

Spatial Reshaping: Land Port Synergy New Pattern of the Western Development

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Abstract: The coordinated development of land and port is to solve the unbalanced problem in regional economic development, break the boundary of regional economy, reshape the new pattern of economic geography, and realize the coordinated development of regional economy. Land and port synergy connects ports, economic hinterland and neighboring countries to establish a new system and pattern of development and opening up. We will promote the scientific and rational flow of factors of production, further optimize the allocation of resources, and achieve a new pattern of joint marketization in the domestic and international markets.

1. Introduction

In terms of geographical location, xi chi chao jin is not only the frontier area, ethnic area and poor area in China, but also the forefront of the western development and the revitalization and development of the old industrial base in northeast China, as well as the bridgehead of the new Eurasian trade road in China. The report of the 19th national congress pointed out that "we should accelerate the development of border areas and ensure the consolidation and security of border areas. We will continue to coordinate land and sea development and accelerate efforts to build China into a maritime power." Land and sea will be coordinated by land and port, which will lead to the leapfrog development of regional economy. With the continuous development of the world economy, a new pattern of all-round development and opening up has taken shape.

The coordinated development of regional economy has become an important power source driven by regional economic innovation. At present, China implements five regional development strategies: Yangtze river economic belt, One Belt And One Road, beijing-tianjin-hebei coordinated development, guangdong-hong kong-macao greater bay area, and the Yellow River basin ecological protection and high-quality development. This paper takes the coordination of the jin and the red dynasties as an example to elaborate the coordination of the development of the land and port.

2. Economic belt

According to the theory of regional economics and geographic economics, economic belt is a zonal economic unit with different levels and characteristics formed on the basis of regional division of labor. Is based on a certain transportation trunk line, the geographical position, natural environment and shaft for its development, such as in shaft a developed economy and several big cities as the core, exert economic agglomeration and radiation function, connection and promote the economic growth of different grade scale cities around, the resulting dot, planar radiation, dense linear extension of the integration of production, circulation of zonal economy area or corridor.

Xi chichao jin economic belt is mainly a jinzhou port to xilin gol league zhuengada buqi port, docking Mongolia Choibalsan city, thus forming a more convenient Eurasian new trade road. The radiation-driven utility further activates the port geographic unit in eastern Inner Mongolia. Promote port economy, hinterland economy and port economy docking in China, which is also an important embodiment of trade interconnection under the construction of One Belt And One Road. Therefore, from the perspective of evolutionary economics, the coordinated economic belt of jinlu port in the xigi dynasty is further expanded, that is, the whole eastern region of Inner Mongolia is included in the

economic belt, so that the function of the land port can play a greater role. