

Analysis of Influencing Factors of Heilongjiang Province's Port Construction to Russia from the Perspective of "China-Mongolia-Russia Economic Corridor"

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ABSTRACT

Under the "Belt and Road" initiative, the economic and trade cooperation between China, Mongolia and Russia has continued to expand. The potential for capacity cooperation is huge and the development strategy is highly compatible. The construction of the China-Mongolia-Russia Economic Corridor has a sound political and economic foundation. Based on the analysis of the current status of port construction in Heilongjiang Province and the impact of the construction of the China-Mongolia-Russia Economic Corridor on Heilongjiang Province, we focus on extracting the influencing factors of the port construction in Heilongjiang Province, and strengthening political mutual trust to provide a guarantee for the construction of the China-Mongolia-Russia Economic Corridor and accelerating trade Channel construction, exploring diversified logistics cooperation, building a platform for China-Russia economic and trade integration, and then promoting the construction of the China-Mongolia-Russia economic corridor.

Keywords: *China-Mongolia-Russia Economic Corridor, port construction, Heilongjiang Province, influencing factors*

1. INTRODUCTION

President Xi Jinping put forward the strategic ideas of building the "New Silk Road Economic Belt" and the "21st Century Maritime Silk Road" in September and October 2013 respectively. In September 2014, the leaders of China, Mongolia and Russia met. President Xi Jinping put forward the strategic concept of building the China-Mongolia-Russia Economic Corridor, and combined it with the Silk Road Economic Belt construction, the Russian Trans-Eurasian Railway, and the Mongolian Steppe Road Initiative [1-3]. Especially after the 19th National Congress of the Communist Party of China, under the guidance of Xi Jinping's new era of socialism with Chinese characteristics, to promote the formation of a new pattern of comprehensive opening up, Heilongjiang Port is undoubtedly the bridgehead and vanguard of the "China-Mongolia-Russia Economic Corridor". In the process of port city construction, the "five development concepts" should be practiced, and the "four comprehensive" development strategy should be adhered to further deepen the scale and field of Heilongjiang Province's economic and trade with Russia.

Heilongjiang Province face Russia across the Heilongjiang River and the Ussuri River. The two sides

have a Heilongjiang Province and Russia have natural geographical advantages. As the hinterland of Northeast Asia, Heilongjiang Province has become the frontier of my country's opening up to Russia. The northern and eastern parts of border of more than 3,000 kilometers, and there are more than 20 corresponding towns in the two places. They are connected by roads, railways, and land and water, which gives Heilongjiang Province a unique geographical advantage in opening up to the outside world along the river, along the border and the line. Since the reform and opening up, with the gradual development of Sino-Russian economic and trade cooperation and border tourism, the number of first-class national ports that Heilongjiang Province is allowed to open to the outside world has increased from 1 to 25, making it one of the provinces with the largest number of first-class ports in my country. Among them, water transport ports include 15 ports including Harbin, Jiamusi, Huachuan, Suibin, Fujin, Tongjiang, Fuyuan, Raohe, Luobei, Jiayin, Xunke, Sunwu, Heihe, Huma, Mohe, etc. There are 4 ports in Dongning, Suifenhe, Mishan and Hulin, 4 airports in Harbin, Qiqihar, Mudanjiang and Jiamusi, and 2 railway ports including Suifenhe Railway Station and Harbin Inland Port.

Among the 25 open ports mentioned above, 17 are open ports on the border of Heilongjiang Province to Russia. As my country's northernmost pilot free trade zone, China (Heilongjiang) Pilot Free Trade Zone has been established for one year. The business environment of the three areas of Harbin, Heihe and Suifenhe has been continuously optimized, policy effects are emerging, and cooperation with Russia has been continuously deepened.

2. THE IMPORTANCE OF THE CONSTRUCTION OF THE "CHINA-MONGOLIA-RUSSIA ECONOMIC CORRIDOR" TO HEILONGJIANG PROVINCE

2.1. Create "Longjiang Trade Channel"

Heilongjiang Province's connection with the "Belt and Road" to promote the construction of the China-Mongolia-Russia Economic Corridor is conducive to creating the "Longjiang Trade Corridor". Heilongjiang Province is located in the center of Northeast Asia and is an important bridgehead and hub for my country to open to Russia and Northeast Asia [4]. Heilongjiang's connection with the "One Belt, One Road" initiative and the promotion of the construction of the China-Mongolia-Russia Economic Corridor can give full play to Heilongjiang's geographical advantages adjacent to Russia and promote the construction of a major international logistics channel. With Harbin as the location center of the cooperation, linking the "Suifenhe-Manzhouli-Russia-Europe" railway and the "Suifenhe-Russian Far East Port" linking the "Suifenhe-Manzhouli-Russia-Europe" railway and the "Suifenhe-Manzhouli-Russian Far East Port" A strategic channel based on land-sea combined transportation. The channel construction will bring more investment and promote industrial upgrading to Heilongjiang Province and even Russia and Mongolia. It will create conditions and development space for Heilongjiang Province to cooperate with Russia and Mongolia in the fields of coal, petroleum, railways, agriculture and animal husbandry, and provide development space for Heilongjiang Province. The province brings new opportunities for trade innovation between Russia and Mongolia and the transformation and upgrading of the local economy.

