

Research on Cross-border Cooperation of Major Along-border Ports in Northeast China

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Abstract. In order to adapt to the influence of global economy, China has positively promoted the strategy of cross-border cooperation, so as to realize the maximum increase of interests. Cross-border cooperation has strong maneuverability and flexibility, thus it has become the first choice for China to develop regional economy. Northeast region of China borders many countries. During recent years, with China's support for the economy of northeast China, ports along the border have positively participated in the cross-border cooperation, strengthened China's relationship with neighboring countries and played a positive influence on the homeland security of China.

Introduction

Northeast China commonly shares long borders with Mongolia, Russia and South Korea, overlooks Korea and Japan through the sea and possesses dozens of along-border ports of different grades. Northeast China is an important region of foreign trade in China. Along-border ports in the east have given the play of geographical advantages, positively participated in the regional cooperation, especially the comprehensive development of cross-border regions, which has promoted the increasingly accelerated pace of modernization in Northeast China. By analyzing the advantages of cross-border cooperation in Northeast China, it can promote regional cooperation in Northeast China to step into higher level.

Concept Definition of Northeast China

Regional Definition of Northeastern Along-border Region.

It mainly refers to related regions bordering the neighboring countries, for instance, Inner Mongolia borders Mongolia and Russia, Heilongjiang borders Russia and Jilin borders Liaoning and Korea.

Northeastern Ports and Port Cities.

The current ports refer to related regions on both sides of the land frontier, for the access of personnel, cargoes and vehicles of both parties. According to different natures, it can be mainly divided into highway port, railway port and water-transportation port. According to the degree of development, it can be divided into first-class port and second-class port. In Northeast China, there are more than 50 ports. Of which, there are 30 first-class ports and over 20 second-class ports, occupying nearly half the ports in China. As the important channel for China to develop foreign cooperation and economic trade, ports play important roles as windows in foreign communication of Chinese economy.

Cross-border Regional Economic Cooperation.

Cross-border regional economic cooperation mainly refers to the form that one region is designated for economic cooperation from the borders of two countries. Through negotiation, two countries' governments establish related policies of fiscal taxation and investment trade and implement supervision on the region's cross-border customs, which attracts a lot of merchants to conduct trades and promote the rapid development of this region's economy. With the advantage of radiating effect of economic development, it can promote the development of neighboring provinces. Cross-regional economic cooperation is different from the strict regional integration economic pattern, which aims at realizing the common development by the coordination of both parties or defense, allows both parties to have systematical differences in the aspect of economic trade policies.

That's because the final purpose of cross-regional economic cooperation is to integrate advantages of both parties, form the situation of complementary advantages, realize the regional economic growth of both countries, moreover, effectively promote the automatic process of regional trade and eliminate the trade barriers brought by the cultural differences. The overall economic environment of Northeast China is complicated. Most bordering countries are developing countries. There are great differences in the aspect of economic system. Currently, the maximum benefit of regional trade still cannot be realized. Therefore, as an important means, the cross-border economic cooperation has become an effective selection for Northeast China to economic globalization.

Current Situation of Cross-border Cooperation of Along-border Ports in Northeast China

Current Situation of Cross-border Cooperation of Liaoning Dandong Port.

Liaoning Dandong is located in the border of China and North Korea, which is the core area of Northeast China and an important component of Bohai Rim Region. It is an important water-transportation and land passage of China connected with Korean Peninsula and Japan. As the major aggregation point of Northeastern ports, Dandong Port has 13 ports along the border, which are mainly composed of land ports. Of which, there are 5 first-class ports and 8 second-class ports. Since the end of the Qing Dynasty, Dandong started the cross-border trades and achieved long-term economic trade cooperation with Korea. Depending on the geographical advantages, Dandong has gradually formed perfect foreign trade areas though years of development, including commerce tourist area, hi-tech park, storage processing area, etc. Moreover, Dandong has established trade relations with more than 100 countries. In 2009, "five points and one line" planned by Liaoning was listed as an important economic strategy by China. Dandong and Korea signed an agreement to set up Hwanggumpyong and Wihwa island economic development zone. Moreover, the 3030-meter New YaLu River Road Bridge was built. The construction of "two islands and one bridge" has greatly promoted the commerce relations between China and Korea. Dandong has also become an important window of China-Korea commerce.

Current Situation of Cross-border Cooperation of Jilin Huichun Port.

