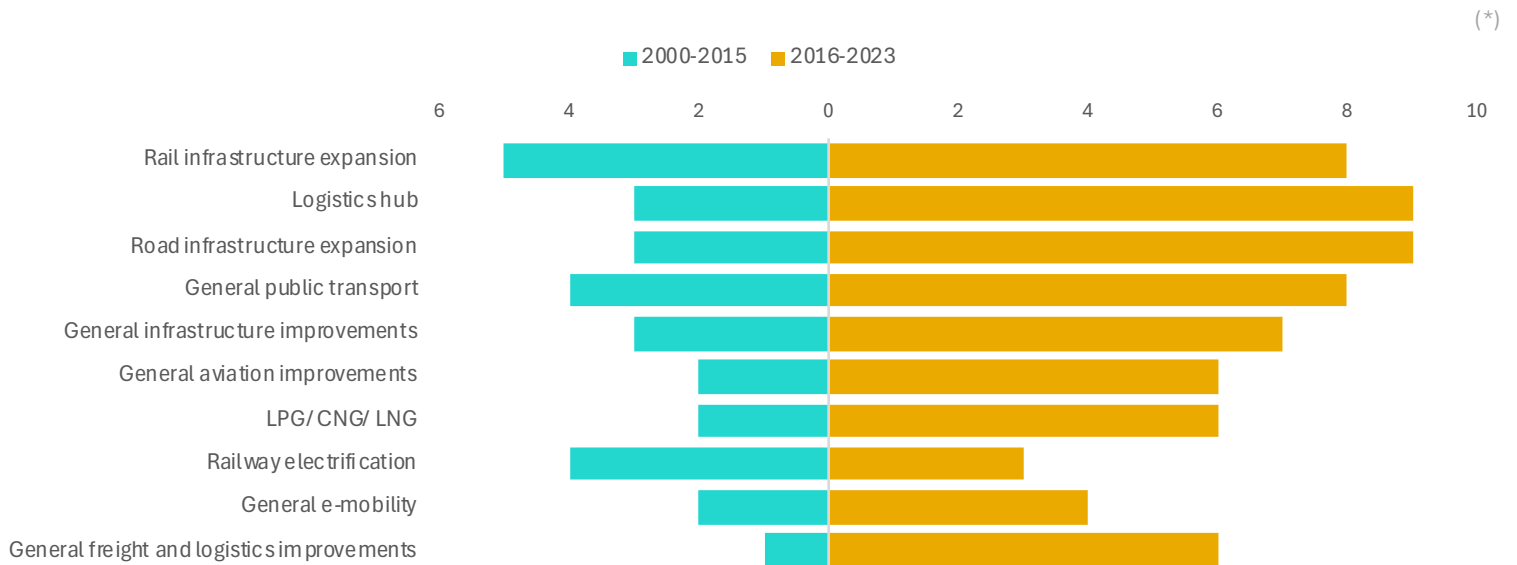
Transport-related climate change policy measures by framework



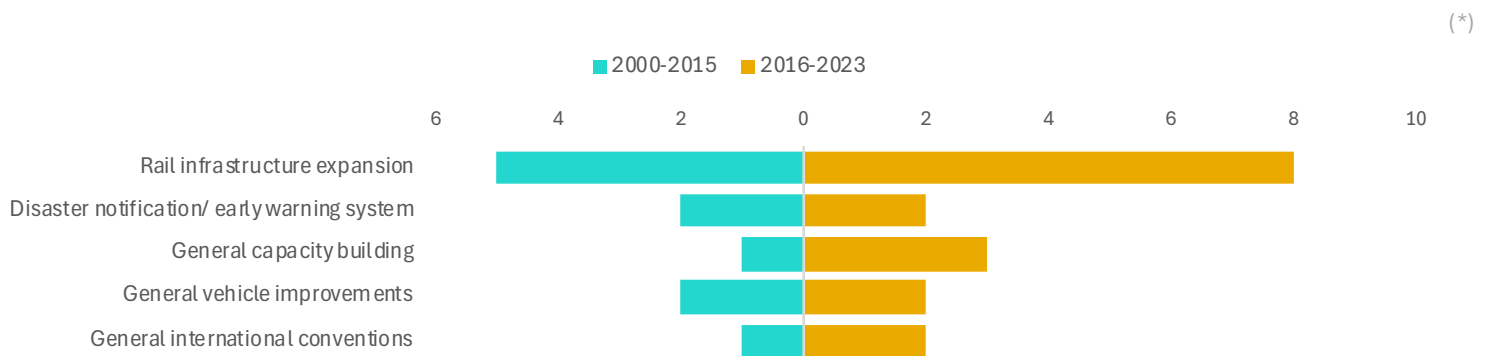
Number of climate change mitigation vs. climate change adaptation policy measures



Climate change mitigation top 10 typology, number of policy measures



Climate change adaptation top 5 typology, number of policy measures



XII. Direct GHG Targets

This table contains transport-relevant (e.g. economy-wide; sector-specific) GHG emissions targets as explicitly mentioned in the policy documents of Mongolia

Document	Year published	Target	Target year
Economy-wide emissions			
First Submission of Mongolia's NDC	2020	The mitigation target of Mongolia's NDC will be a 22.7% reduction in total national greenhouse gas (GHG) emissions by 2030. In addition, if conditional mitigation measures such as the carbon capture and storage and waste-to-energy technology are implemented, then Mongolia could achieve a 27.2% reduction in total national GHG emissions.	2030
Intended Nationally Determined Contribution (Updated)	2015	The expected mitigation impact of these policies and measures will be a 14% reduction in total national GHG emissions excluding Land use, land use change and forestry (LULUCF) by 2030, compared to the projected emissions under a business as usual scenario.	2030
Mongolia's Initial Biennial Update Report	2017	The expected mitigation impact of these policies and measures will be a 14% reduction in total national GHG emissions excluding Land use, land-use change and forestry (LULUCF) by 2030, compared to the projected emissions under a business as usual scenario.	2030
Net zero, carbon neutrality, and other long-term climate action			
Transport GHG emission			
First Submission of Mongolia's NDC	2020	1,048.8 Gg CO ₂ e with measures	2030

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Mongolia which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
General e-mobility			
Intended Nationally Determined Contribution (Updated)	2015	Increase the share of private hybrid road vehicles from approximately 6.5% in 2014 to approximately 13% by 2030.	2030
Third National Communication of Mongolia	2018	Increase the share of private hybrid road vehicles from approximately 6.5% in 2014 to approximately 13% by 2030.	2030
Fuel quality			
Mongolia Sustainable Development Vision 2030	2016	Meet up to 100 percent of the national demand for main fuels from domestic production meeting the Euro-5 standards	2030
General aviation improvements			
Vision 2050	2021	Number of airports with state ranking = 4	2025
Vision 2050	2021	Number of airports with state ranking = 7	2030
Vision 2050	2021	Number of airports with state ranking = 9	2050
General freight and logistics improvements			
State Policy on Automobile Sector	2018	Cargo terminal = 21	2026
General infrastructure improvements			
State Policy on Automobile Sector	2018	Infrastructure Quality in Global Competitiveness Indicators = 74	2026
Logistics hub			
State Policy on Automobile Sector	2018	Logistics center = 6	2026
Vision 2050	2021	Number of new regional transport and logistic centers = 4	2025
Vision 2050	2021	Number of new regional transport and logistic centers = 7	2030
Vision 2050	2021	Number of new regional transport and logistic centers = 11	2050
Public transit integration			
State Policy on Automobile Sector	2018	Passenger service bus station = 23	2026
Rail infrastructure expansion			
Vision 2050	2021	The length of newly built railroads = 1174	2025
Vision 2050	2021	The length of newly built railroads = 1960	2030
Vision 2050	2021	The length of newly built railroads = 4838	2050
Renewable energy			

