

The Countermeasures Analysis of Northeast China's Participation in the Construction of "Polar silk road" Between China and Russian

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Abstract: The construction of the "Polar Silk Road" is a concrete extension of the "one belt and one road" new thinking of China's open economic development, and it is also a new strategy for the current multi polarization development of the economy. The Sino-Russian co-construction of the "Polar Silk Road" opened a channel for the Northeast to connect with the European economy, and also provided new opportunities and challenges for the economic reform and innovation in the Northeast. China and Russia have been committed to the development of inter-regional economic and trade cooperation. The Northeast China has combined with the development of its own economy, and proposed to improve the modern spatial layout and regional coordination mechanism, deepen the adjustment of industrial structure and integrate into the construction of the "Polar Silk Road". The implementation of these measures will help to upgrade the industrial structure of Northeast China and enhance its ability to participate in the international division of labor and global economic activities.

1. Introduction

With the development of shipping technology and icebreaker technology, the resource development of the Arctic region and the role of the Arctic region in the international politics and economy are increasingly significant. China one belt, one road one belt, one road construction cooperation plan, was jointly launched by the China National Development and Reform Commission and the State Oceanic Administration in July 3, 2017. It actively participated in the construction of the "blue economic corridor" connecting the Arctic Ocean to Europe, marking the formal incorporation of the Arctic channel into the "one belt and one road" strategic framework. The Arctic channel is a sea channel connecting the Atlantic Ocean and the Pacific Ocean in the Arctic region. Specifically, the channel is mainly composed of three routes, i.e. the Northeast channel, the northwest channel and the central channel. The Northeast channel is mainly located in the offshore Arctic Ocean off the coast of northern Russia. The Northwest channel mainly crosses the sea area near the Canadian Arctic islands. The central channel refers to the channel crossing the Arctic point, The "ice silk road" jointly constructed by China and Russia mainly refers to the Northeast waterway. On January 26, 2018, the Chinese government officially released the white paper "China's Arctic policy", which is the first time that China has made clear to the international community its position, principles, objectives and propositions in Arctic affairs in the form of a formal document, clarifying China's attitude and vision of working together with the international community to build a community with a shared future in the Arctic. China's Arctic policy China has one belt, one road initiative, and the Arctic shipping industry is becoming more and more realistic. The white paper on China's Arctic policy also points out that "China is willing to build and develop the" ice silk road "on the basis of the development and utilization of the Arctic channel. As a result, the construction of the "ice silk road" has officially entered the stage of action from the concept. Milepost's China's one belt, one road initiative is an important milestone and landmark achievement. It is also an important starting point for economic cooperation between the countries and economic zones in the Arctic region. It is also an economic and open innovation strategy for China to cope with the current unilateral and multilateral trade confrontation, economic globalization and counter globalisation. As an old industrial base and a neighboring city of Russia, Northeast China can directly transport the goods from inland areas to major European countries via the ice silk road

through Heilongjiang, which not only integrates into the construction of new channels, but also provides new opportunities for the revitalization of Northeast China.

2. Significance of northeast China's participation in the joint construction of the "Ice Silk Road" by China and Russia

On November 1st, 2017, Chinese President Xi Jinping and Russian Prime Minister Dmitry Medvedev officially announced the launching of the construction of the "Ice Silk Road", this is an important achievement since President Xi Jinping put forward the "Belt and Road" initiative in 2013, marking the important implementation stage of china-russia Arctic development cooperation.

(1) Showcase China's new Open economy strategy

The Silk Road is the traditional route for China to connect with other countries in Europe and Asia. The "Silk Road on ice" opened up a new area of "Belt and Road" radiation to the north, and constructed a new route of goods transportation parallel to the "Belt and Road". At present, more than 80 percent of the goods in international trade are transported by traditional maritime transport channels. The construction of the "Ice Silk Road" will affect the pattern of world maritime transport and open up new maritime transport channels to the Arctic, it has deepened China's Arctic Development and economic cooperation with other Arctic countries, thus affecting the industrial division of Labor and economic layout of each country. The construction of the "Silk Road on Ice" is a new program for China to continue to implement the Open economy strategy at this stage. From the perspective of strategic value, the opening of the Arctic sea route will directly affect the economic development of China's coastal areas and the distribution of industrial division of Labor in China's coastal areas.

(2) The opening of a new route to Europe

The "Silk Road on ice", which cuts across the Arctic Circle and links North America, East Asia and Western Europe by sea routes. More than 90 percent of trade between China and European countries is carried by sea, compared with the traditional routes, through the "Ice Silk Road" cargo corridor, cargo from China's ports north of Shanghai can reach ports in Western Europe, the North Sea and the Baltic Sea, which are 3,000 nautical miles shorter than the traditional route through the Strait of Malacca and the Suez Canal, there was also a nearly 30% savings in time. The route would be nearly 2,000 miles shorter than the traditional Panama Canal route, resulting in savings of more than 30 percent in international freight costs. At the same time, the passage through the ice-covered sea area can effectively avoid the risk of the sea monsoon, greatly reduce the risks of the military and Somali pirates in the sea transportation, and can bring investment opportunities and manufacturing development opportunities. According to forecasts, if the Arctic route is fully opened, China can save us \$53.3-127.4 billion a year in shipping costs, which will help break the singleness of sea lanes and diversify China's international shipping.

