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**RESEARCH ON THE STATUS QUO OF SINO-RUSSIAN PORT TRADE:
A CASE STUDY OF PORT CITIES IN NORTHEAST CHINA**

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Abstract. Ports cities in Northeast China have geographical, historical, policy, and other advantages in cooperation and trade with Russia, but in recent years, with the improvement of China's domestic infrastructure construction, the rise of e-commerce, the northeast port city economy is relatively declining. Ports cities in Northeast China should not only play the role of Sino-Russian trade transit station. Instead, infrastructure construction, new technology, and the industrial chain should be strengthened. At the same time, we should take measures according to the local conditions and give full play to the complementary advantages. The port cities and the hinterland of the Northeast should cooperate to build the information sharing and service platform. It is also necessary to have an in-depth understanding of Russia's political system and culture. Tourism should be promoted which could help to create new growth points.

Keywords: port economy; industry chain; import qualification examination; information sharing and service platform; border tourism.

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The Port is a necessary place for people at home and abroad to interact with the circulation of goods. In China, ports are mainly divided into first-class ports and second-class ports. The first-class border ports refer to the ports approved by the State Council for opening up, including those under central control, and also some ports administered by provinces, municipalities, and autonomous regions; and the second-class border ports refer to the ports approved by the provincial people's governments for opening up and managing. At present, there are 67 ports in Northeast China, 13 in Liaoning Province, 10 in Jilin Province, 25 in Heilongjiang Province, and 19 in Inner Mongolia.

The definition of the port economy refers to the comprehensive economic system of multi-sector, multi-level, multi-level, multi-link, multi-function and labor division and cooperation of the border area with the port as the basis of port logistics, people flow, fund flow and information flow, covering the infrastructure construction of port and

port area, import and export trade, economic and technical cooperation, tourism trade, service industry, import and export agriculture, and animal husbandry, etc.[2] It can be seen from the definition that the port economy takes the port as the core, carries out the related economic activities around the port, including the first, second, and third industries, and radiates to other areas around the port.

1 Advantage of Northeastern Port Cities' Trade Development with Russian

Port cities in northeastern China have unparalleled regional advantages in conducting trade with Russia. There are four cities in the northeast bordering Russia. There Hunchun border with Russia in eastern Jilin Province, which borders Russia and the Hasan district of the Primorsky Territory. Dongning City in Heilongjiang Province borders Russia with a borderline of 139 kilometers; The east side of Suifenhe is adjacent to the inner area of Pogranic, Russia's coastal area, and the borderline is 26.7 kilometers long. And the city of Manzhouli in the Inner Mongolia Autonomous Region borders Russia to the north. The border port city has always shouldered the task of China's transit, dispersion, and transit and movement of goods to Russia and other CIS countries.

At the same time, as international trade ports, they have a history of nearly one hundred years. The construction of many ports can be traced back to the beginning of the 20th century and continues to the present. For example, the Manzhouli Railway Port was established in 1901, the Suifenhe Port was established in 1902, the Dandong Port (Customs) was established in 1907, and the Heihe Port was established in 1908. After the founding of the People's Republic of China, many port cities in the Northeast were the first batch of state-opened cities along the border, and they were responsible for the important window and channel for the country's the trade and cargo transportation to Russia. The proximity of geography and history has made the people of the Northeast, especially many port cities, master the Russian language. Compared with other places, Northeast Port City has an incomparable language advantage.

Politically, China and Russia have maintained a good interactive relationship. In 2019, the Chinese and Russian heads of state jointly signed the "Joint Statement of the People's Republic of China and the Russian Federation on the Comprehensive Strategic Cooperation Partnership for the Development of a New Era", which decided to develop comprehensive strategic cooperation between China and Russia in the new era and raise the relationship between the two countries to an unprecedented new height. In the northeast region and the Russian Far East development strategy, the two sides have maintained close communication and interaction. In 2008, the Chinese and Russian governments signed the "Outline of Cooperation between Northeast China and Russia's the Far East and Siberia (2009-2018)", which enabled the docking and cooperation of the development and construction strategies of the two countries along the border into a substantive operational stage. One important part is that the two countries should strengthen cooperation in port areas, further develop and transform Sino-Russian ports, improve the inspection and cargo inspection systems, speed up the port electrification, improve customs clearance efficiency, and improve the infrastructure related to ports. [3]

In China's domestic policy, the state has relaxed the tax exemption for foreign trade and border small-scale trade in the border areas of the northeast border, and small-scale enterprises have special funds for related enterprises, as well as comprehensive bonded

zone policies and policy advantages of border economic and technological development zones. These policies have provided preferential treatment for supporting the economic development of port cities in the Northeast.