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Mongolia which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
Mongolia Green Development Policy	2014	Share of renewable energy in total installed capacity of energy production = 30%	2030
Mongolia's Initial Biennial Update Report	2017	The new Law on Energy and Renewable energy target is to increase the share of renewable energy in total primary energy sources up to 20% by 2020, 25% by 2025 and 30% by 2030.	2025
Mongolia's Initial Biennial Update Report	2017	The new Law on Energy and Renewable energy target is to increase the share of renewable energy in total primary energy sources up to 20% by 2020, 25% by 2025 and 30% by 2030.	2030
Road infrastructure expansion			
State Policy on Automobile Sector	2018	National paved road = 7500 km	2026
Vision 2050	2021	The length of new national roads to be built = 6616	2025
Vision 2050	2021	The length of new national roads to be built = 8055	2030
Vision 2050	2021	The length of new national roads to be built = 8831	2050
Road safety training for professional drivers			
State Policy on Automobile Sector	2018	Safe Driving Center = 2	2026
Target - Modal shift			
Mongolia's Initial Biennial Update Report	2017	Increase share of public transportation 13% by 2030	2030
Target - Road crash fatalities			
National Program on Road Safety	2019	reduce the number of road and transport accidents by 50 percent;	2023
National Program on Road Safety	2019	50 percent reduction of social risks caused by road and transport accidents;	2023
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	the overall target of the CAREC road safety strategy would be to reduce the number of fatalities on CAREC road corridors by 50% in 2030 as compared with the 2010 base level	2030
State Policy on Automobile Sector	2018	Number of people killed in traffic accidents per 100,000 = 7.4	2026
Target - Road crash injuries			
State Policy on Automobile Sector	2018	Number of people injured in traffic accidents per 100,000 = 324	2026
Target - Transport activity			
State Policy on Automobile Sector	2018	Increase in freight turnover carried out by road transport = 20.9 Increase in passenger turnover by road transport = 17.5	2026
Target - Transport air pollution			
Action Plan of the Government of Mongolia 2020-2024	2020	Reduce the dust by 50% by building sidewalk, bicycle paths, children's playground and green areas in accordance with international standards.	NA

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Mongolia which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
Vehicle efficiency standards			
State Policy on Automobile Sector	2018	Share of eco-vehicles in total vehicles = 30	2026
Vehicle inspection and maintenance			
State Policy on Automobile Sector	2018	Technical inspection center = 40	2026

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Mongolia

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
BRT							
Intended Nationally Determined Contribution (Updated)	2015	Transport (development of a Bus Rapid Transit (BRT) system and improvement of the public transport system in Ulaanbaatar),	x				x
Mongolia Green Development Policy	2014	Introduce “Bus Rapid Transit” (BRT) to the capital city’s public transportation.	x				x
Third National Communication of Mongolia	2018	Implement bus rapid transport in public transport in Ulaanbaatar to reduce traffic jam. Develop Bus Rapid Transit (BRT) system and improvement of the public transport system in Ulaanbaatar	x				x
Transport Strategy of Mongolia	n.d.	Introduce bus-rapid transit service for public transportation in UB city; Bus Rapid Transit (BRT) project	x				
Development of transport adaptation/ emergency/ disaster plan/ policy							
First Submission of Mongolia's NDC	2020	there is an ongoing project (2018-2021) aimed to develop the national adaptation plan (NAP)					
Disaster notification/ early warning system							
First Submission of Mongolia's NDC	2020	Reduce disaster-related losses and damages by strengthening the capacity of early warning systems for climate, weather-related hazards and disasters, and by enhancing the system for effective and timely dissemination of climate and disaster-related information;					
Intended Nationally Determined Contribution (Updated)	2015	To enhance and improve early warning and prevention systems for natural disasters					
National Action Programme on Climate change (NAPCC)	2011	early warning of dangers and risks to human health caused by climate change, improve response outcomes;					
Third National Communication of Mongolia	2018	Establish capacity and early warning system against water shortage, flood hazards and ecosystem degradation and ensuring sustainable use of water resources					
Freight transport shifting to rail or inland waterways (IWT)							
First Submission of Mongolia's NDC	2020	Switch the coal export transportation to rail transport from auto transportation		x			
General public transport							
Intended Nationally Determined Contribution (Updated)	2015	Transport (development of a Bus Rapid Transit (BRT) system and improvement of the public transport system in Ulaanbaatar),	x				x
Action Plan of the Government of Mongolia 2020-2024	2020	Gradually introduce smart, eco, electric single and double-decker buses, electromagnetic and cable vehicles in public transportation system to ensure a comfortable ride for passengers.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mongolia Green Development Policy	2014	Upgrade of public transportation vehicles, and implement an effective and efficient planning of stops and routes. Pilot and implement the introduction of environmentally harmless vehicles into public transportation services Pilot an introduction of fuel gases use of public transportation services and conduct studies on necessary equipment.	x				
Mongolia Sustainable Development Vision 2030	2016	create a new modern public transportation system in Ulaanbaatar city.	x	x			x
Mongolia's Initial Biennial Update Report	2017	Extend the number of buses and trolleybuses used for public transportation in cities	x				
Mongolia's Initial Biennial Update Report	2017	NAMA Urban Passenger Transport Ulaanbaatar project has been registered to NAMA Registry (UNFCCC, 2016a) with focus to mitigate air pollution of Ulaanbaatar and thereby reducing GHG emissions.	x				x
National Action Programme on Climate change (NAPCC)	2011	of large buses and electric vehicles for public passenger transport services increase the share;	x				
National Program on Energy Saving	2017	to increase the participation of electric transport in public passenger transport services and to introduce fuel-powered vehicles with less negative impact on the environment.	x				
State Policy on Automobile Sector	2018	To provide safe and comfortable passenger transportation services that meet the interdependence of modes of transportation and are competitive; planning a public transport network that integrates advanced techniques, technologies and software with the general development plan of cities and villages; take and implement complex measures to reduce congestion by introducing new types of public transport with a large capacity in the capital; development of taxi services based on intelligent transport systems;	x				x
Technology Needs Assessment - Climate Change Mitigation in Mongolia	2013	The road network and quality of public transport services in Ulaanbaatar City will be improved.	x				x
Third National Communication of Mongolia	2018	Implement environmentally friendly public transportation based on piloting and experimental activities; Expand public transportation system	x				
Voluntary National Review 2023	2023	Improve the quality and standard of public transport in Ulaanbaatar; introduce a new high-capacity public transport system	x				x
General vehicle improvements							
Intended Nationally Determined Contribution (Updated)	2015	Improve enforcement mechanism of standards for road vehicles and non-road based transport.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
About Road Traffic Safety	2015	Vehicles manufactured and assembled in the country for the purpose of participating in road traffic in the territory of Mongolia, their structural components, additional equipment and spare parts that affect traffic safety must fully meet the appropriate technical norms, rules, standards, and traffic safety requirements and confirmed by the opinion of the relevant scientific organization.	x				
Action Plan of the Government of Mongolia 2020-2024	2020	Ensure the road safety and security and reduce traffic accidents and resulting damages by setting standards for cargo and public transportation vehicles to have a vehicle camera, gradual restriction of imports of right-hand drive vehicles and implementing effective policies to prevent traffic accidents and violations.	x				
State Policy on Automobile Sector	2018	Determine the development of the automobile industry based on the results of research and analysis and introduce innovations in the automobile industry. support and develop the introduction of innovative products and services in the automotive industry.	x				
LPG/ CNG/ LNG							
Intended Nationally Determined Contribution (Updated)	2015	Shift from liquid fuel to LPG for vehicles in Ulaanbaatar and aimag (province) centres by improving taxation and environmental fee system.	x				x
Action Plan of the Government of Mongolia 2020-2024	2020	Fully transfer the capital city public transportation services to electric and natural gaspowered vehicles, and create a network of charging stations with electricity and natural gas.	x				x
Mongolia's Initial Biennial Update Report	2017	Installed the equipment for gas fuel for 21 buses of “Bus 1” company, 22 buses of “Bus 3” company, 50 trolleybuses of “Electric transportation” company. In total 98 buses equipped with gas fuel as of 18 of January, 2015 (MET, 2013).	x				
Mongolia's Initial Biennial Update Report	2017	Expand the liquid gas distribution network.	x				
National Action Programme on Climate change (NAPCC)	2011	to increase the use of gas and mixed fuels in road transport, and transport with low fuel consumption promote the use of tools;	x				
National Program on Energy Saving	2017	to increase the consumption of gas and mixed fuel in automobile transport, to support vehicles with low fuel consumption;	x				
State Policy on Automobile Sector	2018	updating the fleet of intra-city and suburban transport services with vehicles powered by natural or liquefied gas, electricity, other environmentally friendly sources, and their combined use;	x				
Third National Communication of Mongolia	2018	Shift from liquid fuel to LPG for vehicles in Ulaanbaatar and aimag (province) centers by improving taxation and environmental fee system.	x				x

