

# 몽골 물류에 있어서 해운의 역할에 관한 연구

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**요약** : 몽골 매우 풍부한 지하자원을 가지고 있지만 물류 및 운송시설 미비로 인하여 발전하는데 한계가 존재한다. 물류 개선을 통한 경제발전을 위해서는 해운의 역할이 필요하다. 내륙국가로써 해상운송을 추진하기 위해서 무엇보다 몽골 정부의 강력한 의지가 중요할 것이다. 현재 몽골은 광산 분야가 국가경제의 원동력이므로 이를 잘 활용하여 경제성장을 이끌어 내야 할 의무가 있다. 본 연구에서는 몽골 물류 발전을 위해서 해상운송의 현황, 문제점, 방향 분석을 하였다.

**핵심용어** : 몽골, 물류, 해운, 역할, 운송

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## 1. INTRODUCTION

**Purpose:** The principal objective of this study is to attempt define the role of the maritime for developing logistics of Mongolia.

**Maritime transportation** is responsible for carrying and handling cargoes across the ocean; consequently, it connects world-widely dispersed transportation linkages between consigners and consignees.


**It plays a bridge role for the connection of the entire entities in logistics (e.g. customers, suppliers, plants, warehouses and other channels).**

If maritime transport is not well integrated into the whole logistics flows, additional costs, unnecessary delays and accidents may arise, thus distorting the smooth flow of logistics. Hence, maritime transportation should handle cargoes in a highly integrated manner by keeping pace with other logistics components. Excellence in refining the maritime operation towards the successful integration of logistics makes a contribution to the greater outcome of the entire logistics entities.

**Strategically crucial part of the logistics integration system.**

Logistics efficiency depends on how well an organization can provide their service with lower costs and quicker time, and the service effectiveness may be reflected in how the organization delivers their goods in a more flexible, responsive and reliable manner.

The logistical demands, i.e. the reduction of lead time and business costs, and improvement in service quality (e.g. flexibility, responsiveness, and reliability), has become one of the most significant strategic considerations for maritime transport operators.



## 2. CURRENT SITUATION

- **Logistics is underdeveloped within every field in Mongolia.** 2010 LPI (Logistics Performance Index) ranking of 141th from 155 countries in the world by 2.25 score.
- Landlocked country in the center of Asia (time delay, transportation cost is high but most nearest city to the port except than Almata, Tashkent, Bishkent)
- **Not integrated policy on Transportation** (road, railway, air, maritime...etc)
- **Logistics development depends on private sectors now** (Mining development is bring economic expansion, inflation growth but other field development is left behind.
- **Logistics field has regression now, it makes the deficiency and price boost.** (Especially, mining companies do biology, peeling off the soil, mining operation, transportation – coal price decreased in the world market)
- **Logistics service going forward to the south (China)** – cost is absorbed outside

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## MERCHANT FLEETS OF MONGOLIA BY FLAG OF REGISTRATION



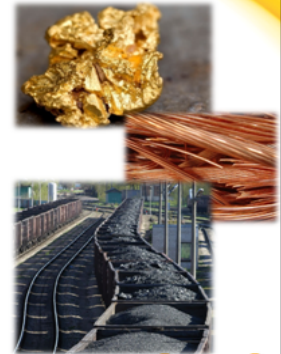
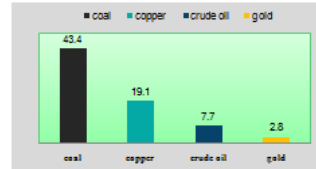
(Number of Ships)					
Bulk carriers	Container ships	General cargo ships	Oil tankers	Other types	Grand total
19	2	51	14	52	138
(Thousands of DWT)					
538	11	227	31	23	830
(Thousands of GT)					
320	8	163	21	25	538

Source: IHS Fairplay, 2012  
Review of Maritime Transport 2012

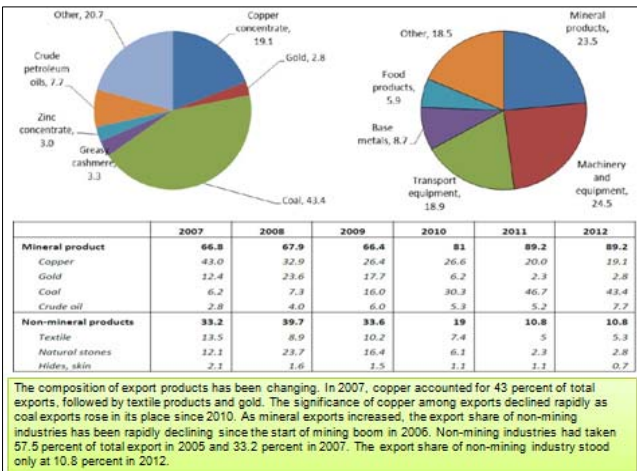


## EXPORT SHARES OF MINERAL AND NON-MINERAL GOODS

In 2012, mineral exports accounted for 89 percent of total exports.



In terms of major destination countries of export, China imported 92.6 percent of total exports from Mongolia, followed by Russia (1.8 percent).



The composition of export products has been changing. In 2007, copper accounted for 43 percent of total exports, followed by textile products and gold. The significance of copper among exports declined rapidly as coal exports rose in its place since 2010. As mineral exports increased, the export share of non-mining industries has been rapidly declining since the start of mining boom in 2006. Non-mining industries had taken 57.5 percent of total export in 2005 and 33.2 percent in 2007. The export share of non-mining industry stood only at 10.8 percent in 2012.



## 3. RECOMMENDATION & FUTURE DIRECTION

### Find Relationships between Maritime Transportation and Logistics

Without maritime transportation in logistics could not bring its advantages into full play.

Besides, a good maritime transportation in logistics activities could provide better logistics efficiency, reduce operation cost, and promote service quality.

The improvement of maritime transportation needs the effort from both public and private sectors.

A well-operated logistics system could increase both the competitiveness of the government and enterprises.



**Think about it**

If build logistics Properly Better Faster Easier Get more improvement in competitiveness.

Lack of sensitive in market environment. That's why need to educate and training in logistics and maritime. Without evaluation in the logistics infrastructure can not make a big creation.

## 4. CONCLUSION

The objective of the paper is to define the role of maritime transportation in logistics for the reference of further improvement.

Need Cooperative work between Government and Private sectors to Constitute Law Environment.

Mongolia needs production and manufacturing technology (Inside absorption will be remain)

Policy options to reduce Maritime Transportation Costs

Maritime transportation can determine the efficiency of moving products.

The progress in techniques and management principles improves the moving load, delivery speed, service quality, operation costs, the usage of facilities and energy saving.

Maritime Transportation takes a crucial part in the manipulation of logistics.

Reviewing the current condition, a strong system needs a clear frame of logistics and a proper transport implements and techniques to link the producing procedures.

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