2 The Dilemma of Northeastern Port Cities' Trade Development with Russia

Port cities are mainly engaged in import and export trade, one of the important advantages is the transshipment of goods. The port cities in the Northeast are mainly traded by Russia, mainly serving as the transit port and transit station for Chinese inland cities and Russian goods. However, in recent years, with the economic development of China's inland cities, the construction of railways and other infrastructures has been completed, trade routes have increased, and the inland developed city governments have subsidized new trade routes. Goods imported from Russia to the Chinese mainland have abandoned traditional transportation routes. The port cities in the northeastern region were affected by the Sino-Russian trade transfer status.

And the development of border port cities is closely related to the support of national policies. Inland border cities such as Manzhouli, Suifenhe, and Hunchun are the first batch of open cities along the border. They are open to Russia and participate in cross-border trade cooperation between China and Russia. They have a unique advantage in developing port cooperation with Russia for trade and economic and technological cooperation. In recent years, the adjustment of national policies, the original preferential policies of border cities, such as the two-way halving policy of customs tariffs and VAT, have been abolished, and the policy support advantages that rely on the rise of port cities have ceased to exist.

The rise of e-commerce in recent years has changed the traditional way of trade. The import and export trade of mainland cities to Russia does not need to pass through border crossings, and the status of the Northeast Port City as a transit point for Sino-Russian goods and trade circulation is declining.

Compared with other cities, the port city economy is more deeply influenced by factors such as the international and domestic economic situation and political changes. Since 2014, Russia has been affected by the Ukrainian crisis, sanctions by European and American countries, and the decline in oil prices and the sharp depreciation of the ruble. These also have had a huge impact on the economic development of port cities in the northeast region with Russia and other CIS countries as their main trading partners.

Under the influence of this series of factors, the number of Russians who came to China's border cities to conduct trade or shopping plummeted, and the passenger traffic and cargo flow in the port cities declined. This has led to a large number of idle commercial buildings and established commercial buildings, and the rents have fallen sharply. The turnover of the food and beverage industry and the service industry have declined. Shops that originally used Russians as their main business targets have changed their business targets, targeting mainland tourists, and selling Russian specialties or souvenirs. Affected by the decline in trade with Russia, mainland businessmen who once engaged in trade with Russia at border crossings also withdrew from exporting cities. Take Suifenhe City as an example. During the period of trade prosperity, the population reached 300,000. At present, the population is less than 100,000. It reflects that the population of the northeast border ports is generally depleted. And the building

materials and real estate industries in the port cities have also been affected by the corresponding impact.

3 Suggestions on the development of port cities in Northeast China

Despite the slowdown in economic growth in port cities in Northeast China in recent years, the trade of port cities to Russia is of great significance in supporting the development of the Northeast region and revitalizing the Northeast. The development of port cities in the northeastern region in the new era can be carried out in the following aspects.

3.1 Port cities and hinterlands in the northeastern region should strengthen the construction of manufacturing industries, introduce advanced technologies and talents, and build a complete industrial chain.

Compared with the coastal cities, the economic characteristics of the port cities in the northeastern region are not large, and they only play the functions of the cargo ports and transit stations in the opening up. Cargo ports and transfer station functions. This is because the northeast border port area trades with Russia and the imported goods are mainly resources. The port cities and the cities around the northeast have limited digestive capacity. It is impossible to form a complete industrial chain of upper, middle, and lower reaches based on raw materials, and it is impossible to carry out processing and production of imported resources in the northeast. At the same time, the export commodities are relatively simple, and most of them are labor-intensive products with no added value, such as daily necessities and agricultural and sideline products. Therefore, the economic development scale and efficiency of the Northeast Port cities are low.

