Geo-value of Inner Mongolia in the Construction of China-mongolia-russia Economic Corridor

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Abstract: Today, the Chinese government to promote the "area" initiative from the stage of "spring" has entered the phase of "elaborate-style painting", which is important one annulus -- "corridor" in the Russian economy construction is further speeding up, the division of our country will further deeply involved in the world and international economic cooperation, further inland open, opening-up and open to the north, this also to Inner Mongolia to participate in the "corridor" in the Russian economy construction provides an important opportunity. This paper mainly discusses the geo-value of Inner Mongolia autonomous region in the construction of china-mongolia-russia economic corridor. In geographical space, as China is adjacent to the Mongolian autonomous region, its on the left side of the border with Russia, and Mongolia has more than 4700 kilometers of the border, connected to the domestic eight provinces and close to the Beijing and tianjin, and through Mongolia Russia and China railway hub and manchuria, every air passenger and cargo transport, must be made by the Inner Mongolia, so it is very important for the geographical pivot value. But this also fails to change the category of unilateral design of Inner Mongolia itself, and the role and change of ports, this geographical advantage is gradually weakened. This paper, through cross-border economic cooperation, promotes the integration of border trade, investment and processing, and forms a port economy in the complex of "point, line and surface", so as to give better play to its geographical advantages and play a pivotal role in Mongolia and Russia's market trade.

1. Introduction

The Inner Mongolia autonomous region, on the terrain, is a long and narrow strip of northeast and southwest characteristics, in the space area, it not only covers the majority of Mongolia, and deep into the abdomen of the Russian far east. Domestic and black, jilin, liao, hebei, shanxi, shaanxi, ninggan eight provinces connected. In terms of topographic features, Inner Mongolia is divided into eastern, central and western regions. It has participated in a number of inter-provincial regional development plans or inter-provincial economic cooperation organizations in China. However, after investigation and study, these inter-provincial economic cooperation content overlap, many plans and projects have not been well implemented.

The One Belt And One Road initiative put forward by the Chinese government has entered the second stage, which provides an important opportunity for Inner Mongolia to participate in the construction of the china-mongolia-russia economic corridor. Form the port economy of "point, line and plane" complex, and promote the cross-border economic cooperation with Russia and Mongolia.[1]

In the construction of china-mongolia-russia economic corridor, it is necessary to consider the positioning of "giving full play to the geographical advantage of connecting Russia and Mongolia", whether it is only to give full play to the advantage of crossing the wind of geographical
transportation corridor, or to give full play to the development advantage of seeding and infiltration from point to line to surface or belt.

2. China-mongolia-russia Economic Corridor Construction Plan

"One Belt And One Road" is the general name of "silk road economic belt" and "21st century maritime silk road". It was conceived by President xi jinping in 2013. Since then, the outline of the china-mongolia-russia economic corridor construction plan, an important part of the project, was signed in 2016 and began to be implemented. The "outline" consists of six parts. The following is the specific content of the second part, "areas of cooperation".

The specific content is as follows:

2.1 Opening and Improving the Convenience of Transportation Infrastructure.

To promote "cross-border transportation of international transportation channels and infrastructure of road, rail, air port, gateway and other infrastructure, strengthen cooperation in transportation organizations and form a system to facilitate cross-border transportation between China and Russia, Asia and Europe.

2. 2 Strengthening Production Capacity and Investment.

"Cooperation in energy, mineral resources, high-tech industries, manufacturing, agriculture, forestry and animal husbandry, production capacity and investment cooperation, coordinated industrial development, to achieve a close regional production network. After the concrete proposal is formed, the rationality of the pipeline of crude oil and natural gas from China and Russia passing through Mongolia will be discussed." [2]

2.3 Strengthening Trade Cooperation.

"While expanding trade in agricultural products, energy and minerals, building materials and textiles, we will upgrade manufacturing and high-tech industries. We will build cross-border economic cooperation zones and strive to integrate trade, including border trade, processing and investment."

2.4 Promoting Inter-regional Cooperation in Border Areas.

"We will promote local economic cooperation among the three countries, and promote cross-border cooperation between relevant regions of China and Russia, with Mongolia's eastern region as the center."

