

# The Construction of "One Belt and One Road" and the Revitalization of Northeast China

Zhongzhe Jin, Kun Jiang\*

Northeastern University, Shenyang, 110819, China

**Keywords:** Northeast; Belt and Road; Opening to the Outside World; International Cooperation; Economic Strategy

**Abstract:** Participating in the "Belt and Road" construction has the unique advantages of Northeast China. The reason is that by re-examining the history of international relations in the Northeast, the Northeast can actively participate in the construction of the "Belt and Road" through the two points of "land and sea". On land, in the northeastern region through the St. Petersburg railway corridor, it is necessary to strengthen the economic radiation in northeastern Russia, the economic relationship between North Europe and China, and strengthen the Northeast. In the Northeast, it is necessary to strengthen economic cooperation between Japan, South Korea, the United States and other countries and regions. Building the northeast region at the forefront of opening up will help to invigorate regional economic revitalization and ensure strategic security.

## 1. Introduction

The origin of the "Belt and Road" is generally considered to be in western China and the southeast coast. Therefore, Northeast China has no geographical advantage in participating in the construction of the "Belt and Road". In fact, from the history of the Northeast, in the modern society, the Northeast is China's first region to achieve direct interconnection with Europe. The Northeast region has the unique natural advantages of participating in the "Belt and Road" construction. The railway corridor between Russia allows China's northeastern region to reach Russia's St. Petersburg[5].

## 2. The construction, theory and significance of the "Belt and Road"

The combination of the "Belt and Road" construction has formed a new model of China's opening up in the new pattern of opening up to the outside world, which has great theoretical and practical significance. The construction of the "Belt and Road" will help speed up the establishment of a new model that is open to the outside world. The construction of the "Belt and Road" has stimulated the development of the world economy. The construction of the "Belt and Road" can promote the adjustment and development of the regional economy[2].

### 2.1. The construction of "One Belt, One Road" is a grand strategy to adapt to new economic changes.

Accelerating the construction of the "Belt and Road" needs to adapt to new changes in the world economy, strengthen regional economic cooperation and opening up, and safeguard free trade in the world economy. The "One Belt, One Road" construction through regional cooperation is to build a large-scale and deeper level of regional economic cooperation framework, a new model of global governance, and actively explore international cooperation. Then, in particular, China has various advantages that can change the advantages of cooperation, accelerate the opening of the new open model, and promote the formation of equal types of trading partners along the honest cooperation between the "Belt and Road" countries. Relationships can improve the traditional model of globalization. From the perspective of coastal areas and inland areas, developed coastal areas are developing faster than the mainland, and the result is brought about by the coastal and inland areas. From the perspective of the East and West countries, the traditional globalization model, the European and American countries develop faster than the East. Through the construction of the "Belt

and Road”, the honest cooperation of regional countries and the comprehensive promotion of the economy and the community of destiny have formed a balance of the international political and economic system, continue to improve China's status, give play to China's sense of responsibility, and strengthen the influence of voice. The construction of the “Belt and Road” has a new type of cooperation between the regions. The construction of “One Belt, One Road” emphasizes the comprehensive opening to the outside world and fully reflects the basic concepts of cooperation, joint construction and sharing, and is an ambitious strategy to adapt to new economic changes.