Taking the timber industry in the northeast region as an example, the northeast region mainly imports logs from Russia, and the quantity of timber imported from Russia is at the forefront of the country. However, the timber industry has a low proportion of land-based processing in the northeast region. Most enterprises carry out simple roughing of logs in port cities, or transport logs directly to the southern provinces by sea or port, resulting in the timber industry in the north. It did not exert regional advantages and did not form a regional advantage in the national wood processing industry.

The traditional view is that wood in Russia and the Northeast is softwood (coniferous forest), which is only suitable for the construction industry, and only hardwood (mainly broad-leaved forest), such as ash, is suitable for the furniture industry. However, in the field research, it was found that birch imported from Russia can be produced as a backboard for flooring and solid wood furniture, and birch is very suitable for furniture drawers. Therefore, in the northeast region, from the import of logs to the sale of products, it can be formed from the processing of sheet metal, and the scraps are used for the production of furniture parts, further forming a complete industrial chain system. This will help maximize the comprehensive utilization of wood, further expand the wood industry cluster in the Northeast, and enhance the core competitiveness of wood processing in the country.

In addition to a sound industrial chain, the machinery and equipment technology of the timber industry in the Northeast is far behind. Southern companies use the most advanced imported machines for wood processing, and the machine speed and update cycle are fast. The basic processing technologies such as woodcutting, drying, gluing and surface decoration have been fully automated. However, the northern wood pro-

cessing industry is still dominated by small workshops, and even many wood processing enterprises are still dominated by manpower. The huge difference in technology levels has led the northern timber industry to be at a disadvantage in competition with the southern timber industry.

Therefore, to prosper and develop the port cities in Northeast China, we should adjust the single positioning of Sino-Russian trade raw materials import and export transit stations. The manufacturing industry in the northeast region should introduce advanced technology and talents in the ports and surrounding hinterland cities, develop deep processing and high value-added manufacturing industries, and change the mode of short industrial chain and a single product. This is conducive to the formation of a sound industrial chain and the construction of manufacturing clusters in the Northeast.

3.2 The review of the import qualifications of Russian trading ports requires strict control and should be adapted to local conditions to give full play to the complementary advantages of Sino-Russian resources.

Russia has always been a major trading partner of the Northeast region, complementing the advantages of the Northeast region, and has great potential for regional cooperation. Russia has abundant resources, including not only natural energy such as coal, oil, natural gas, and wood but also abundant living resources such as seafood and dairy products. Different from the qualifications, capital, environment, and equipment advantages of coastal seaport cities, port cities in Northeast China are limited in terms of imported energy. However, from the perspective of food imports, northeastern port cities can rely on geographical advantages to seek new growth points in trade with Russia in the import of Russian food. In recent years, China's national economic development and the improvement of people's consumption levels have created a higher demand for rich food types, especially for Russian dairy products, seafood, agricultural products, poultry, chocolate, and candy. On November 7, 2018, the "Joint Communiqué of the Twenty-third Regular Meeting of the Chinese and Russian Prime Ministers" was released and the General Administration of Customs of China and the Russian Federation of Animal and Plant Health Supervision signed the Protocol on the Hygienic Requirements for the Supply of Frozen Poultry Meat and Dairy Products between China and Russia. On December 29 of the same year, the Russian Federation of Animal and Plant Health Supervision posted a message on the website saying that China and Russia each approved 10 domestic enterprises that have the right to export dairy products to the other country. The Russian Ministry of Agriculture reported that "this year Russia has exported 18,700 tons of poultry meat worth more than US\$41 million to China, and its export volume has increased from 54 tons in February to 7,500 tons in August."^[4] Urban enterprises in the Northeast Port should seize the opportunity to actively apply for and obtain the qualifications for Russian food imports and promote local enterprises and economic development.

At the same time, the import category should be set to avoid the "one size fits all" model. For example, sawdust is considered as waste in Russia and requires deep burial. For Chinese companies in Russia, the cost of deep burial is very high, but it is a good auxiliary material for fungi cultivation in northeastern China. And in recent years, China's domestic wood chips are in short supply. When China is setting up solid waste import management, wood chips should not be set as biomass pellet fuel. Instead, the

wood chips used for fungi cultivation should be returned to the northeast region according to the industrial structure in the northeast.