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Mongolia

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Transport Strategy of Mongolia	n.d.	Safety requirements of compressor station for charging road vehicles with natural gas. General requirements. Technical operation of compressor station for charging road vehicles with natural gas.	x				
Railway electrification							
First Submission of Mongolia's NDC	2020	Switch the heating of passenger train to electric heating		x			
Mongolia Green Development Policy	2014	Reduce toxic emissions from the transportation sector by systematically electrifying the railroad networks.		x			
Mongolia's Initial Biennial Update Report	2017	Reach length of tarmac road at 11000km by 2021 and electrify main rail roads		x			
National Action Programme on Climate change (NAPCC)	2011	starting the transition of railway transport to electricity		x			
National Program on Energy Saving	2017	to increase the participation of electric transport in public passenger transport services and to introduce fuel-powered vehicles with less negative impact on the environment.		x			
Road, Transport Sector of Mongolia	2008	Railway electrification projec		x			
Transit Mongolia National Program	2008	Study possibility on using electric trains in railway;		x			
Vehicle air pollution emission standards							
First Submission of Mongolia's NDC	2020	Switch to Euro-5 standard fuel	x				
State Policy on Automobile Sector	2018	Support the import of fuel that meets the Euro-5 quality standard and phased transition to the use of gasoline and diesel fuel of this standard;	x				
Transport Strategy of Mongolia	n.d.	installing and using Diesel particulate filter (DPF) in vehicle.	x				
Active transport infrastructure expansion							
Action Plan of the Government of Mongolia 2020-2024	2020	Reduce the dust by 50% by building sidewalk, bicycle paths, children's playground and green areas in accordance with international standards.	x				
Mongolia Green Development Policy	2014	Enhance space available for pedestrians and cyclists through improved planning and organization of pedestrians' carriageways, green areas, bicycle lanes and parking.	x				
Air traffic management							
Mongolia Green Development Policy	2014	Establish a legal environment for standard requirements to reduce greenhouse gas emissions and reduce fuel consumption by improving airspace traffic managemen				x	
Asphalt mix resurfacing							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mongolia Sustainable Development Vision 2030	2016	extend the domestic asphalt roads length by 800 km, extend asphalt roads for international and domestic travels by another 470 Km	x				
Mongolia's Initial Biennial Update Report	2017	extend the domestic asphalt roads length by 800 km Develop new transportation and logistics centers, extend asphalt roads for international and domestic travels by another 470 Km	x				
Automated enforcement of speed limits							
Global Status Report on Road Safety 2018	2018	Yes	x				
National Program on Road Safety	2019	introduction of advanced techniques and technologies for controlling vehicle violations along national and local highways;	x				
Convention on Road Traffic 1968							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
Coordinate planning across government agencies							
National Program on Road Safety	2019	ensure the coordination of the organizations with functions related to ensuring road safety, strengthen their capacity, create an independent and independent system for comprehensive analysis of road safety;	x				
Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) 1975							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country					
Transit Mongolia National Program	2008	Provide technical and technological support in developing international level transportation through use of TIR convention;	x	x	x	x	
Data modelling improvements							
State Policy on Automobile Sector	2018	regularizing the circulation, prospects and forecasts of freight and passenger traffic carried out by road transport throughout the country;	x	x	x	x	
Design standards for sidewalks and bicycle paths							
Global Status Report on Road Safety 2018	2018	Partial	x				
Development of automotive plan/ policy							

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Mongolia

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
State Policy on Automobile Sector	2018	creation of a legal framework for production, assembly, use of vehicles, cleaning, collection, classification, transportation, recycling, reuse, and disposal of vehicle waste;	x				
Development of logistics plan/policy							
Three Pillar Development Policy	2018	In the framework of the implementation of the Trade Facilitation Agreement of the World Trade Organization, new development of trade and transport facilitation policies	x	x	x	x	
Transit Mongolia National Program	2008	Refining legal environment for foreign trade, international transportation and logistics services;	x	x	x	x	
Development of other transport-related plan/policy							
National Program on Road Safety	2019	creating a city planning system based on public transport services;	x				x
Development of transport plan/ policy							
Three Pillar Development Policy	2018	develop and implement a unified transport policy that supports economic growth	x	x	x	x	
Emission standards for aircraft							
Mongolia Green Development Policy	2014	Establish a legal environment for standard requirements to reduce greenhouse gas emissions and reduce fuel consumption by improving airspace traffic management				x	
Energy efficient vehicle purchase incentives							
Third National Communication of Mongolia	2018	Support import of fuel-efficient vehicles by alleviating certain taxes.	x				
EV charging infrastructure							
Action Plan of the Government of Mongolia 2020-2024	2020	Fully transfer the capital city public transportation services to electric and natural gas-powered vehicles, and create a network of charging stations with electricity and natural gas.	x				x
Transport Strategy of Mongolia	n.d.	Type and Installation and Location of the Electrical Charging Station Equipment for Electrical road vehicles - General requirement	x				
Fuel quality							
International Energy Charter	2015	encouraging the clean and efficient use of fossil fuels	x				
General active mobility							
National Program on Road Safety	2019	creation of conditions for the safe participation of children with disabilities, the elderly, and children in traffic on foot and by bicycle;	x				
State Policy on Automobile Sector	2018	develop and implement a national program to promote the production and use of bicycles;	x				

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Mongolia

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
General aviation improvements							
Action Plan of the Government of Mongolia 2020-2024	2020	Continue to liberalize air transportation, promote competition, increase the number and routes of flights and improve the utilization of local airports: Increase the frequency and routes of flights by expanding international flights and code sharing. Commence the project to develop airports in Khovd, Dornod and Khuvsgul aimags of 4C category.				x	
Mongolia Sustainable Development Vision 2030	2016	build a national reserve airport, support free competition in air transportation, develop Khushig Valley airport as the regional hub center, expand national air transportation network, and develop a regional air transportation transit center.				x	
Road, Transport Sector of Mongolia	2008	Improving air navigation safety and Operational safety standards of all air service operators Construction of new international and domestic airports Expansion of international services Increasing of number of air crafts Technical enhancements to be sustained to increase Mongolian airspace capacity and support growth of over-flights;				x	
Technology Needs Assessment - Climate Change Mitigation in Mongolia	2013	The capacity of railways and air transport will be increased.		x		x	
Three Pillar Development Policy	2018	Based on the government's policy in the air transport sector, gradually open up air transport and reduce tariffs to develop the market of small aircraft and helicopters and use them in the fields of disaster prevention, agriculture, emergency services, civil aviation, and tourism				x	
Transport Strategy of Mongolia	n.d.	New Ulaanbaatar International Airport Project				x	x
General capacity building							
National Program on Road Safety	2019	formation of human resources by preparing traffic management and safety specialists and transport economists in foreign and domestic universities;	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Provide training for those responsible for management and coordination. Provide training for those responsible for the management of data systems. Provide training to highway engineers to support implementation of revised design standards for CAREC highways at the national level in each member country. Ensure that the skills of those maintaining and testing vehicles are at a level that maximizes the safety of vehicles on roads in CAREC countries.	x				
State Policy on Automobile Sector	2018	Creating a competitive management and organizational system combined with modern human resource management based on expertise and skills;	x	x	x	x	

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Mongolia

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Transit Mongolia National Program	2008	Reforming trade, transport and logistics sector structure and organization and strengthening human resource management Organize vocational trainings, seminars, conferences and international study trips involving people specialized in trade, transport and logistics working in government and private sector;	x	x	x	x	
General data repositories and data collection							
State Policy on Automobile Sector	2018	bring the classification and registration of vehicles in line with international standards;	x				
General e-mobility							
Action Plan of the Government of Mongolia 2020-2024	2020	Fully transfer the capital city public transportation services to electric and natural gaspowered vehicles, and create a network of charging stations with electricity and natural gas.	x				x
Mongolia's Initial Biennial Update Report	2017	Increase hydrogen and hybrid fuel use in vehicles and encourage low fuel consumption cars.	x				
Mongolia's Initial Biennial Update Report	2017	The decision made to shift 400 buses into hydrogen and hybrid fuel use with the support of "Clean Air Fund". I	x				
Technology Needs Assessment - Climate Change Mitigation in Mongolia	2013	increase hydrogen and hybrid fuel use in vehicles; and	x				
Transport Strategy of Mongolia	n.d.	Pilot project (MON-30) of assembling and manufacturing oversized Electric bus Electric vehicle. Battery electric vehicles. General technical requirements for the construction and functional safety Introducing Eco number plates for electric vehicles to amend in Registration number plates of road vehicles.	x				
General education and behavior change							
National Program on Road Safety	2019	to reduce road and transport accidents caused by driver discipline and responsibility by introducing international best practices; improve the training program and environment, improve the system of training and qualification of vehicle drivers using modern technology; improve the attitude, culture, habits and responsibility of road users by incorporating training to improve the knowledge, habits and attitudes of road users in the curriculum of all levels of education and training institutions; to raise the attitude, culture, habits and responsibility of road users by organizing public awareness work in stages;	x				
General freight and logistics improvements							
Action Plan of the Government of Mongolia 2020-2024	2020	Create an environment for the development of trade, services and light industry for export and domestic markets by gradually developing infrastructure in free economic zones and provide support for foreign and domestic investors. Upgrade the entry capacity of border checkpoints to a level equal to that of the neighboring countries. Renovate and improve the buildings and facilities of border posts. Establish cross-border economic cooperation zones in the regions close to markets and natural resources with sufficient manpower and favorable environment for industrial development.	x	x	x	x	

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Mongolia

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mongolia Sustainable Development Vision 2030	2016	Simplify the system for special license issuance, digitalize and improve tax payments and state registration systems Develop infrastructure and logistics networks of trade and services to improve competitiveness of export goods,,	x	x	x	x	
State Policy on Automobile Sector	2018	development of road transport through the East, West and Central Corridors connected to the Asian Highway Network by supporting trade and transport facilitation and economic corridor development initiatives; creation of a legal environment in line with international standards for the unified regulation of domestic cargo transportation services, registration of carriers, and monitoring of their activities;	x	x	x	x	
Three Pillar Development Policy	2018	to carry out foreign trade reform by joining economic integration with the region and neighboring countries, and create a trade network to support national production; coordinate the operations of mining companies, buyers, and border ports, and optimize the organization of interstate transport; expand trade with neighboring countries, ensure coordination between local and port control organizations, and improve services by increasing the capacity of border ports;	x	x	x	x	
Transit Mongolia National Program	2008	Facilitating and improving the efficiency of border, customs and state inspection activities; Introducing innovations of information and communication technology in facilitating trade, transportation and logistics services; Provide legal regulation on making transit transportation and logistics related activities in line with border and customs control measures; Adjust foreign trade related documents used in Mongolia to international standards, transfer to one unified standard; Introduce a mechanism for monitoring and regulation of “from warehouse to warehouse” goods traffic into customs service; Enable the development of international auto road transit transportation and international auto road transportation of containers on a route Zamyun Uud-UlaanbaatarAltanbulag; Encourage and expand freight forwarding service initiatives and projects such as Asia-Europe connecting “Friendship”; “Mongol Vector” container line; Enable activities on having Mongolian auto road trasporters get access to sea ports and organize two way transportation through territory of China; Enable the coordination between border, customs and state inspection authorities, implementation of administrative and organizational measures on information exchange and simplified and collaborative control; Improve and expand the scope of risk management system in customs clearance and control; Simplify information in trade and transport related documentations, introduce a unified standard, shift to electronic version;	x	x	x	x	x
Voluntary National Review 2023	2023	An integrated network of roads, transport, ports, free zones and logistics should be planned, built and implemented based on this network.	x	x	x	x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
General infrastructure improvements							
International Energy Charter	2015	promoting the realisation of infrastructure projects important for providing global and regional energy security modernisation, renewal and rationalisation by industry of services and installations for the production, conversion, transport, distribution and use of energy promoting the developemnt and interconnection of energy transport infrastructure and the regional integration of energy markets facilitating access to transport infrastructure, for the international trnaist purposes in line with the objectives of this Charter coordination and where appropriate, harmonisation of safety principles and guidelines for energy products and their transport as well as for energy installations, at high level					
Mongolia Green Development Policy	2014	Develop an environmentally sound infrastructure and transportation network with no adverse impacts on nature, human health and biodiversity. Use more renewable energy for lightings along streets, roads, and railways. Develop and implement the design plan by defining the location planning of sidewalks, bicycle roads, green space, and parking lots, in accordance with the general and partial planning of cities and towns.	x	x			x
National Program on Road Safety	2019	30% expansion and development of road, transportation and logistics network that supports economic growth and provides safe and comfortable services that meet social needs;	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Establish an effective system for blackspot identification for the CAREC road network with a system of value for money assessment built in.	x				
State Policy on Automobile Sector	2018	Development of international transport by creating quality, accessible and combined transport infrastructure; to plan and develop a safe, fast and high-capacity transport network between neighboring countries and within the territory, cities and towns of Mongolia;	x	x	x	x	
Third National Communication of Mongolia	2018	Implement user and environment-friendly transport smart system;	x	x	x	x	
Three Pillar Development Policy	2018	start the construction of the transport and logistics network to support the industrial sector through sales	x	x	x	x	
Transit Mongolia National Program	2008	Establish service infrastructure (including hotels, car parking, lots, auto service, gas station, cafeteria, traffic control points, technical ambulance, public toilet facility) in every 150-200kms of international auto road;	x				
Voluntary National Review 2023	2023	Fully connect to regional economic integration through a unified infrastructure network and create basic conditions to ensure rapid economic growth;	x				
General innovations and digitalization							
National Program on Road Safety	2019	50 percent of the streets, squares, and intercity roads in Ulaanbaatar city, the provincial capital, and large settlements will be covered by cameras to improve the conditions for protecting citizens from criminal attacks and violations.	x				x