## 2.2. The construction of “One Belt, One Road” is a strategic choice in the new stage of reform and opening up

At present, China's overall national strength is growing. Economic development has entered a new normal track, reform and opening up has entered a new stage, and the implementation of the “One Belt, One Road” development strategy is to open up new growth points. The total population and economic intensification of the countries along the “Belt and Road” account for 62.5 % and 28.6% of the world's total population and economy. The foreign trade deficit with China has reached more than 1 trillion US dollars. A total of 25 percent. In the past 40 years of reform and opening up, China’s foreign trade and economic aggregates have grown significantly. Considering the limitations of the traditional international market, it is inevitable that China and developing countries will achieve win-win cooperation and become an emerging and emerging international market. The Belt and Road Initiative can effectively respond to the international development situation, actively expand the country's development space, and make China's position in the international economic order opposite, gradually transforming from passive to dominant. The construction of “One Belt, One Road” is beneficial to China's economic development, accelerating the gradient transfer and balanced development of the economic layout, and promoting the formation of an open economy with mutually beneficial results. The construction of the “Belt and Road” can safeguard world peace and development and enhance political mutual trust between China and its neighbors. This is a strategic choice for the new stage of reform and opening up.

## 2.3. The construction of “One Belt, One Road” should be open to the Northeast as soon as possible

At present, the Northeast region is facing insufficient economic growth, the private economy is developing slowly, and the level of marketization is not high. These problems can reflect the lack of vitality and growth momentum of the Northeast market, and also reflect the "bottleneck" of economic development in the northeast. According to statistics, the dependence of Northeast China on foreign trade was 24.7% in 2003, 14.6% in 2015, and the national average fell by 21.8%. In addition, from the statistical analysis of the import and export of high-tech products, the proportion of imports and exports of high-tech products in Liaoning Province in 2015 accounted for 9.6% of the total foreign trade imports and exports[9]. The proportion of imports and exports of high-tech products in Jilin accounted for 10.9% of the total foreign trade. The activation of the Northeast economy should form a new stimulus to expand the outside world, deepen reform, and deepen growth.

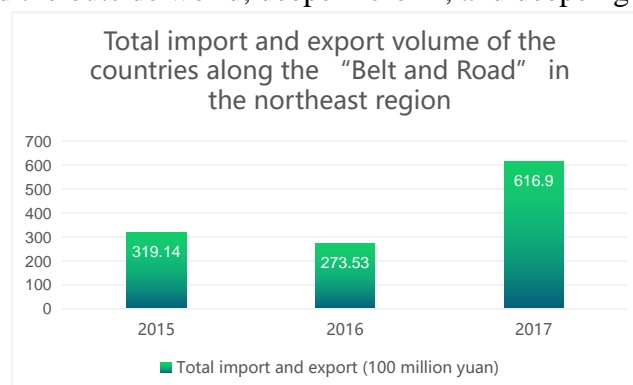


Fig.1. Total Imports and Exports of Countries along the “Belt and Road” in Northeast China

The integration of the “Belt and Road” construction in the Northeast region should actively expand the new space facing the outside world[1]. First of all, the Northeast should seek development with a broad vision and vision. Through the implementation of the "leading road" project, the opening of the Northeast to the outside world will be intensified, opening up a new situation for the opening of the Northeast. Second, the extent and depth of the Northeast should strive to open up. Efforts to investigate the possibility of exchanges and cooperation between the Northeast and the countries along the “Belt and Road”, continue to exchange and cooperate with other countries, deepen innovative ideas and methods of work, implement reforms and innovations As well as new methods and new mechanisms for foreign economic cooperation, active investigation. Third, the Northeast is a unique advantage, it is necessary to use independent brands for regeneration, and strong. The advantages of science and technology education and the advantages of government services The exploration of a larger development space, “introducing and going out and paying attention” can create new brands. The outside world of the Northeast, for the establishment of an open new model “Belt and Road”, actively integrates new objective to build the Northeast Necessity and strategic choice. The “One Belt and One Road” development strategy in the Northeast region is actively integrated, the concentration of economic corridors in China, Russia and Mongolia, the close cooperation and interconnection of infrastructure investment and construction, and the acceleration of the northeastern manufacturing industry as a park. Building a platform, the opening of the northeast free trade circle, the development of service trade and market development, the focus of work, and the general rules of opening up in the Northeast The large-scale model is constructed to accelerate the activation of the Northeast and create new economic incentives.