Therefore, the following aspects should be paid attention to the setting of Russian trade import qualifications. Firstly, the application for import qualifications should be strictly investigated and comprehensively analyzed for feasibility. Secondly, the examination and approval of import qualifications should be tailored to local conditions. Port cities should seize the geographical advantages and domestic market demand in the food category and actively strive for Russian food import qualifications. Thirdly, after the import qualifications have been approved, they should pay attention to the implementation and avoid the waste of qualifications.

3.3 Port cities in the Northeast should rely on geography and historical advantages to coordinate and cooperate, build information sharing and service platforms, and provide support for Chinese companies investing in Russia.

To speed up the revitalization of the old industrial base and the pace of opening up to the outside world, China has successively implemented a series of planning and many preferential policies in the northeast region, such as the revitalization of the Northeast, the Liaoning coastal economic belt open development, the Shenyang Economic Zone comprehensive supporting reform experiment, the Tumen River regional cooperation and development, the Northeast region cooperates with the Russian Far East and the Eastern Siberia region, the Northeast region faces the Northeast Asian region, the Heilongjiang River and the northeastern Inner Mongolia region develop and open along the border, and so on. However, the superposition of these policies has made the inter-provincial cooperation in the region prone to a similar "spaghetti bowl effect", coupled with the lack of regional cooperation mechanisms and reduced policy efficiency.[5] In particular, port cities belong to different provinces in the northeast, leading to homogenous competition between ports. Despite the increased cooperation awareness in recent years, there is still a lack of coordination mechanisms for port cities.

On the other hand, a large number of Chinese companies have invested in establishing factories in Russia. Investing and building factories in Russia can enable enterprises to effectively reduce transportation and logistics costs, make full use of the Russian government's tax incentives, and keep abreast of local consumption and development conditions, and adjust rapidly according to the Russian market. At the same time, expanding local investment can promote the economic development of the Russian Far East, and by hiring residents, solve the employment problem of the Russian Far East, and promote the development of Sino-Russian cooperation. However, while encouraging Chinese enterprises to "go global", they also face a series of problems. The investment environment and policies of China and Russia are different. The lack of understanding of Russian policies by Chinese companies has made it difficult for Chinese companies to secure their property and personal security issues in Russia, hindering Chinese companies from investing in Russia.

Therefore, the port cities in the northeastern region should cooperate, give full play to the historical and human resources advantages of Russia's trade, and provide a platform for enterprises in the Northeast and inland regions to provide trade services to Russia. Through the bidding and tendering, the analysis of the differences in employment licensing between China and Russia, the labor policy and the judicial field, the

feasibility report analysis, and platform construction is provided to ensure the friendly cooperation between Chinese enterprises and Russia.

3.4 The process of economic and trade cooperation between China and Russia, should be an in-depth understanding of Russia's political system and culture.

China and Russia have also established relatively good mutual trust and cooperation in politics. In some macroeconomic policies and terms of trade, the upper-level policy communication has been smooth. However, there is still a lot of room for development, especially in the implementation of some practical problems in cooperation in the border areas, which requires docking between relevant departments of China and Russia and local governments.

In the cooperation between China and Russia, there is also the problem that it is difficult to achieve docking in infrastructure construction. Mainly manifested in the unbalanced development of China's port construction and Russian port construction, and the construction of port infrastructure software and hardware is asymmetrical. Taking the construction of the Tongjiang Bridge as an example, the Sino-Russian Tongjiang-the following Ningskoye cross-border railway bridge project was officially established in March 2008. In October 2008, the two countries signed the bridge-building agreement, which is an important project in the Outline of the Cooperation Plan for Northeast China and the Russian Far East and Eastern Siberia. The project was scheduled to start in February 2014. The construction period is 2,125.02 meters long. The length of China is 1,880.45 meters, the length of the Russian territory is 328.57 meters, and the designed annual cargo volume is 21 million tons. However, during the implementation of the project, the construction of China's domestic railways was completed in October 2015, and the Russians have not yet started construction. Until March 2019, the Sino-Russian Tongjiang Bridge was officially closed and the whole line was completed. Therefore, in the process of Sino-Russian cooperation, it is necessary not only to sign a strategic cooperation agreement with the national leadership level but also to strengthen exchanges and communication between the Northeast local government and the Russian state government to promote the project.