Next, we will understand the characteristics of Inner Mongolia's industrial economy by focusing on trade, ports, production networks (industrial agglomeration), cross-border cooperation zones and local cross-border cooperation.

3. Characteristics of Industrial Economy of Inner Mongolia

First, from the perspective of trade, it can be seen from table 1 that the main trade objects of Inner Mongolia are Mongolia and Russia, mainly exporting food, shoes, umbrellas and other daily necessities, and importing minerals from Mongolia and Russia, mainly importing energy. On the whole, the main feature is the export of labor-intensive industries.

Secondly, from the perspective of ports, Inner Mongolia is an important border area for Mongolia and Russia, and there are 11 ports along the border as trade Windows for Mongolia and Russia. These ports are not only bases for exports to Inner Mongolia, but also for exports to China's interior or coastal regions, and for imports from Mongolia and Russia.

Many of the goods exported through these ports are not produced in the Inner Mongolia autonomous region, but are mainly concentrated in China's coastal manufacturing regions. Its goods are exported to Mongolia and Russia through ports in the Inner Mongolia autonomous region. In addition, Mongolia and Russia import timber, minerals and other resources from the Inner
Mongolia autonomous region and use them as raw materials for manufacturing along the Chinese coast.[3]

Table 1 main trade target countries and total trade volume of Inner Mongolia autonomous region in 2017

<table>
<thead>
<tr>
<th>Major trade target countries</th>
<th>Trade volume (us $10,000)</th>
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</thead>
<tbody>
<tr>
<td>Mongolia</td>
<td>390918</td>
</tr>
<tr>
<td>Russia</td>
<td>304357</td>
</tr>
<tr>
<td>Australia</td>
<td>58882</td>
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<tr>
<td>The United States</td>
<td>53499</td>
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<tr>
<td>South Korea</td>
<td>50534</td>
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<tr>
<td>Iran</td>
<td>35832</td>
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<tr>
<td>Japan</td>
<td>25449</td>
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<tr>
<td>Vietnam</td>
<td>25215</td>
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<tr>
<td>The British</td>
<td>25151</td>
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<tr>
<td>India</td>
<td>24691</td>
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In addition, from the perspective of production network (industrial agglomeration), the largest agglomeration area of China's manufacturing industry is the eastern coastal area. Thus, a production network is formed and gathered in the eastern coastal areas to realize economies of scale and improve competitiveness. However, this trade structure fails to enhance the added value of the Inner Mongolia autonomous region, but these goods pass through the Inner Mongolia autonomous region without bringing real economic benefits.

4. The Role and Changes of Ports

As mentioned above, the Inner Mongolia autonomous region extends from east to west in northern China and is an important border area for Mongolia and Russia, with a national border of about 4,200km. Along the border, there are 11 ports, among which manchuria is the largest land port in China. Inner Mongolia autonomous region has obvious geographical advantages and plays a role as a trade hub for Mongolia and Russia.

Port is the window of foreign trade. Since the necessity of trade policy and geographical location, the Chinese government has not only set up ports, railway ports, land ports and airport ports in the inland border areas, but also in the coastal areas after the reform and opening up. Originally located in coastal harbors and border areas, these ports have become the stronghold of international complex logistics. However, in recent years, due to China's economic development and trade expansion, under the above "One Belt And One Road" concept, the role and setting of ports have changed. Ports are usually located in coastal bays and border areas, but in recent years they have been established in areas far from or without borders. The ports of suzhou and chongqing in jiangsu province are a typical example. These cities are home to China's manufacturing industry and are surrounded by the largest concentration of Chinese manufacturing. Suzhou and chongqing had no borders or ports, but ports were set up, and goods could be exported directly to foreign countries through railways and airports. In a sense, ports are not restricted by geography, and can be set up when necessary. In addition, the current run of "Sue full o (suzhou - manzhouli town - Europe)", "chongqing, new, Europe (chongqing, xinjiang - Europe)", "yue, full, Europe (guangzhou manchuria - Europe)" goods such as railways, simplified customs procedures, greatly shorten the transport time. Here is an example of "su man ou". "Suzhou, manchuria and Europe" is a freight train line connecting suzhou, manzhouli and Europe. It starts from suzhou, jiangsu province, China, goes north through manzhouli, Inner Mongolia autonomous region, enters Russia, crosses Russia, passes belarus, and finally reaches Warsaw, Poland.