As the junction of China, Russia and Korea, Huichun is the only region bordering Russia in Jilin, which is also the key region for development of Jilin province. Huichun has unique geographical advantages, bordering Russia in the southeast and Korea in the southwest, overlooking Korea and Japan through the sea, which has become an important port developing trades with Korea, Russia, Korea and Japan. In April, 2012, the State Council officially approved Jilin Huichun to set up the "China Tumen River Regional International Cooperation Demonstration Area", further to positively promote the economic development and foreign communication of Huichun from nine aspects. Under the vigorous support of the central government, it has realized the constant improvement of regional economic cooperation. The cooperation area has primarily begun to take shape. The speed of economic growth has increased year by year, so as to realize the rapid growth of export to North Korea, Russia and South Korea.

Current Situation of Cross-border Cooperation of Heilongjiang Lvfen River Port.

As the region bordering Russia in Heilongjiang, Lvfen River is close to Bograzzini, the most prosperous region of Russia. It is an important port for China to realize cooperation and communication with Russia. Since the early 20th century, Lvfen River Port has been an important international trade port of China. Since the reform and opening up to the outside world, Lvfen River Port has welcomed the important development period of foreign trade and regional cooperation. In 1992, Lvfen River region was approved to be the first-batch along-border opening city by the State Council, so as to realize the maximization of trade development. Trade development of this region was changed greatly. By devoting great efforts to constructing transportation facilities, the government promoted the foreign communication of Lvfen River region and spent nearly 200 million yuan on the construction of port, thus the annual cargo capacity of this region increased by several times.

Characteristics of Cross-border Cooperation of Along-border Ports in Northeast China

Most cross-border ports of Northeast China were supported by China since 1990s. As port cities, they usually possess their own unique geographical advantages. Combined with the vigorous support of China, they have positively participated in cross-border economic cooperation, promoted the progress of cross-border cooperation and the development of their own economy. Therefore, these ports have the following characteristics during the cross-border cooperation:

Significant Geographical Advantages.

Most ports of Northeast China are distributed over the junction of China-Korea, China-Russia and China-Mongolia, which are key regions developed by North Eastern Province. They have played the “leading” role in China’s development of foreign trade and walked in the forefront of China’s regional cooperation. Relying on broad borders, these ports have positively promoted the economic communication between this province and the neighboring country, further to promote development of neighboring countries by regional development and realize development of greater regions.

Support of National Strategy.

Along-border ports of Northeast China are border cooperation development zones established in 1990. With the implementation of reform and opening up, and constant promotion of national policies, these ports have been supported by related policies of government. Regional cooperation test points have successively become the strategical centers of China’s foreign trade, including the coastal economic belt of Liaoning and Dandong, further to realize the rapid development of cross-border economic cooperation.

Diversified Cooperative Methods.

Cross-border economic cooperation of Northeastern along-border ports has been carried out by establishing trade cooperation zone, economic development zone and industrial zone. However, due to different degrees of development, it results in that both parties have different initiatives in foreign trade. During the cross-border cooperation between Korea and Liaoning Dandong, Korea and Jilin Huichun, China has had absolute predominance in cooperation with Korea. For instance, China obtained the 100-year right to rent Hwanggumpyong Island and Weihua Island of North Korea; Huichun and Lvfen River take the dominant positions in trade with Russia. Mostly, China-Russia trades plan the trade zones unilaterally, while China-Korea cooperation realizes the trade communication by bilateral negotiation. According to different degrees of development, the cooperative methods perform diversity.

Good Development Trend.

The development trend of Northeastern along-border ports takes the construction of free trade as the objective. Through changes of policies, it can constantly optimize the regional trade and promote the liberalization of cross-border trade in the border areas. During recent years, with the constant promotion of cross-border economic cooperation in China, the along-border has developed from the simplest border trade to infrastructure construction, border trade, tourism, industrial construction, economic technology and export of labor services. Cross-border cooperation regions have been consistently increased and the degree of regional cooperation has also been deepened.