Sino-Russian cooperation also needs to strengthen trust. To save the customs clearance time and reduce the import and export costs of enterprises, during the 18th regular meeting between the Chinese and Russian prime ministers in 2013, the customs directors of both sides signed the "General Administration of Customs of the People's Republic of China and the joint witness of the two prime ministers." The Protocol of the Customs Administration of the Russian Federation on the mutual recognition of the results of customs supervision of specific commodities, which is implemented by the border customs of both parties. Under the mutual authentication and mutual recognition system, certain export commodities are unilaterally inspected by China and Russia, and the test results are sent to the other party through electronic devices. The other party generally does not check and directly passes customs clearance. However, during the implementation process, the mutual recognition of the supervision results between China and Russia was not very smooth, and even the situation of electrification was slower than manual detection. On the one hand, this is because the equipment and information are asymmetrical in the customs cooperation between China and Russia. After the Chinese side sends the test results to the Russian side, the Russian side cannot receive the download test results in time. For Chinese fruit and vegetable enterprises

that have mutual recognition and mutual recognition, not only can they not shorten the time, but also because the waiting time is too long, affecting the freshness of fruits and vegetables, and the implementation of policies is hindered. On the other hand, the Russian quarantine department and the customs department are independent of each other. The Russian quarantine department does not recognize the Sino-Russian customs exemption agreement and does not trust the Chinese quarantine results. Instead, it will focus on spot checks on Chinese enterprises that have obtained mutual recognition and mutual recognition. According to the official veterinary of the official agricultural product regulatory agency of Russia, the Animal, and Plant Health Supervision Bureau, "a total of 48 quarantine harmful products were detected in 2018-2019. Besides, diseases detected in Chinese fruits may result in a 30-90% reduction in Russian domestic products." [6] As one of Russia's largest suppliers of plant agricultural products, China should strengthen supervision in food quarantine, especially the city's security inspection of exporting Russian plant products to ensure the quality and safety of plant products. At the same time, the Chinese customs should also maintain close communication with the Russian Customs and the Federal Veterinary, Animal and Plant Health Supervision Bureau, and actively negotiate to promote the further development of Sino-Russian trade in plant products.

Therefore, to better implement the strategic cooperation between the Russian Far East and Northeast China, China needs to have a deep understanding of the Russian system. On the one hand, China needs to study the Russian federal system in-depth, not only to strengthen high-level contacts but also to strengthen communication with local governments in the Far East. The Chinese side should understand Russia's port cargo capacity and infrastructure construction, attach importance to port scientific planning, avoid waste of resources, and implement the strategic plan of China and Russia. On the other hand, China must also understand Russia's customs and quarantine system to understand Russian standards and requirements for import and export goods. We will guarantee the quality of our exports to Russia and enhance mutual trust. In the process of cooperation, we will eliminate some anti-China tendencies in the Far East and build a good business friendship.

3.5 Tourism in port cities should be developed to create new economic growth points for the Northeast region

The border cities in the northeastern region have rich tourism resources, but the current border port tourism is mainly based on sightseeing and tourism, and the scenic spots are relatively single, with the national gates and boundary pillars as the main attractions. For tourists, the viewing value of the national gates and boundary pillars is lower than other types of scenery, resulting in short stays in the border port cities and low per capita consumption. The northeast region should combine the advantages of geographical location, strengthen cooperation and competition with the Russian Far East, expand tourism sources, innovate tourism routes and methods, promote the development of border tourism, and promote the construction of port cities through tourism.