The train has completed the unloading, customs declaration, inspection declaration and other procedures in suzhou, and the procedure has been simplified and the time has been shortened.
Through the above simplified procedures, suzhou peripheral electronic products, auto parts, daily necessities and other goods can be shipped to Europe.[4]

In this sense, the role of ports has changed greatly, and the role of several ports set up in Inner Mongolia has been weakened. In addition, as a border area, the geographical advantage of Inner Mongolia autonomous region is also disappearing. The enterprise agglomeration in Inner Mongolia autonomous region is mainly composed of three plates. They are Hohhot in the west, chifeng in the east, tongliao in the east and hulunbuir in the northeast. In sharp contrast to the ports, these areas are also the border areas of Inner Mongolia autonomous region and neighboring areas. Under such a relationship, considering the particularity of terrain and geography, it is necessary for Inner Mongolia autonomous region to make regional plans and seek regional cooperation with domestic and foreign countries.

5. Conclusion

Inner Mongolia, with its unique terrain and geographical location, has been included in many cross-border regional development plans in China. Specifically, "the plan to reinvigorate northeast China" (the eastern Inner Mongolia autonomous region, black longjiang province, jilin province, liaoning province), "beijing-tianjin-hebei integration plan" to "Beijing, tianjin, hebei, Inner Mongolia autonomous region in central development planning", "the Yellow River economic zone planning" (shanxi, shaanxi province, ningxia hui autonomous region, gansu province) provinces as the center of the national regional development plan. Prefecture level, "liao Simon east economic association (the west of liaoning province and Inner Mongolia autonomous region in the eastern part of a consortium of 12 cities", "nine, a union cooperation organization (the Inner Mongolia autonomous region, hebei province, the provincial border regions of 10 cities in liaoning province)", "call hubei elm economic zone (Hohhot, baotou city, Inner Mongolia autonomous region ordos city and yulin city of shaanxi province in cross-border economic cooperation organization.

It can be seen that Inner Mongolia participates in many cross-border regional development plans with China or cross-border economic cooperation organizations. However, the current situation and implementation of these cross-border economic cooperation are overlapped, and there is an administrative vertical relationship. Many plans and projects have not been well implemented."Construction of cross-border economic cooperation", "border trade processing and investment integration", "promotion of inter-regional cooperation in border areas" and "local economic cooperation among the three countries" have become key areas in the outline of China, Mongolia and Russia economic corridor construction plan. For Inner Mongolia, how to promote the integration of border trade, processing and investment through ports and promote the local economic cooperation among the three countries is an urgent task.[5]

In port economy, there are elements of "point, line and plane". "point" is the platform centered on port, "line" is the path connecting "point", and "plane" is the economic belt. What is important is the ripple effect from the "line" to the surrounding area, which forms the complex of "point, line and surface" and forms the port economy through interaction. Another important issue is how to mitigate or avoid the bridging effect through the Inner Mongolia autonomous region. Based on the current situation, the three industrial agglomeration areas in Inner Mongolia will be the center in the future to promote industrial agglomeration and industrial value chain construction. In recent years, the industrial transfer policy of the Chinese government has attracted much attention. With wages rising in China's coastal regions and manufacturing, especially labor-intensive industries, becoming less competitive, the government is pushing manufacturing inland to the Midwest. Among them, Inner Mongolia should attract coastal manufacturing enterprises to settle down, give better play to its geographical advantages, and play a trade hub role in economic cooperation between Mongolia and Russia.

In a word, pay attention to the synergies between ports and the three aggregation areas, and create profits. To become the trade hub of Mongolia and Russia externally, and to play the role of the stronghold of inter-regional economic relations internally, this should be the issue that Inner Mongolia autonomous region should consider to enhance the added value and improve the industry.
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