2.2. Helping Longjiang's Economic Revitalization

Resource cooperation is an important area of cooperation between China, Russia and Mongolia. The economic complementarity between China, Russia and Mongolia is highlighted. In recent years, Heilongjiang Province's macroeconomic operation has been generally stable, but from the perspective of some indicator data, the downward pressure on the economy is still relatively large. Under the background of my country's "One Belt One Road" initiative, Heilongjiang Province should persist in opening up, promote the construction of the China-Mongolia-Russia Economic Corridor, resolutely implement the strategy of going global, and comprehensively improve the level of trade development and internationalization in Heilongjiang Province. The China-Mongolia-Russia Economic Corridor will lead the innovative development of Heilongjiang Province's trade, enhance the competitiveness of Heilongjiang Province's trade export products in the international production value chain, and help Heilongjiang Province's economy continue to develop steadily and healthily to achieve the comprehensive and all-round revitalization of Heilongjiang Province.

3. ANALYSIS OF THE STATUS QUO OF HEILONGJIANG PROVINCE'S PORT CONSTRUCTION TO RUSSIA

With the implementation of the reform and opening policy, Heilongjiang Province's economy and trade cooperation with Russia and border tourism has developed rapidly. The number of first-class national ports that Heilongjiang Province has been allowed to open to the outside world has increased from 1 to 25, becoming my country's first opening to the outside world. One of the provinces with the most similar ports.

3.1. Analysis of Port Construction Scale

The border ports of Heilongjiang Province with Russia are restricted by objective factors, which hinder the expansion of the construction scale of border ports. The number of border ports in Heilongjiang Province with Russia is large, but from the perspective of the development status and scale of the ports, the development of most border ports is difficult to meet. The demand for port throughput. The border ports that have formed a certain scale mainly include Suifenhe, Heihe and Tongjiang. As the port with the largest cargo throughput in Heilongjiang Province, Suifenhe Port has initially formed a certain scale. Due to the special

geographical location, most ports in Heilongjiang Province are affected by the seasons, and most water transport ports are open according to the season. Although water transport ports such as Heihe and Mohe have developed winter ice transportation, the overall logistics of Heilongjiang Province's border ports with Russia passes, the ability is still insufficient. At the same time, most of the border areas have lagging economic

development, some road infrastructures are outdated, road conditions are poor, and road grades are generally low. Coupled with the cold weather conditions in the northeast, snow resistance, freezing and other disasters will occur from time to time in winter. The highway port system guarantees Ability is also poor. Figure 1 shows the cargo throughput of Heilongjiang Province to Russia from 1992 to 2014.

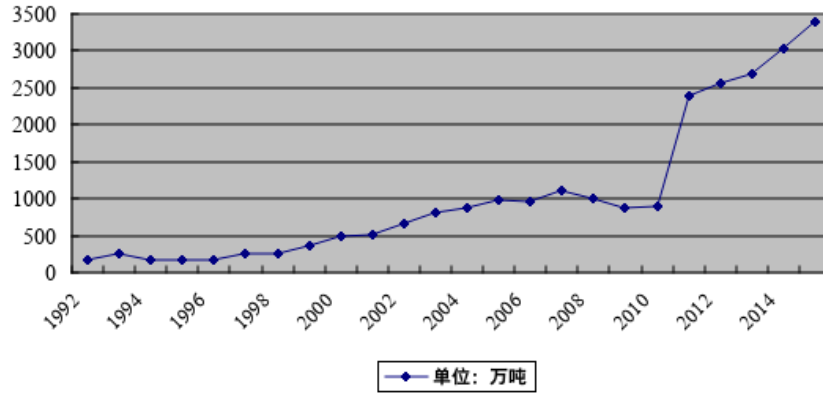


Figure 1 The freight volume of Heilongjiang Province's border ports with Russia

It can be seen from Figure 1 that from 1992 to 2007, Heilongjiang Province's cargo at the border ports with Russia was relatively small and its development speed was relatively stable. Except for the impact of the financial crisis in 2009, the port cargo throughput decreased significantly [5-6]. On the whole, the freight volume of Heilongjiang Province's border ports with Russia has shown an upward trend over the years. However, judging from the total value of freight and the overall situation of Heilongjiang Province's border ports with Russia, this also reflects that the cargo throughput capacity of the border ports is not strong. This is because the construction plan of the border ports does not match their actual needs, and the border ports themselves are relatively large. Small cause.