### **3. "One Belt, One Road" to Promote the Development of the Northeast Region**

This mobile cost is much lower than that of the Eurasian Bridge, so it is very feasible to connect the Chinese railway directly to the Eurasia Bridge at the ports of Russia and Manzhouli.

The Middle East Railway is not connected to the Russian Siberian Railway, which is a great pity for Northeast China and China. Building an Eurasia bridge and strengthening economic relations between China and the western end of Eurasia is an important strategy set by the Chinese government. In the 1980s, China built the Ron High Speed Rail. On the bridge of the new Eurasia, we are going to end it. In addition, China will build a new Eurasian Railway and another Eurasian Bridge in Shenzhen and Chongqing. However, China's Middle East Railway and Russia's Siberian Railway are bridges that have been built in Eurasia. Lianyungang is the place to start from the Continental Bridge. This ancient intercontinental bridge was ignored and abandoned. This is a pity. Therefore, China's three northeast regions can suggest that the country will upgrade to a national strategy through the Middle East Railway and the Russian Siberian Railway. Because China's defense of the Soviet Union was relatively high in the early days of the founding of the People's Republic of China, the Chinese and Russian railways came from the same place. Under the current international situation, it is difficult to link the Middle East Railway directly to the Russian Siberian Railway, which poses a threat to China's national security. This is because Russia does not want to easily provoke a war with China. So why not imply that a country wants to rebuild its new vitality through the “Belt and Road” initiative? This is the luck of Northeast China and the luck of China and Russia.

Of course, under the current situation, the Northeast can also carry out "two news" around strengthening the economic cooperation of Russian railways: this is the first "news" about the development of the Northeast. Ports like the turbine ports of Northeast China should be the estuaries of these areas, focusing on strengthening economic cooperation with the Russian Siberian Railway. To illustrate this, you can compare it with Shanghai and Qingdao. Thanks to the creation of the Yangtze River, the Yangtze River Basin has become the economic boundary of Shanghai and is an important support for Shanghai's development.

The Siberian Railway is the longest railway in the world. It traversed the Russian territory in the west and connected the Russian center of St. Petersburg and Moscow. If we can strengthen the connection between these regions, there will undoubtedly be greater development. The radiation intensity of Russia's Siberian railway on the Russian border has increased, and the Siberian Railway

has created opportunities to become the economic border of the environmental line along the viaduct.

If we can strengthen cooperation with Russia, China's northeast region will have greater development, and Trian will become the leader of Northeastern regeneration science. However, the current economic cooperation between China and Russia still has problems. These problems are reflected. On the other hand, with the rise of China, Russia's shackles against Russia are also increasing, especially with the increase of Russian immigrants in the Far East, this psychology is further strengthened. On the contrary, the level of development in eastern Russia is not high. In short, the cooperation between the Northeast and China and the Far East depends on the overall cooperation between China and Russia. But overall, the prospects for the next Russian cooperation have improved.

Another "news" reborn in Northeast China is the sea[7]. This can be divided into three levels. First, the ports of Dalian, Dandong, and Jinzhou in the northeast have obvious advantages in strengthening cooperation with Beijing, Tianjin, Bohai, Shandong Peninsula, and coastal cities in China (for example, including port cities). Other northeastern port cities can expand their openness to the United States, Germany, the United Kingdom, Canada, and Australia, and strengthen cooperation. See table 1.

Table 1 Ranking of Import and Export of Countries along the “Belt and Road” in Northeast China in 2016

Ranking	import	Export	Import and export
1	Russia	Singapore	Russia
2	Saudi Arabia	Russia	Singapore
3	Thailand	Malaysia	Malaysia
4	Singapore	Indonesia	Indonesia
5	Philippines	Thailand	Thailand
6	Malaysia	Philippines	Philippines

The increase in the opening up of the northeastern part of China has not only promoted its own economic development, but also ruled out the hidden dangers of the Northeast War. More foreign investment companies in the Northeast are less dangerous to the Northeast War. Therefore, Northeast China should focus on the strength of opening up to the outside world, and at the same time strive to open up to the outside, beyond the southeastern coastal areas of China and China's special economic circle. To this end, the Northeast region actively participates in the “Belt and Road” strategy, aiming at making a huge leap to the outside world and promoting development through openness[5].

