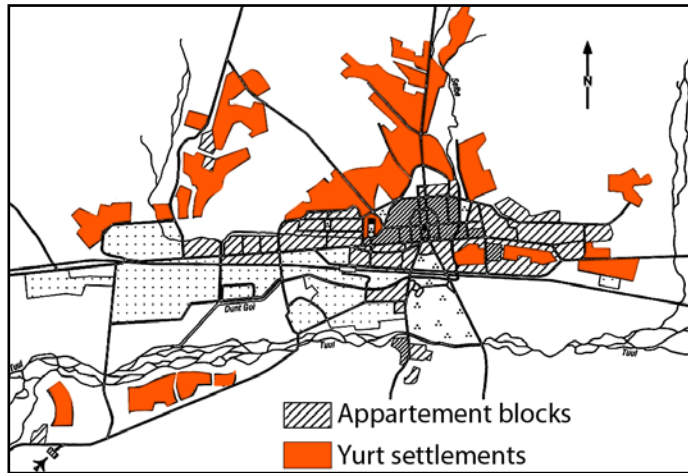


SUBREGION



Pic. 1: map

FACTS

- Inhabitants:** about 800.000, fastly growing
- Population Density:** urban, very low in the countryside
- Average Income:** 30\$/month
- Life Expectancy:** 67 (F) / 62 (M)
- Language:** Mongol
- Religion:** Buddhist Lamaist 50%, none 40% christian 10%
- Climate:** dry, cold winters, hot summers with partly heavy rainfall
- Topography:** surrounded by hills (UB), steppe

INTRODUCTION

Pastoral Nomadism is still an important part of Mongolian culture. Even though cities like Ulaanbaatar and some aimag centers began to grow fast in the past 15 years, many families prefer to live a seminomadic life and move out to the countryside in the summer months. Even if it's not possible for them to move out, some of them move within their plot, moving the yurt or moving from yurt to a hut. The yurt settlements in and around Ulaanbaatar couldn't be controlled in anyway in the past. Closing one settlement just lead to the emergence of a new settlement at another site.

INFRASTRUCTURE

Water:

There is no sewing system or freshwater supply in the yurt settlements. Fresh water has to be bought at shops, which are spread over the settlements in distance of ca. 2km. Sanitation facilities confine on the essentials. In the countryside, families have to get their water from wells, which are mostly situated in soum centers or other permanent settlements.



Pic. 2: Ulaanbaatar overview

Roads:

The inner city of Ulaanbaatar has a fairly good paved road system. Mongolians don't use the western system of road names and numbers (although, officially, they have names and numbers), which makes it difficult to orientate or ask for directions or locations. There is almost no street lighting at night. In the times, before Mongolia introduced export duty on scrap metal, many of the metal lids of the drain got stolen and sold to China, which makes a walk in the darkness quite dangerous. In the yurt settlement, roads are very bad, unpaved and dusty. The more a settlement lies at the city border, the steeper are the surrounding hills. This turns the roads in the settlements into wild rivers when it rains. Around Ulaanbaatar, there are some paved overland roads. There is also a quite dense network of quite good unpaved roads. Because of the flat steppe, most drivers don't care to drive across country. In this way, routes, which are used for a certain time form new pathes, which can be seen all over the area around Ulaanbaatar.

Electricity:

There is a power plant in the west of the city, which provides electricity for the whole area.

Health:

There is a quite good health care system in Ulaanbaatar, but unlike many other foreign capitals, there is no clinic that caters to foreigners or that provides a western standard of care. Outside Ulaanbaatar, medical care is very difficult, due to a very large surface and extremely low population density.

Education:

In 1970, there were 59 secondary schools with 54,000 pupils. Today the number stands at 115 schools with 139,948 pupils. There are several universities in Ulaanbaatar with more than 19.000 students. Children of nomadic families go to schools in permanent settlements. In summer, there are 3 months of vacation, which allows the children to move with their families.



Pic. 3: The Sukhbaatar Square in the center of Ulaanbaatar

SETTLEMENT STRUCTURE

The center of Ulaanbaatar is still dominated by soviet concrete 4 story buildings, which are built in a square raster which. All governmental buildings are built around a huge square in the center of the city. The yurt settlements sprawl around the apartment block districts around the center of Ulaanbaatar. Today, Ulaanbaatar seems to be one big construction site, as you can watch new buildings and quarters emerge at any part of the city. Mostly in the inner city, big hotel towers facilitate orientation.

CONTINENT: Asia > LAND: Mongolia > REGION: Tuv (central) Aimag > SUBREGION: **Ulaanbaatar / nomadic**

MOBILITY

The public transportation in Ulaanbaatar confine on some old soviet trolley buses. The rate for a taxi is still very low, starting at about 1\$ for 3km. Minibuses are very often to be seen. The drivers shout out the direction, in which they drive and start when the bus (mostly japanese vans) is full. This is the only way to get into the yurt settlements without an own car. Some of these unofficial bus lines just run within the settlements.

Hitchhiking is very common to get over longer distances. You pay the same fee as a taxi would be. Cars can normaly just be hired with a driver. It costs about 20\$ a day plus fuel.

There is one international airport in Ulaanbaatar with daily flights to western Europe, Russia and China.

Firewood, water and other goods are still often transported with donkeys or horses.

MATERIALS

As felt became an famous export article in the last 15 years, it is now quite expensive for some people. Families without relatives with their own herd and felt production can now often not afford this traditional material. For this reason, corrugated iron, cardboard or other waste materials. Huts are often plastered with mud.

Images:

Pic.-Nr. 1: Stadtplanungsamt Ulaanbaatar, Stand: ca 1998

Pic Nr. 2+3: Author: Paul Lambeck, 2005

Literature:

Jörg Janzen (Hrsg.), Räumliche Mobilität und Existenzsicherung, Dietrich reimer Verlag GmbH, 1999

Websites:

<http://www.cia.gov/cia/publications/factbook/geos/mg.html>

<http://www.mongolei.de>

http://www.wpro.who.int/countries/mog/health_situation.htm