3.2. Analysis of Port Clearance Capacity

The joint inspection and inspection unit conducts a one-time joint inspection, and the "series" process of customs declaration and inspection has been changed to "parallel". The new pattern of multi-step integration and flat port inspection covers the ports of Heilongjiang Province. All the documents and materials that can be checked through the network between the port inspection departments are no longer required to be repeated by the relevant enterprises, and the customs declaration, inspection, tax payment and other links are initially electronic. Carry out special measures for the compliance cost and customs clearance time of container import and export to reduce customs clearance costs. In the Heihe area, the first Sino-Russian cross-border highway

bridge is 2 kilometers away from the head of the Heilongjiang Bridge. The Yuexing Sino-Russian cross-border logistics hub project is under construction. This is an important project deployed by Yuexing Group in the Heihe area. After completion, its distribution and transshipment function will connect China's railway transportation network with Russia's Siberian railway and federal highway network. From the time of approval to July this year, 4,200 new enterprises were established in the China (Heilongjiang) Pilot Free Trade Zone; 148 new projects were signed with an investment of 183.858 billion yuan. "Investment must pass through Shanhaiguan, and the project selects a free trade zone" is becoming the new normal in Heilongjiang Province. Affected by the epidemic, the passenger inspection channel at Suifenhe Port was temporarily closed, but the cargo inspection channel has been normal. In May of this year, the Fenze Liangyun Agricultural Products Company in the Suifenhe area imported 137 tons of rapeseed from Russia, achieving a "zero" breakthrough in rapeseed imports.

3.3. Analysis of Port Function Positioning

As the country's opening to the outside world, border ports are analyzed from the perspectives of their geographic location, economic development level, and port's own capabilities. Different types of ports should make full use of their own advantages and position the functions of border ports [7]. For example, Suifenhe Port relies on the Suifenhe Comprehensive Bonded Zone with its unique geographical advantages and powerful cargo transit system. Suifenhe has continued to become the port with the largest actual cargo

completion volume in recent years and can be positioned as a trade port. These unique advantages are beyond the reach of other border ports, and the same is true for the positioning of other ports, tapping and exerting their main functions of border ports.

3.4. Analysis of Port Infrastructure Construction

Since 2010, Heilongjiang Province has successfully built supporting office facilities, living rooms, and on-site joint inspection basic office facilities, ensuring the ever-increasing demand for goods passing through and passing passengers at ports. The Suifenhe Highway Port Passenger Inspection Building and Xinguomen were put into use, the railway port passenger transport complex was completed and put into operation. Harbin Air Port T2 terminal was put into operation on schedule. The Harbin Railway Port was relocated and the new station was put into use smoothly. The construction of Heihe Port Storage and Transportation Center, Suifenhe Highway Port Junction Station and International Passenger Station, Dongning Highway Port Freight Transfer Station and International Passenger Station, Tongjiang Port Storage and Transportation Center, etc., have a total area of 135,000 square meters. The Kazakhstan-Europe train was opened in June 2015, with a total of 320 trains; in February 2016, the Kazakhstan-Russia train was opened with a total of 331 trains; in August 2015, the Kazakhstan-Swiss-Russia-Asia land-sea combined transport was opened, with a total of 102 trains.

4. ANALYSIS OF FACTORS AFFECTING PORT CONSTRUCTION IN HEILONGJIANG PROVINCE

4.1. Port Infrastructure Construction Factors

Many port industrial parks in Heilongjiang Province are relatively small and cannot provide sufficient supporting policies and measures for trade with Russia, which will affect the progress of trade with Russia. For example, Heihe City has only the Wuxiushan Russian Electric Industrial Park, Ergonghe Industrial Park, and Cooperation Zone Industrial Park, which cannot meet the growing demand for trade with Russia. Promote high-level government exchanges, and strive to build industrial parks, industrial parks, and cargo storage centers in port cities to realize the connectivity of port city facilities and facilitate the collection and distribution of goods. Implement national policies, support the transformation of the development model of

border trade companies, support the development of local cross-border e-commerce. To foster the development of strong local e-commerce companies such as Russia Express and Russia Pinduo, actively introduce large enterprises to participate, and promote further linkages between border ports. Break through the policy barriers, traffic barriers, and cargo barriers between port groups. In order to ensure a reliable passage, the "Three Bridges and One Island" project (Heihe Heilongjiang Bridge, Tongjiang China-Russia Railway Bridge, Dongning Highway Bridge, Heixiazhi Island) is mainly promoted in terms of cross-border infrastructure.