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Transit Mongolia National Program	2008	Introduce up to date equipment and technology for simple and efficient control activities that will prevent from having prohibited or bad quality products or hazardous waste cross the borders of Mongolia Simplify information in trade and transport related documentations, introduce a unified standard, shift to electronic version;	x	x	x	x	
General international conventions							
National Program on Road Safety	2019	increase requirements for technical and ecological safety of vehicles by joining international agreements and agreements related to the production, use, technical service, technical control, destruction and recycling of motor vehicles, developing and implementing national standards and technical regulations;	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Establish a biennial CAREC Road Safety Conference that helps to build communications, co-operation and confidence amongst member countries towards tackling road safety issues with a regional focus.	x				
Transit Mongolia National Program	2008	Accede to international conventions, contracts and agreements related to trade and transportation facilitation, freight forwardin and transportation logistics; refine and make amendments to national laws and legislations in compliance to acceded international conventions, contracts and agreements	x	x	x	x	
General IPT/ paratransit measures							
Transport Strategy of Mongolia	n.d.	Ropeway project (Under study)	x				
General land use							
Action Plan of the Government of Mongolia 2020-2024	2020	Identify potential settlement areas for development with optimal regional structure based on the appropriate mix of locals and settlers and connect them to air, road and railway transport networks.	x	x			
National Program on Road Safety	2019	to create a regulation that prioritizes criteria for ensuring road traffic organization and road safety in urban and settlement planning and land allocation;	x				
General parking measures							
Mongolia Green Development Policy	2014	Establish a legal regulatory environment for planning, construction, usage, and control of parking lots.	x				
General rail improvement							
State Policy on Railway Transportation	2010	In order to ensure the national economic security, all economic activities and the social development of the population, the gauge width of the new railway to be built in Mongolia shall be 1520 mm in the condition of direct connection or intersection with the existing railway line. The Government shall present and decide on the gauge width of the railway line for freight transportation from the mineral deposit processing plant to the border port, where the products will be directly transported for export.		x			