#### **4. It is the "Bottleneck" that Restricts the Economic Development of Northeast China.**

##### **4.1. The three northeastern provinces are relatively open to the outside world.**

From 2003 to 2015, the total imports and exports of the three provinces increased by 12.4% per year over the past 13 years, 10% lower than the central and western regions. In 2013, the proposal of “One Belt, One Road” was proposed. In terms of foreign trade, the East's trade dependence is 55.0%, and the national average is 32.8%. The foreign trade dependence of the Northeast is 16.4%. It accounts for only 7% of the country, and imports and exports account for only 3.5% of the country. Although the gap is completely different, if the three northeast regions can reach the national average in 2020, thank you for at least 15%.

##### **4.2. The privatization economy in Northeast China is gradually developing**

There are many indicators for measuring the level of regional economic development. Among these indicators, “civil economic development” is particularly important for these indicators. According to statistics, in 2016, the investment of private enterprises increased by 3.2%, the eastern part decreased by 24.4%, and the investment ratio of domestic private enterprises also decreased by 2.2 percentage points. This data is very attractive. A few of the three private companies show huge differences compared to other regions. There are only nine Chinese private enterprises in the

Northeast, so the private economy of the three provinces still has a long way to go[7].

#### **4.3. Low openness of industries in Northeast China**

In 2015, domestic and foreign state-owned enterprises accounted for 38.8% of total assets, while the three indicators in the Northeast region totaled 52.1%. Therefore, from an industrial perspective, the openness of the Northeast industry is relatively low.

### **5. Expanding the Northeast Region, the “Belt and Road” proposal**

#### **5.1. Accelerate the transformation of Northeastern manufacturing industry**

Although there are many research institutions in China's three provinces, there are still three administrative districts lacking a large amount of research and development funds. In 2015, the average national R&D expenditure was 2.07%, and the research funding in Liaoning, Jilin, and Heilongjiang provinces was 1.27 %, 1.01 %, and 1.05 %, respectively[4]. Compare with the 5% gap in Beijing. In this regard, the three provinces have expanded their openness and continue to attract foreign businessmen to invest. This is a foreign technology transfer in three provinces that can effectively absorb advanced technology. We must make better use of our own abundant resources, improve the level of scientific management, and strengthen exchanges and cooperation with developed countries. The purpose of this study is to accelerate the production speed of the three provinces by independently developing and manufacturing core technologies for major equipment. Transform the upgrade process.

#### **5.2. Actively promote the reform of Northeastern institutions**

The Northeast should learn from the successful experience of institutional innovation in advanced regions, establish the Northeast Free Trade Zone, increase the open space in the Northeast, and seek institutional innovation. In order to properly understand the relationship between the government and the market, a government-oriented government will be established to fully activate the market. In particular, in the last two years of the "Thirteenth Five-Year Plan", the two countries established a free trade zone, developed the Northeast Free Trade Zone as the main route, and promoted reforms in accordance with the goal of comprehensive openness, and gained the opportunity to develop the Northeast[8].

#### **5.3. Strive to rectify the investment environment in Northeast China**

To enable foreign-funded enterprises to enter the Northeast, the most important thing is to establish an international standard, organization, and fair economic development platform to provide enterprises and entrepreneurs with a good space for stable development. In order to achieve fair treatment of the effects of various market units in the market competition, we not only believe in the guidelines and financial assistance formulated by the government[6].