4.2. Policy Factors

Based on the construction of the "China-Mongolia-Russia Economic Corridor", the level of political mutual trust among countries has further deepened. The two sides will further strengthen strategic communication and cooperation, carry out all-round strategic collaboration from a strategic height and a global perspective. It will build a new type of international relations and a community with a shared future for mankind, to promote world multi-polarization and democratization of international relations. Cooperation direction. The construction of ports in Heilongjiang Province is closely related to the economic and political policies of various countries. There are 25 border ports in Heilongjiang Province, of which 17 are border ports with Russia. China and Russia are good neighbors and partners that are connected by mountains and rivers and support each other. Since the outbreak of the epidemic, China and Russia have firmly supported each other and closely communicated and cooperated on epidemic prevention and control. Sino-Russian cooperation injects a "heart boost" into the world economy. Under the impact of the epidemic, the global economy has experienced an unconventional recession, but China-Russia pragmatic cooperation has bravely been "retrogrades" and achieved growth against the trend. In the first quarter of 2020, bilateral trade volume increased by 3.4% year-on-year to reach US\$25.35 billion.

4.3. Port Function Positioning Factors

According to the theory of comparative advantage and the theory of the flow of international production factors, the two countries or two regions carry out economic and trade activities under the conditions of production factor endowments and complementary advantages, which will enable the two countries to achieve benefit sharing. Heilongjiang Province and Russia not only have natural geographical advantages,

but their economies are highly complementary. According to relevant data, Heilongjiang Province has a wealth of labor-intensive products, which are products with abundant factor endowments, mainly clothing, footwear, textiles, etc., so a large number of them are exported to Russia. For resources such as logs, crude oil, steel, and pulp Heilongjiang Province is relatively scarce of intensive products than Russia. In order to meet the demand for such products in Heilongjiang Province, it mainly imports resource-intensive products from Russia. Therefore, trade between Heilongjiang Province and Russia at the border ports of Russia can optimize the allocation of various factors such as commodities, capital, technology and human capital in accordance with the market mechanism on an international scale, and optimize the functional positioning of Heilongjiang Province's ports.

4.4. Port Logistics System Factors

The construction of a comprehensive transportation system at border ports is an important factor in promoting Heilongjiang Province's cooperation with Russia. At present, Heilongjiang's cooperation at Russian ports largely depends on the attitude of Russia. Generally speaking, Chinese ports have developed relatively smoothly in their counterparts in the more developed regions. On the contrary, Russia has no or lack of urgent needs for port passage construction, low enthusiasm and slow progress. In this regard, attention should be paid to the issue of coordinated development. Cooperation in the construction of border ports with Russia is not just a one-way financing support. It is necessary to explore common interests and find common ground in the development goals of both sides. Accelerate the construction of modern logistics processing bases. The border ports of Heilongjiang Province are mainly engaged in the import of resource commodities and grains from Russia. Agriculture, forestry and resource products are important resources related to the national economy and people's livelihood. The state should appropriately implement preferential policies for port enterprises engaged in the import, processing and transportation of such commodities, minimize the operation time of the industrial chain, reduce transportation costs, and ensure that various commodities can be processed nearby. According to the investigation, a new type of business agglomeration of Heilongjiang Province's port logistics transportation + large-scale processing and fine processing will gradually be formed, and more than half of the imported goods from Russia will be "transited and not landed" in Heilongjiang Province. A strong pulling situation.

5. CONCLUSION

In 2020, the Suifenhe area will carry out special services in areas such as cross-market trade, cross-border settlement, and customs clearance services. Through innovation and leadership, the "100-year port" will be revitalized. The Harbin area focuses on building the goal and requirements for the full opening of Russia and Northeast Asia to undertake the highland, especially the cooperation with Russia to a new level. For example, in the financial chain, the Harbin area has established the country's first Sino-Russian cross-border financial service center, and financial cooperation with Russia has expanded to 11 areas including fund clearing, foreign exchange transactions, and cash transfers; in the logistics chain, the Harbin area has introduced a number of Russian industrial parks and functional platform projects such as Vanke Sino-Russian Industrial Park, which has been implemented. At present, the Heilongjiang Free Trade Zone has opened up the four chains of foreign cooperation in the logistics chain, industrial chain, financial chain, and scientific and technological innovation chain. Foreign cooperation has achieved new improvements, strengthened the development of Russian ports, and promoted the cooperation between Heilongjiang Province and Russia to a new level.

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