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Transit Mongolia National Program	2008	Renovate and increase number of parks for all types of transportation rolling stocks; especially renovate railway transportation rolling stock park with special wagons that meet norms for storage and transportation of easily damaged and fragile goods;		x			
Transport Strategy of Mongolia	n.d.	Signaling renovation works is undergoing among Khoid-UlaanbaatarZamiin-Uud stations of the Ulaanbaatar railways from 2016 to 2019;		x			x
General shipping improvement							
Three Pillar Development Policy	2018	expand trade with neighboring countries, ensure coordination between local and port control organizations, and improve services by increasing the capacity of border ports;			x		
General transport asset management							
Action Plan of the Government of Mongolia 2020-2024	2020	carry out overhauling of 200 km of major roads. Carry out overhaul for 1306.8 meters long reinforced concrete bridges built over the Ongi, Turgen, Baidrag, Kherlen, Eruu, Orkhon, Gichgene and Chigestei rivers.	x				
Mongolia's Initial Biennial Update Report	2017	The length of paved roads reached from 2597.2km in 2007 to 7125.3km in 2015. Implementation status is 89.1% (NSO, 2015).	x				
Technology Needs Assessment - Climate Change Mitigation in Mongolia	2013	The road network and quality of public transport services in Ulaanbaatar City will be improved.	x				x
General transport finance							
State Policy on Automobile Sector	2018	The policy will be financed from the following sources: 5.1.1. state and local budget; 5.1.2. foreign loans and aid; 5.1.3. foreign and domestic investment; 5.1.4. concession agreement; 5.1.5. other sources.	x				
State Policy on Railway Transportation	2010	According to the relevant law in force in Mongolia, the railway infrastructure will be newly built with private sector investment, and the railway infrastructure, which is of special importance to the national economy and society, will be transferred to the state property after a certain period of use.		x			
General transport institutional reform							
Road, Transport Sector of Mongolia	2008	Restructuring of Civil aviation authority Privatization of state owned company MIAT				x	
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Create a CAREC Road Safety Working Group to monitor progress at the regional level.	x				
State Policy on Railway Transportation	2010	Reform of "Ulaanbaatar Railway" Joint Stock Company		x			x
Hydrogen							
Mongolia's Initial Biennial Update Report	2017	Increase hydrogen and hybrid fuel use in vehicles and encourage low fuel consumption cars.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mongolia's Initial Biennial Update Report	2017	The decision made to shift 400 buses into hydrogen and hybrid fuel use with the support of "Clean Air Fund". I	x				
Technology Needs Assessment - Climate Change Mitigation in Mongolia	2013	increase hydrogen and hybrid fuel use in vehicles; and	x				
Intelligent transport systems (ITS)							
Mongolia Green Development Policy	2014	Reduce toxic emissions from automobiles by introducing the smart traffic management system and expanding roads.	x				
National Program on Road Safety	2019	introduction of a unified information system for road traffic management, control, regulation, accident and violation registration based on an intelligent transportation system; introduction of road management, control and regulation system based on intelligent transport system;	x				
State Policy on Automobile Sector	2018	development of taxi services based on intelligent transport systems; Ulaanbaatar city's traffic organization will be upgraded to a smart transportation system, increasing road capacity and reducing congestion;	x				x
Transport Strategy of Mongolia	n.d.	Planning to introduce ITS, RFID standards To develop & implement National ITS program and Road Transport Safety Policy and Action Plan up to 2030	x				
Intermodality measures							
Transit Mongolia National Program	2008	Establish railway, auto road and air transport international network HUB based on a new international airport to be built in Ulaanbaatar city;	x	x		x	x
Investment required for specific projects							
State Policy on Railway Transportation	2010	Railway investment shall be financed from the following sources: 6.2.1.1. state and local budget; 6.2.1.2. domestic and foreign investments, loans and assistance; 6.2.1.3. Other sources legally approved by the National Assembly; 6.2.1.4. private investment.		x			
Transport Strategy of Mongolia	n.d.	To increase investment for constructing new transport infrastructure and logistics networks that support SDGs, meet social, economical and environmental requirement;	x	x	x	x	
Logistics hub							
Action Plan of the Government of Mongolia 2020-2024	2020	Establish transport terminals for cargo and passenger transportation in the capital city and local areas within the framework of PPP. Commence the project to create international transportation and logistics hub at the Denizen port of Tianjin city of the Republic of China. Establish freight and logistics center in Nalaikh district of Ulaanbaatar based on Ulaanbaatar railway using PPP modality.	x	x	x	x	x
Mongolia Sustainable Development Vision 2030	2016	Build and use transportation and logistics centers to serve the agricultural, industrial and mining sectors, develop new forms of transportation; Develop new transportation and logistics centers,	x	x	x	x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mongolia's Initial Biennial Update Report	2017	Build and use transportation and logistics centers to serve the agricultural, industrial and mining sectors, develop new forms of transportation;	x	x	x	x	
Road, Transport Sector of Mongolia	2008	Construction transport and trade logistics and terminals etc.	x	x	x	x	
State Policy on Automobile Sector	2018	To establish an international transport and logistics center based on Ulaanbaatar city, Zamyn-Uud, Sainshand, Dornogovi province, Choibalsan, Dorno province, Altanbula international dry port, Selenge province, Tsagaanuur free zone, Bayan-Olgii province;	x	x	x	x	x
State Policy on Railway Transportation	2010	the formation of a large transportation hub with railways, highways, and airports;	x	x		x	
Three Pillar Development Policy	2018	To establish a supply and transport logistics complex near Bichite port	x	x	x	x	
Transit Mongolia National Program	2008	Establish model freight specialized terminal entities and logistics centers near Ulaanbaatar city and set up a network for providing the population with good quality food and consumer products that meet health and sanitary requirements; Establish upscale logistics centers and terminal entities in Zamyn Uud and Ulaanbaatar city; establish A-N class logistics centers and terminal entities in regional centers and other places; establish a national network;	x	x	x	x	x
Transport Strategy of Mongolia	n.d.	Multimodal transportation logistic center at Khushigt Valley	x	x	x	x	
National speed law							
Global Status Report on Road Safety 2018	2018	Yes	x				
Passenger and freight load limits							
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Ensure that information on national load limit regulations is shared among CAREC countries.	x				
Port infrastructure improvements							
Voluntary National Review 2023	2023	An integrated network of roads, transport, ports, free zones and logistics should be planned, built and implemented based on this network.			x		
Public transit integration							
Action Plan of the Government of Mongolia 2020-2024	2020	Establish transport terminals for cargo and passenger transportation in the capital city and local areas within the framework of PPP.	x	x	x	x	x
State Policy on Automobile Sector	2018	passenger transport service complex will be established in each province within the framework of public-private partnership, passenger transport services will be organized by connecting them with postal services, and increase the efficiency of transport;	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Rail infrastructure expansion							
Action Plan of the Government of Mongolia 2020-2024	2020	. Complete the construction of Tavan Tolgoi-Gashuunsukhait and Tavan Tolgoi-Zuunbayan bound railroad and commence the Saikhshand-Baruun Urt-Khuut; Khuut-Bichigt, Khuut-Choibalsan and Zuunbayan-Khangai bound railroad construction projects. Commence the technical and park renovations of Ulaanbaatar railway. Complete the feasibility study of Bogdkhan railway and the western vertical railway. Establish a dry port that meets the international standards and based on the railway network.		x			
Mongolia Sustainable Development Vision 2030	2016	complete the construction of railroads from Erdenet - Ovoot to Bogd khaan, and initiate the railroad construction work in the regions. and complete the construction of railroads in the regions.		x			
Mongolia's Initial Biennial Update Report	2017	The government is also in the final planning stages of an initiative aimed at extending the national rail system, which at present, consists of only a handful of major cross-country lines. complete the construction of railroads from Erdenet - Ovoot to Bogd khaan, and initiate the railroad construction work in the regions and complete the construction of railroads in the regions		x			
Mongolia's Initial Biennial Update Report	2017	Construction of railroad in Gobi and Eastern region accomplished by 60% and 70% of the construction work of the second railroad completed.		x			
National Action Programme on Climate change (NAPCC)	2011	Expanding the railway network in Govinj and Eastern regions for heavy-duty vehicles limit consumption;		x			
Road, Transport Sector of Mongolia	2008	Construction a secondary railway line A.Gobi region's railway line B.East railway line		x			
State Policy on Railway Transportation	2010	Start construction in the first phase (about 1100 km in total): 3.2.2.1. Dalanzadgad-Tavan Tolgoi-Tsagaan Suvara-Zunbayan-400 km; 3.2.2.2. Sainshand-West-Long-350 km; 3.2.2.3. West-Urt-Khuot-140 km; 3.2.2.4. Khoot-Choibalsan-150 km. Start construction in the second phase (about 1900 km in total): 3.2.4.1. Narinsukhait-Shiveehuren-45.5 km; 3.2.4.2. Tavantolgoi-Gashuunsuhait-267 km; 3.2.4.3. Khoot-Tamsagbulag-Nümrög-380 km; 3.2.4.4. Khoot-Bichigt-200 km; 3.2.4.5. Zuonbayan-Khangai-280 km; 3.2.4.6. Erdenet-Artssuuri-780 km. Start construction in the third phase (about 3600 km in total) 3.2.6.4. Construction of a railway in the direction of Ulaanbaatar-Kharkhorin.		x			
Technology Needs Assessment - Climate Change Mitigation in Mongolia	2013	expand the railway network; The capacity of railways and air transport will be increased.		x			
Three Pillar Development Policy	2018	Increase the capacity of Ulaanbaatar railway;		x			x
Transit Mongolia National Program	2008	Construct second tracks to general railway network and increase transit transportation;		x			