(3) Reducing China's energy stress

China's rapid economic growth over the past 40 years of reform and opening-up has resulted in excess production capacity and inventories, as well as internal deficiencies in domestic energy resources. The construction of the "Ice Silk Road" can connect the northeast of China and Europe through the "Ice Silk Road", so that on the one hand, from the West to the middle, finally to the northeast, and from Asia to Europe on the outside, to break the bottleneck of Arctic Development, realize the promotion of both inside and outside, complete trade exchange and resource sharing. On the other hand, with the help of the "blue ocean economic belt", natural gas, oil and other energy, which are relatively scarce in China's economic development, can be imported into China through the "Ice Silk Road".

3. Northeast China's participation in building the foundation of the "Silk Road on ice" with Russia

(1) Industrial basis of industrial manufacturing in Northeast China

In the early days of the founding of the people's Republic of China, the northeast region

undertook the responsibility of providing infrastructure production for regional economy and even national economic development, forming a relatively perfect industrial cluster. In recent years, Russia has been sanctioned by European and American countries in terms of shipping industry and shipbuilding industry, and there are technical and financial deficiencies. In the construction of the "ice silk road", a large amount of investment is needed in infrastructure construction along the line. The development of the shipbuilding industry and other equipment manufacturing industry in Northeast China provides equipment and technical support for the construction of the "ice silk road".

(2) Logistics foundation of the coastal and hinterland of Northeast China

Based on the joint construction of China and Russia, the "ice silk road" forms a northern channel connecting North America, East Asia and Western Europe, which facilitates economic and cultural exchanges between countries. Heilongjiang Province in Northeast China is adjacent to Russia. Its water land border with Russia is more than 3000 kilometers long. There are 25 national first-class ports and 11 border trade areas. The water land air transportation is very convenient. Northeast China has a transportation network in all directions with complete capacity of land, water and air transportation. Dalian, Lvshun, Yingkou, Dandong and other port groups; Jingha, Suiman, hatong, Shenhai, Danxi and other expressway networks are three-dimensional and convenient; the east-west and North-South directions of the railway are vertical and horizontal, accounting for 24% of the total mileage of the national railway, and there are 26 airports in Harbin, Changchun, Shenyang, Dalian and other places. Convenient traffic conditions provide an important logistics foundation for the opening up of Northeast China.

(3) Policy basis of Northeast China's participation in the "ice silk road" Northeast China is adjacent to the Far East of Russia, with obvious geographical advantages and increasing industrial interdependence between regions. In depth cooperation in technology, humanities and environmental protection. In 2012, Russia's formal accession to the WTO accelerated the pace of China Russia cooperation. In the one belt, one road initiative, one belt, one road, China and Russia are important pivot countries. The industrial linkage between the two countries can bring strong economic effects. In November 2017, the heads of China and Russia formally reached a consensus on the "ice silk road". In the report of the 19th National Congress of China in the same year, the promotion of open economic policies was once again emphasized, which provided strong policy support for China Russia economic cooperation.

4. Research on the Countermeasures of Northeast China's participation in the construction of "ice silk road" between China and Russia

The "ice silk road" is a new plan for the cooperation between the Chinese government and Russia under the new economic situation. When the northeast region carries out the construction of the "ice silk road" in depth, it will realize the revitalization of the northeast, and can produce a huge spillover effect, but the friction and conflict are also closely linked. Therefore, combined with the current economic situation and industrial development level of the northeast region, the following countermeasures are given:

(1) Expand people to people and cultural exchanges and partners

There are great differences in languages, cultures and customs between China and Russia, and between China and other countries and regions on the Arctic route. In the process of promoting the construction of the "ice silk road", we should strengthen cultural exchanges and cooperation, effectively improve the level of strategic mutual trust of relevant countries in regional cooperation, and promote the formation and improvement of a new regional economic order in the era of multi polarization. Drawing on the valuable one hand of "one belt, one road" cultural exchange, we should conduct regular cooperation in education, tourism, film and television, and promote multi-level economic cooperation.

(2) Improve the modern spatial layout and regional coordination mechanism

The construction of the "ice silk road" between China and Russia has injected a strong impetus into the economic development of the northeast region. The northeast region should seize the

opportunity. Specifically, first of all, actively strive for national preferential policies. We should make full use of the policy dividend of the construction of the "ice silk road" and strive for national policy support and preferential policies, such as formulating the long-term development goals of interregional cooperation in the northeast region and favoring investment policies. Secondly, strengthen interregional government cooperation, constantly improve the mechanism of interregional interest coordination, promote the coordinated development of Northeast China and the East, central and western regions, and greatly play the role of regional economies of scale.

(3) Building a high level open economic system

It is committed to building an all-round, three-dimensional and open economic system in Northeast China, deeply participating in the global division of labor system, and having a good circular relationship with the global economy. It can not only make the commodities and elements in Northeast China output efficiently, but also make the commodities and elements needed in this region input in multiple channels, and eliminate the excessive economic dependence on some countries and regions.

(4) Deepen the adjustment of industrial structure

However, due to the low level of total factor productivity and the high concentration of industrial structure in Northeast China for a long time, the sustained and high-speed development of economy in Northeast China has been restricted. Therefore, we should take advantage of the development opportunity of "ice silk road", deepen the adjustment of economic structure in Northeast China, maintain the development of primary and secondary industries, vigorously develop the tertiary industry, and form a sound ternary economy Structure. In the process of industrial development, optimize the industrial structure, and then promote the continuous upgrading of the industrial chain to the high-end, so as to realize the overall optimization and upgrading of the industrial structure in Northeast China. We should attach importance to scientific and technological innovation so that the contribution of technological progress to economic growth in the northeast region will continue to increase, and the industrial competitiveness will continue to increase. We should establish an industrial system with stable agricultural foundation, relatively developed manufacturing industry, advanced equipment manufacturing industry, complete service industry and modernization.

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