#### **5.4. Northeast China establishes the “Belt and Road” international cooperation zone**

The first is to increase the frequency of communication with other developed countries and actively learn. High-end technology, high-end management experience. The other is to combine the comprehensive reform of the state-owned enterprises in the three provinces with the region. Reform and the development of mixed ownership as the focus, participating in the development of domestic and foreign state-owned enterprises as the focus, state-owned enterprises have better markets, using some means to replace large-scale groups from enterprises, factories and state-owned enterprises in non-primary business transfer . In addition, proposals have been made to promote the “Special cooperation zone between enclaves and regions”. There are many similar areas in China. Due to the introduction of market mechanisms, different models of the three administrative regions have been innovatively developed. Finally, establish and develop a global economic cooperation park. It is required to speed up the development of the South Korean pilot basin and international cooperation zone in the northeastern river basin, meet the international standards of the free trade zone, and take practical actions for the comprehensive development of the management of the global economic

cooperation park[3].

### **5.5. Implementation of the Free Trade Zone of the Belt and Road in Northeast China**

The first is to provide convenience and service markets for domestic and foreign investment. Second, learn from the valuable experience accumulated by China's free trade zone and intend to expand openness. The region includes economic, social, trade, logistics and cultural services to further strengthen the management of negative lists. Find a period suitable for the implementation of free trade in the main ports of the three administrative districts, and use it as a “free trade pilot zone”. In the end, in areas such as export and new areas of the country, we seek a management system that is consistent with global standards and calls it a “free trade zone”.

### **5.6. "Belt and Road" Northeast Great Passage Construction Project**

First of all, the high-speed railways in the eastern part of the three provinces will be speeded up, and a "two vertical and five horizontal" high-speed railway network will be formed as soon as possible. Second, increase efforts to build silk roads. A safer navigation channel, the navigation level can reach the navigation depth of 3 or more. Active in the middle and downstream of Heilongjiang, and the main waterway of the Songhua River. In this way, the trade route between Russia and its surrounding areas is unimpeded, while the gold route is built in the northeast. The third is to actively build the railway network of China, Russia and Mongolia, and connect the railway network with the Northeast Port to increase the communication capacity between basic equipment.

### **Acknowledgement**

In this paper, the research was sponsored by the Phased research results of the National Social Science Fund's major project “Northeast (Liaoning) Old Industrial Base ‘Labor Model Culture Historical Materials Compilation and Contemporary Value Research” (Project No. 15ZDB052).

### **References**

- [1] Zhao Dehai, Jia Xiaolin. A Study on the New Pattern of Development Trade between Northeast China and the Belt and Road Initiative. *Business Research*, 2018(8):62-70.
- [2] Lan S, Shuang D. China's Belt and Road Is Taking Shape. *Chinas Foreign Trade*, 2018, No.565(1):25-28.
- [3] Zhang X. Invest into the “Belt and Road” region for a win-win situation. *Chinas Foreign Trade*, 2017(2):17.
- [4] Qi L. The Belt and Road Initiative Continuous to Deepen Trade Cooperation. *Chinas Foreign Trade*, 2018, No.567(3):12-14.
- [5] Zhang O. Djibouti is willing to Play an Important Role Towards the Achievement of the Belt and Road with China. *Chinas Foreign Trade*, 2017(4):40-41.
- [6] Wang S. Implement “Belt and Road” Strategy and Deeply Involve into Global Economic Governance. *Chinas Foreign Trade*, 2017(1):12-13.
- [7] Lily, Wang. China & Turkey Strong Cooperation under the "Belt and Road" Initiative An Exclusive Interview with Ali Murat Ersoy, Ambassador of the Republic of Turkey. *Chinas Foreign Trade*, 2017(3):61-64.
- [8] Belt and Road Construction Enters A New Phase of Development. *Chinas Foreign Trade*, 2018, No.565 (1):15.
- [9] Wang L. Chinese Enterprises to Be Actively Involved in Global Economic Governance. *Chinas Foreign Trade*, 2018, No.565(1):29-30.