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Transport Strategy of Mongolia	n.d.	Erdenet – OvootArtssuuri (770 km) Bogdkhan bypass (150 km) Tavantolgoi - Sainshand (458 km) Shiveekhuren - Sekhe (13 km) Tavan Tolgoi- Gashuun Sukhait (267 km) Branch rail line of Oyu Tolgoi (40.4 km) Zuunbayan - Khangai (281 km) Khuut - Bichigt (222 km) The extension of the rolling stock depot at the Zuunkharaa station from 2017 to 2019 with the funding of the 30,0 billion MNT; Railways infrastructure renovation work(200 km – 164 billion MNT(2016-2020) Pre-feasibility of study of the “Bogdkhan” railway bypass of Ulaanbaatar is developed to increase transit transportation volume, planning to build 281 km railway to continue Sainshand-Zuunbayan branch line until the KhangaiMandal border port 414.6 km railway project under the construction stage from Tavantolgoi to Zuunbayan direction.		X			
Reduction of transport/ logistics costs							
Mongolia Sustainable Development Vision 2030	2016	Further reduce the costs of international and domestic trade, reduce the number of days for foreign trade /exports/ to 18 days, and decrease the costs and expenses related to trading and related activities. reduce transportation costs and expenses of imported goods, reduce the number of days for foreign trade /exports/ to 25 days, and decrease the costs and expenses of trading and related activities.	X	X	X	X	
Three Pillar Development Policy	2018	development and implementation of mining exchange and logistics center network planning to reduce transportation and logistics costs;	X	X	X	X	
Reference to finance mechanisms within country							
Law on Autoroads	2017	An "Auto road norm, normative fund" to develop, approve and upgrade auto road norm, normative and technical documentation shall be in place and the fund shall comprise of following sources: 8.4.1.revenue amounting to 0.4 per cent of budgeted cost of auto road construction, repair, feasibility study, design and drawings; 8.4.2.revenue from sales of auto road norms, normatives and technical documentation; 8.4.3.donation provided for the purpose to review and update norm, normative and technical documentation; 8.4.4.other.	X				
State Policy on Automobile Sector	2018	supporting the road transport industry with flexible tariff policies and fair competition policies, and moving to free tariffs;	X				
Reporting, transparency, feedback mechanism							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Program on Road Safety	2019	The central state administrative organization, relevant agencies, governors of provinces and capitals shall annually monitor and evaluate the implementation of the goals and activities included in the action plan for the implementation of the program, and submit the report to the central state administrative organization in charge of road and transportation issues. The central state administrative organization in charge of road and transport issues will monitor and evaluate the implementation of the national program and present the report to the Government and the National Road Safety Council.	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Undertake regular monitoring of national road safety action plans and evaluate outcomes to provide feedback to improve road safety intervention development and delivery Review the effectiveness of the legislation framework for vehicle insurance requirements across CAREC countries	x				
State Policy on Automobile Sector	2018	6.1. The central state administrative organization in charge of road transport will monitor and evaluate policy implementation every two years, and professional non-governmental organizations in the field every four years. 6.2. The central state administrative organization in charge of road transport shall select a professional non-governmental organization for monitoring and evaluation of policy implementation, taking into account the organization's monitoring and evaluation work experience and the qualification of human resources, and execute it on the basis of a contract. 6.3. The central state administrative body in charge of road transport issues will issue a policy implementation report every year and present it to the government within the first quarter of the following year. 6.4. Based on the conclusions and recommendations made based on the monitoring and evaluation report on the implementation of the policy, additions and changes can be made to the policy goals, action plans, and indicators.	x	x	x	x	
Request for financial support to develop transport							
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Seek funding from external sources to augment road safety national budgets.	x				
Road charging and tolls							
Action Plan of the Government of Mongolia 2020-2024	2020	Increase the number of toll collection and monitoring points of auto roads utilization preparedness and fully digitize their operations.	x				
Road infrastructure expansion							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Action Plan of the Government of Mongolia 2020-2024	2020	Complete the construction of making AN3 of the Asian Highway Network or UlaanbaatarDarkhan, Darkhan-Altanbulag and Nalaikh-Bayan roads with 4 lines, complete the construction of AN4 paved roads of the Asian Highway Network or Tsagaan Nuur-Ulaan Baishint roads and roads surrounding Ulgii city and continue the construction of vertical and horizontal axis auto roads of Millennium road network. Continue the construction of vertical and horizontal axis auto roads originating from OrkhonDashinchilen auto roads. . Implement paved road projects to link major urban settlements to border checkpoints. Commence the construction of 124.5 km of paved roads from Choibalsan to Khavirga border checkpoint and Norovlin-Bayan-uul-Ulikhan border checkpoint paved roads in order to develop crossborder tourism. Construct 2022 km auto roads to some soums and urban areas that are of economic and social importance or critical for developing tourism. Construct 163.3 km auto roads between Khovd and Ulaangom. Reduce traffic congestion in Ulaanbaatar by creation of auto road network that disperses traffic density, balances the load and meets the transportation demand.	x				x
Mongolia Green Development Policy	2014	Reduce toxic emissions from automobiles by introducing the smart traffic management system and expanding roads.	x				
Road, Transport Sector of Mongolia	2008	Construction Asian Highway Routes in Mongolia	x				
State Policy on Automobile Sector	2018	develop the road transport infrastructure according to the main tourist destinations, increase the type of tourist transport services that meet the demand of foreign and domestic tourists, and improve the quality; Ulaanbaatar city's traffic organization will be upgraded to a smart transportation system, increasing road capacity and reducing congestion;	x				x
Third National Communication of Mongolia	2018	Finalize paved road connection of capital city with aimag centers Improve road network in Ulaanbaatar by transferring to the orbital road system, building bridges;	x				x
Three Pillar Development Policy	2018	connecting provincial centers with the capital by road Expand and modernize the road network of Ulaanbaatar city;	x				
Transit Mongolia National Program	2008	Expanding national road and transport network, connecting it to international transport system; Commissioning of auto road from Choir to Zamyn Uud Finish the construction of horizontal Á-32 auto road; Connect regional pillar centers and aimag centers with paved road; Construction and commissioning of western regiona vertical Á-4 autoroad, connect aimag centers along this road with infrastructure, logistics network and terminal entities of neighboring countries;	x				x