Firstly, border cities should integrate tourism resources and innovate tourism routes and tourism methods. In terms of climate, the northeast region is generally cool and comfortable in summer, suitable for building a summer resort, while the winter is rich in ice and snow resources, carrying out ice and snow tourism products. At the same time, the Northeast region has red revolutionary resources such as national gates and

historical sites. The border port cities in the Northeast have the advantage of the mutual market, which can create cross-market trade to create special shopping tours. Therefore, the northeast border port city should integrate a variety of tourism resources, design a rich tourist route, and combine the traditional single sightseeing tour to develop a variety of special tourism modes such as red tourism and shopping tour to attract Chinese and Russian tourists. It is conducive to promoting the integration of private resources in the border areas of China and Russia, and is also conducive to cultural exchanges between the two peoples and promote tourism and economic development.

Secondly, special medical tourism should be carried out. Compared with Western medicine, Chinese medicine treatments such as acupuncture, massage, and traditional Chinese medicine have a good alleviation effect on diseases such as cerebral palsy, stroke sequelae, rheumatism, and facial paralysis caused by cold weather. Moreover, the price of Chinese medicine is relatively reasonable, and the efficacy and concept are increasingly recognized by the Russian people. Border cities can play a geographical advantage, establish the Chinese Medicine physiotherapy tour routes, guarantee the qualifications and quality of the Chinese Medicine pavilions, and build a brand of Chinese Medicine tourism.

Thirdly, different port cities should combine local ethnic characteristics, historical culture, and other elements to develop characteristic tourism and avoid internal homogenization competition. In the culture of different port cities, there are not the only folk culture in Northeast China but also ethnic characteristics such as Mongolian, Russian, and Korean. In recent years, with the increase in the popularity of Chinese cars, self-driving tour has become a hot spot for current tourism. Tumen in Jilin Province carried out a trip to China's North Korea, and Inner Mongolia opened a self-driving tour route from Erlianhot to Baikal. In 2018, the Sino-Russian "Dream Journey" Baikal Self-driving Rally and the International Civilization and Tourism Cooperation Project Strategic Cooperation Minutes were signed in Beijing. The cities that pass the Sino-Russian self-driving tour route are mainly Heihe, Buju, Khabarovsk, Vladivostok, and the cities that will be opened on the route such as Chita and Irkut. Tugler, Lake Baikal, Yakutsk, etc. The port city features ethnic customs and self-driving tourism to become a new tourism brand in the northeast border region and promote the opening of China's border cities.

4 Summary

Although the economy of port cities in the Northeast has been affected in recent years, the opening of Chinese port cities, especially the trade with Russia, has great room for development. Port cities in the northeastern region should rely on traditional geography, history, language, and policy advantages while actively emancipating their minds and transforming the development of port economic development. Port cities can improve the manufacturing industry chain, actively strive for the import qualification of food products, control the quality of export products, build information sharing and service platforms, and deeply understand and respect Russia's political system and cultural traditions, innovate the development of tourism, and promote Sino-Russian economic cooperation and development.

Abstract

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ИССЛЕДОВАНИЕ СТАТУС-КВО
КИТАЙСКО-РОССИЙСКОЙ ПОРТОВОЙ ТОРГОВЛИ:
НА ПРИМЕРЕ ПОРТОВЫХ ГОРОДОВ СЕВЕРО-ВОСТОЧНОГО КИТАЯ

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Аннотация. Портовые города Северо-Восточного Китая имеют географические, исторические, политические и другие преимущества в сотрудничестве и торговле с Россией, но в последние годы, с улучшением строительства внутренней инфраструктуры Китая, ростом электронной коммерции, экономика северо-восточного портового города относительно снижается. Портовые города должны играть не только роль китайско-российской торговой транзитной станции. Вместо этого следует укреплять строительство инфраструктуры, новые технологии и промышленную цепочку. В то же время мы должны принимать меры в соответствии с местными условиями и в полной мере использовать дополнительные преимущества. Портовые города и внутренние районы северо-восточного Китая должны сотрудничать в создании платформы обмена информацией и обслуживания. Необходимо также иметь глубокое понимание политической системы и культуры России. Необходимо развивать туризм, который мог бы способствовать созданию новых точек роста.

Ключевые слова: портовая экономика; отраслевая цепочка; импортный квалификационный экзамен; информационно-сервисная платформа; приграничный туризм.

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