

Analysis on the Development and Opening Strategy of Heilongjiang Border under the Background of Belt and Road

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Abstract: Heilongjiang lies in the northeast of China, only a river away from Russia, and has opened many open ports in Heilongjiang, such as Fuyuan City in Jiamusi, Heihe in the Da Hinggan Ling Prefecture, etc. Heilongjiang's cross-border economic co-operation. Under the influence of the Belt and Road strategy, Heilongjiang and other countries and regions bordering Russia and Mongolia have engaged more frequently and closely in economic and cultural exchanges, transportation, tourism and other fields, and have taken advantage of the Belt and Road development opportunities. It is an inevitable trend of the times to respond to the call of the country and strengthen cross-border economic cooperation between Heilongjiang and Russia, which is of positive significance to the economic development of Heilongjiang and even our country.

1. The Significance of Heilongjiang's Border Development and Opening Strategy in the Context of Belt and Road

The strategy of opening up to the outside world in the context of Belt and Road development will help promote adjustment in Heilongjiang and improve Heilongjiang's industrial structure. In the Contemporary Society with high-speed Economic Development, we should try our best to open up to the outside world and seek common cooperative development. Heilongjiang is now entering a critical period for industrial restructuring. The biggest obstacle to optimise Heilongjiang's industrial structure now is overcapacity. Heilongjiang's neighbours are all developing or emerging economies, and some of Heilongjiang's remaining industries may make sense in other countries because of changes in market supply and demand. Much of the daily production, goods and products they need are Heilongjiang's excess capacity. With the implementation of the Belt and Road policy, all kinds of industrial innovation are related to industrial transformation and upgrading and industrial transfer dividends. Some of the high-quality surplus will be transferred to neighbour countries. Heilongjiang should make full use of the economic construction of the Heilongjiang Sea and Land Silk Road to promote the rational flow of trade and economic development between Heilongjiang and other countries. Heilongjiang should also make full use of cross-border co-operation to export products, industries and technologies, and absorb some of Heilongjiang's surplus products, so as to ease the pressure on Heilongjiang's industrial structure and gain more time for development and transformation. In addition, the industry transfer brings infinite opportunities for industry transformation and upgrading, such as Technology Transformation, R & D Investment, brand building, etc. . As investors pour in, Heilongjiang's economy will be driven even higher.

In the twenty-one th century, with the development of China's Socialist market economy system, more and more scholars began to pay attention to the changes in regional economic disparities. Heilongjiang's gross domestic product has grown rapidly since 2018. Heilongjiang's gross domestic product accounted for 9 per cent of the three north-eastern provinces in 2018, the second-largest of the three. The geography of Heilongjiang and Russia is increasingly important, driven by Belt and Road. Since 2010, Heilongjiang's development gap has been widening, particularly in the south. In 2017, the southern region of Suihua had a per capita GDP of 3,484.39 Yuan, while Suifenhe had a per capita GDP of 193594 yuan, nearly eight times the difference. In 2018, Suihua's per capita GDP

was 5,799.35 Yuan, and Suifenhe's per capita GDP was 18,390.36 yuan. The gap between the two cities is nearly three times, indicating that the gap between Heilongjiang and China has widened significantly. In 2018, the ratio of gross domestic product in the north, east and south of Heilongjiang was 1:63:14.7, suggesting regional disparities. This inter-and intra-regional disparity has become a constraint on Heilongjiang's economic development. At a time of rapid world economic integration, we need to rely on the complementary advantages of regional cooperation and development to promote Heilongjiang's economic development. The construction of the Silk Road Economic Belt will make Heilongjiang an important hub connecting Russia and Northeast Asia, bringing together large-scale markets in Asia, Europe and North America, comprehensively strengthening opening to the outside world and further expanding opening to the outside world. The development and opening-up of the Heilongjiang border region as a whole has played a good role in China and North America, and has become an important role for the friendly cities in Russia. By adjusting and optimizing the regional industrial structure, the Belt and Road initiative has effectively promoted the upgrading and development of talent introduction mechanisms and technical means. Through the integration and adjustment of strategic regional resources, optimization of industrial structure, adaptation to local conditions and keeping pace with the times, Heilongjiang's economic development has been relatively developed, the positive role of the platform has been brought into play, and the economy has been fully developed. Under the guidance of the Belt and Road strategy, Heilongjiang has achieved coordinated development for mutual benefit and win-win results by integrating current regional economic development and market demand. At the same time, we should actively promote Huimin County's policy, which is conducive to the development of the region. With the introduction of a large number of cooperation projects, the integration and development of regional economy have been realized, bringing new development potential of regional development.

2. Problems in the Development and Opening up of the Border Areas of Heilongjiang

(1) The Implementation Measures Are Relatively Simple

The opening-up of Heilongjiang's borders can only be carried out by its own industries and has no obvious impact on the entire north-east economy. The problem of relatively single opening-up measures is the same as that of coastal economic development zones, which is characterized by a small impact area. As an old industrial base in northeast China, Heilongjiang has a series of problems, such as low degree of opening to the outside world, insufficient marketization, insufficient vitality and unreasonable industrial structure. Industry and Industry are not closely related, unreasonably distributed, and Heilongjiang's Concentration ratio are not close enough. Heilongjiang's advantages over other provinces and cities are not fully reflected. Most of its exports come from other provinces, and its own exports are too small. Clothing, footwear and textiles make up 76 per cent of Heilongjiang's exports, according to the types of goods it exports. In addition, most of Heilongjiang's clothing, footwear and textiles exports come from other Chinese provinces such as Guangdong, Zhejiang and Heilongjiang. In many cases, the movement of goods is simply a matter of geography, where goods bought from other provinces are packed and shipped to Russia and other exporting countries, thus completing Heilongjiang's foreign trade. Thus, although Heilongjiang's foreign trade volume is large, its economic efficiency is very low. This trend has not really driven Heilongjiang's economy for a long time. Industrial Development is still at a low level, with more primary products and some simple processed products, fewer finishing and advanced products and fewer production enterprises, less mature technology and insufficient investment in technology and capital. Therefore, in order to change the status quo, Heilongjiang should combine with the national strategic "Belt and Road" , so that the two complement each other to take advantage of open development measures.

(2) There are loopholes in border trade regulation

Heilongjiang's main force in the development of border trade is towns. In the context of weak regulation, there are many adverse trade phenomena, such as illegal activities. Trade, cross-border smuggling and private resale of goods not only affect Heilongjiang's reputation and image, but also violate laws and regulations, disrupt the normal order of trade and create certain obstacles to the development of Heilongjiang's border trade. The use of tourist names by some border residents to engage in illegal work in border countries such as Russia has been severely condemned and resisted.

(3) Industry support is weak and local innovation is insufficient

Heilongjiang's borders are relatively long compared with the national average. However, due to the stagnant trade and slow economic development in the border areas, the transportation infrastructure in the border areas is relatively backward compared with that in the inland areas, especially in the port areas, where the infrastructure is weak and the production capacity of traditional industries is weak. Economic Development is slow, resulting in no industrial scale, serious shortage of innovative products, lack of independent brands, product structure is not centralized, low improvement level. Coupled with the lack of good long-term policy support, leading to a serious brain drain, the lack of leading enterprises in the province and the lack of leading brand enterprises' well-known brands, the lack of large projects and the poor investment environment seriously restrict the process of opening up and cooperation, and the ability to pull the local economy is weak. With the implementation of the National Strategy of Poverty Alleviation and rural revitalization and the expansion of the scale of new forms of foreign trade, although encouraged by the support of the Heilongjiang Provincial Party Committee and provincial government, new industries and trade patterns emerged and began to develop, but it is still a long way to go for enterprises in this province to form brand characteristics.

3. The Strategy of Development and Opening up of the Border Areas of Heilongjiang

(1) Maintain order at the control points

To maintain the order of trade between Heilongjiang and Russia and other border countries, to crack down on illegal trade, and to take effective preventive measures to regulate export trade. Actively accomplish the task of border trade. The relevant departments should jointly set up a port coordination department to mediate the conflicts between ports and guide the functional positioning of ports so that ports can have a good and orderly harmonious development environment. Under the background of Belt and Road, the legal risk in economic and trade should be paid more attention to in the regional economic cooperation between Heilongjiang and other countries. Although economic and trade relations with various countries are increasingly close, and economic exchanges between governments and people are increasing, regional economic cooperation is an economic exchange between two countries, involving two different legal systems. There will inevitably be various legal problems. If the enterprise is not familiar with the relevant laws and regulations, which leads to some irregular behavior, it is very easy to cause investment failure, causing serious losses to the enterprise. Therefore, China and other countries should pay more attention to relevant laws and regulations, and give necessary help and support to these enterprises to ensure a sound investment environment. At the same time, Heilongjiang's companies themselves should take steps to avoid legal risks by setting up special legal departments to study the laws and regulations of other countries. Enterprises should strengthen their own management, train relevant knowledge, standardize the operation behavior of their employees, and strictly supervise and manage the quality of products and other indicators, so as to strengthen the sense of responsibility of relevant personnel. Reduce the incidence of risk effectively.

(2) Perfect the system of commerce and trade logistics, build the international logistics platform

As we all know, logistics plays an important role in economic trade. It is not a short-term task to improve the logistics system in Heilongjiang. We should actively build railway transit channels along the border of Heilongjiang's open economic belt. The strengthening of railway construction at border crossings has facilitated the smooth entry of goods from the open economic belt along the Heilongjiang border into the large European market. Building cross-border bridges in Heihe and other cities along the border, changing the original single railway transport, road construction is also the key, in the road to build more service stations, can reduce the danger and improve transport efficiency. We should speed up the construction of commercial and trade logistics distribution bases, build railway logistics container distribution centers in border areas within the province, and build a large international logistics platform to attract domestic and foreign enterprises to join through publicity. Making Heilongjiang an international trade hub and one of the largest bonded zones in the country is vital to Heilongjiang's development and can greatly boost its economy.

(3) Grasp the opportunity of the new form of foreign trade and speed up the development of cross-border e-commerce

The traditional mode of foreign trade supply can be divided into two kinds: domestic production export to the international market and foreign production export to the international market. Compared with Domestic Trade, the biggest difference lies in the quantity of single order. Large quantity of order has become a main feature of traditional foreign trade supply model. However, with the rapid global spread of the Internet, the rapid development of technology, security improvement and the growing maturity of the Internet of things industry, the characteristics of demand side scattered, personalized gradually appear, consumer demand personalized. Adapting to change, adjusting and improving traditional trade patterns. The rise of cross-border e-commerce is undoubtedly good news for us, as Heilongjiang's small-scale trade accounts for a large proportion of foreign trade. How to build a cross-border e-commerce service platform and establish a cross-border e-commerce logistics base is an effective means to achieve development. We will vigorously develop cross-border e-commerce and create an e-commerce platform for china-russia services. Finally, we must speed up the construction of freight trains for trade and logistics, and speed up the opening of freight trains from all parts of Heilongjiang to Europe. We will improve the trade logistics system and give full play to Heilongjiang's role as an important hub in Belt and Road integration.

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