Comparison Analysis on Cross-border Economic Cooperation of Along-border Ports in Northeast China

Comparison Analysis on Cooperation of Infrastructure Construction.

a). Construction of Channel, by realistic development, it can be obviously found that, construction degrees of Lvfen River Port and Dandong Port are higher than that of Huichun Port. That’s because Lvfen River Port and Dandong Port were constructed earlier than Huichun Port. The former two were developed at the end of the Qing Dynasty. In 21st century, with the promotion of national policies, construction of ports have gradually become perfect. But Huichun Port was developed and constructed in 1990s, which was developed later than the former two ports.

b). In the aspect of port channel, Lvfen River Port and Dandong Port have quite high degrees of construction. Dandong Port of Liaoning has established many railways, highways and mature marine

lines. These two ports are important hubs of cross-border transportation, which have high capacity of railway transportation. However, the channel construction of Huichun Port has just begun, the ability of railway and highway transportation is quite poor.

c). Lvfen River Port and Dandong Port have formed developed transportation network. The cross-border transportation is quite convenient. Especially, represented by Dandong Port, it has formed a freight channel integrated of land, sea and air, and also opened routes to many countries. The import and export trade has taken a leading position. Lvfen River Port has also realized land-ocean transportation. Relying on the Far East Port of Russia, it realizes the marine transportation of freight. During recent years, Huichun Port has also positively developed land and sea transportation. However, due to the short time of construction, it cannot effectively realize the promoting role of window, thus the construction level is quite low.

Comparison Analysis on Situations of Border Trade.

Import and Export Trade

The scale of import and export trade is as Lvfen River>Dandong>Huichun. That's because the major trade object of Lvfen River is Russia. Russia has a vast territory and abundant resources. Bulk commodities are the main bodies, the transaction amount is quite large. However, the trade object of Dandong and Huichun is Korea. Due to the bad economic trade environment, Korea has comparatively fewer kinds of trade. Moreover, being limited by the system, transportation and economic basis of Korea, it is mainly dominated by small commodities, which have quite low added value of products. Although Huichun has quite good geographical advantages, China-Russia trades are inclined to Lvfen River, fewer trades will pass through Huichun. In addition, where Huichun borders Russia is the region under the military jurisdiction of Russia. There are fewer economic trades, thus foreign trade of Huichun is less than that of other two ports.

Structure of Import and Export Commodities

Dandong and Huichun are the major ports where China trades with Korea. The exported commodities are dominated by grains and household items. The imported commodities are mainly raw materials and energies. In the proportion of import and export trade, that of Dandong is larger than that of Huichun. That's because commodities imported in Dandong are applied to manufacturing and reproduction, those imported in Huichun are mainly used for daily life.

China mainly trades with Russia in Lvfen River and Huichun. The exported commodities are dominated by electromechanical products, clothing and agricultural products. The imported commodities are dominated by chemical products and raw materials. Comparatively speaking, foreign trades of Lvfen River and Huichun are mainly dominated by imported trades. Because imported commodities are mostly bulk raw materials, which are characterized by high price and large scale, further to form the current situation of trade deficit in Lvfen River and Huichun. It shows the situation that China has foreign trades with complementary advantages. To a certain extent, it reflects that division and cooperation of industry between China and Korea, China and Russia is not perfect, which has not really formed the industrial integration of borders.

Comparison Analysis on Tourism Cooperation.

Development of Tourism Routes

As the construction of major cross-border tourism ports in Northeast China, Lvfen River relies on the sea-land transportation to realize the cross-border tourism cooperation at the earliest. Development of tourism routes is quite perfect, which constructs tourism routes with regional characteristics; construction of "two islands and one bridge" of Dandong has greatly promoted the development of tourism in Dandong. By taking New Yalu River as the hub, Dandong has realized effective integration of tourism resources; Huichun has still been on the stage of exploration in the development of tourism resources. However, from the development trend of tourism in Huichun, it has already got the phased achievements.

Development Situation of Tourism

Since the year of 2009, tourism of Dandong has been on the stage of rapid development. The population of entry and exit tourists has consistently increased; the tourism of Huichun and Lvfen River has also developed rapidly during recent years and guaranteed the good development trend. In

the aspect of tourism income, Dandong belongs to the region where tourism develops fastest, Lvfen River has also gradually formed a good trend in recent years, with consistently increased tourism income. Tourism of Huichun has just begun, but has harvested good effects. On the whole, tourism of along-border ports in Northeast China has performed good development trends.

Conclusion

Through analysis on three major along-border ports in Northeast China, it can be seen that cross-border economic cooperation of along-border ports in China has already obtained great achievements. It also predicts that China will have quite good development trend of cross-border economic cooperation. To do a good job of infrastructure construction management of cross-border regions in Northeast China, it will absolutely promote China's foreign economic cooperation to reach a new stage.

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