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Transport Strategy of Mongolia	n.d.	Total of 130.6 km asphalt auto road from Ugiinuur – Battengel - Ikh Tamir To prepare the plan and start a construction of total of 179.7 km asphalt auto road from Khatgal to Khankh Total of 136 km asphalt auto road from Khutag undur Bulgan aimag to Baga-Ilenkh port Total 220 km asphalt auto road from Ulaanbaatar to Darkhan Total 29,6 km asphalt auto road from Ulaanbaatar to Naliakh To start a construction of 160 km asphalt auto road through Kherlen soum – Khavirga port – Ereentsav Total of 125.5 km asphalt auto road from Kherlen soum to Khavirga port Total 67 km asphalt auto road from Tosontsengel to Uliastai To prepare a plan and start a construction of total of 56 km asphalt auto road through Kharkhorin – Khujirt - Arvaikheer To complete a construction of asphalt road through Dalanzadgad, Bayandalai, and Gurvantes Total of 272 km asphalt auto road from Baruun-Urt to Bichigt To start a construction of 323 km asphalt road from Kherlen Soum to Bayankhoshuu Highway project from Ulaanbaatar to New International Airport in Hushigt Valley, (Chinese soft loan, 32.2 km, 2016-2019) Constructing new Bridges in Ulaanbaatar area (Yarmag, Sonsgolon, Zamyn Tsagdaa, Byanzurkh etc) The extension and renovation of the 204,1 km paved road connecting Darkhan and Ulaanbaatar cities are implemented with the ADB and EBRD soft loans. The project is to be implemented from 2019 to 2021 with the total cost of the project is 260 million USD The extension and renovation of the 20.9 km paved road connecting Nalaikh and Choir from Gatsuurt junction of Ulaanbaatar city are implemented with the Chinese soft loan. The project is to be implemented from 2019 to 2020 with the total cost of the project is 36.5 million USD. 189.7 km paved Western road construction project funded by ADB and Government of Mongolia, completion rate is around 80 % and will be completed by 2020. The total cost of the project is 120 million USD	x				
Voluntary National Review 2023	2023	expand and modernize the main and secondary road network and road facilities and construct multi-level intersections to improve accessibility and reduce traffic congestion An integrated network of roads, transport, ports, free zones and logistics should be planned, built and implemented based on this network.	x				
Routine transport asset maintenance							
Action Plan of the Government of Mongolia 2020-2024	2020	Carry out overhaul, regular maintenance and upkeep works for 14,918.7 km of national and international road network in compliance with the norms and standards.	x				
Speed limit on motorways <= 90 kph							
Global Status Report on Road Safety 2018	2018	100 km/h	x				
Speed limit on rural roads <= 70 kph							
Global Status Report on Road Safety 2018	2018	80 km/h	x				
Speed limits on urban roads <= 30 kph							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Global Status Report on Road Safety 2018	2018	60 km/h	x				x
Stakeholder Involvement							
State Policy on Automobile Sector	2018	establishment and development of a local transport and logistics center based on agriculture within the framework of public-private partnership; establishment and development of a local transport and logistics center based on the production of building materials within the framework of public-private partnership; Establishment and development of specialized cargo transport and logistics centers in Ulaanbaatar within the framework of public-private partnership;. ensure the participation of government organizations, citizens, private sector and non-governmental organizations in policy implementation activities.	x	x	x	x	
Transit Mongolia National Program	2008	Attract active participation of private sector in formulation and execution of trade, transportation and logistics sector policies, decisions and activities. Enable cooperation among government, non government organizations and private sector, establish an integrated information system, provide with information on sector current news and technical innovations, create a mechanism for receiving public comments and feedback;	x	x	x	x	
Technical standards for general transport infrastructure							
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Conduct a legislative review of vehicle standards across CAREC countries to ensure that these are at a level that promotes safety	x				
Technical standards for rail infrastructure							
Mongolia Green Development Policy	2014	Formulate and enforce a standard for building wildlife migration corridors and tunnels, along railways and roads. Formulate and enforce standards for construction of railway tunnels (in case to dig deeper than 24 meters) by undertaking studies on technologies and equipment.		x			
Technical standards for road infrastructure							
About Road Traffic Safety	2015	19.1. Planning, construction, expansion, repair and maintenance of roads and road structures shall meet the requirements of road traffic safety.	x				
Mongolia Green Development Policy	2014	Formulate and enforce a standard for building wildlife migration corridors and tunnels, along railways and roads.	x				
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Review existing design standards for CAREC highways in the light of international good practice Develop and implement a system to improve design standards for CAREC highways to conform with internationally accepted standards of road safety engineering.	x				
Technologies on transport asset management							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Action Plan of the Government of Mongolia 2020-2024	2020	Ensure the auto road fund self-sufficiency by increasing investments from the auto road fund through creation of the road fee collection and monitoring mechanisms based on the smart transport system:	x				
Technology and knowledge transfer							
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Provide opportunities for CAREC countries to share expertise and knowledge to ensure consistency of vehicle inspection and maintenance systems across CAREC countries	x				
Transit Mongolia National Program	2008	Participate actively in activities of international and regional organizations; make full use of technical assistance and aid; . Invite internationally experienced consultants and experts for short and long term mission, organize exchange of specialists;	x	x	x	x	
Traffic management							
National Action Programme on Climate change (NAPCC)	2011	take measures to improve city traffic regulation and reduce congestion;	x				x
National Program on Road Safety	2019	to introduce optimal regulation of traffic organization based on research, analysis, and planning, and to improve traffic management and regulation.	x				
Third National Communication of Mongolia	2018	The efficient management of traffic demand	x				
Training of enforcement authorities							
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Provide training for traffic police and engineers in crash investigation and blackspot identification.	x				
Transport asset management funding strategy							
Action Plan of the Government of Mongolia 2020-2024	2020	Ensure the auto road fund self-sufficiency by increasing investments from the auto road fund through creation of the road fee collection and monitoring mechanisms based on the smart transport system:	x				
Law on Autoroads	2017	An "Auto road fund" shall be in place with a purpose to finance maintenance, repair and other activities related to international, national, metropolitan and municipal auto roads.	x				
Transport asset management information system							
Action Plan of the Government of Mongolia 2020-2024	2020	Ensure the auto road fund self-sufficiency by increasing investments from the auto road fund through creation of the road fee collection and monitoring mechanisms based on the smart transport system:	x				
Transport law							
National Program on Road Safety	2019	creation of a combined legal and economic regulation that meets international standards for road safety;	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Safely Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Strengthen legislative frameworks based on the findings of the review. Introduce modifications and amendments to the legislative framework in each CAREC country.	x				
Transit Mongolia National Program	2008	Refine and amend laws on auto transportation, civil aviation, railway, marine transportation reflecting transit transportation and logistics issues;	x	x	x	x	
Travel time improvement							
Mongolia Sustainable Development Vision 2030	2016	reduce transportation time,	x	x	x	x	
Transport Strategy of Mongolia	n.d.	To promote transit transport policies and travel time along corridors, time spent land borders and transport costs; agreements for reducing ;	x	x	x	x	
Urban passenger rail infrastructure improvement							
Mongolia Green Development Policy	2014	Implement the “Ulaanbaatar subway” project		x			x
Mongolia's Initial Biennial Update Report	2017	Begin initial research into building an underground metro in Ulaanbaatar.		x			x
Third National Communication of Mongolia	2018	Implement “UB metro” project;		x			x
Vehicle efficiency standards							
Mongolia's Initial Biennial Update Report	2017	Reduce fuel consumption of vehicles and engines Increase number of gas and fuel efficient vehicles Increase hydrogen and hybrid fuel use in vehicles and encourage low fuel consumption cars.	x				
National Program on Energy Saving	2017	identify and implement policies that support the use of vehicles with low negative impact on the environment and efficient use of energy resources.	x				
Technology Needs Assessment - Climate Change Mitigation in Mongolia	2013	encourage low fuel consumption cars.	x				
Third National Communication of Mongolia	2018	To use fuel-efficient vehicles; Promote fuel-efficient cars and flexible/alternative fuel vehicles	x				
Third National Communication of Mongolia	2018	Improve enforcement mechanism of standards for road vehicles and non-road based transport.	x				
Vehicle import inspections							
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Yes	x				
Vehicle inspection and maintenance							
About Road Traffic Safety	2015	The technical service and repair performed on the vehicle should fully meet the requirements for safe participation in road traffic.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mongolia Green Development Policy	2014	Formulate and implement technological and economic assessments for the testing center that checks technical and traffic safety performances for domestically assembled monbus and doubus, and vehicles with additionally installed fuel gas equipmen	x				
National Program on Road Safety	2019	o form a unified system of "Service-Diagnosis-Control" based on technical and technological progress, appropriate to the design and technology of the vehicle, in accordance with the appropriate ratio of the number of vehicles;	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Periodic inspection is in effect	x				
Safety Connected: A Regional Road Safety Strategy for CAREC Countries, 2017–2030	2017	Review legislative framework for vehicle inspection and maintenance systems in CAREC countries.	x				
State Policy on Automobile Sector	2018	Development of comprehensive vehicle technical control, auto service and registration services based on technical and technological progress; increase the types of technical control inspections, repairs and services that are suitable for the design and technology of vehicles.	x				
Vehicle restrictions (import, age, access, sale, taxation)							
Action Plan of the Government of Mongolia 2020-2024	2020	Ensure the road safety and security and reduce traffic accidents and resulting damages by setting standards for cargo and public transportation vehicles to have a vehicle camera, gradual restriction of imports of right-hand drive vehicles and implementing effective policies to prevent traffic accidents and violations.	x				
National Program on Road Safety	2019	Creating a control system for the direct delivery of guaranteed vehicles and spare parts from the manufacturer to consumers, restricting the import of vehicles that are prohibited for use in the country and in Mongolia, have expired, have a right-hand drive, and are older than 6 years, accidents caused by vehicles and the environment reduce the negative impact;	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Import is regulated up to 10-year old vehicles	x				
State Policy on Automobile Sector	2018	Support the import of fuel that meets the Euro-5 quality standard and phased transition to the use of gasoline and diesel fuel of this standard;	x				
Vehicle scrappage scheme							
Third National Communication of Mongolia	2018	From 2011, public transportation vehicles more than 12 years old and taxis more than 10 years old were banned.	x				

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- 20) Socioeconomic Data and Applications Center (CIESIN, 2023), <https://sedac.ciesin.columbia.edu/data/set/sdgi-11-2-1-urban-access-publictransport-2023>
- 21) PPI Database (World Bank, 2023), <https://ppi.worldbank.org/en/ppi>
- 22) Organisation for Economic Co-operation and Development (OECD) (2022), <https://stats.oecd.org/Index.aspx?DataSetCode=CRS1#>
- (*) National transport policies



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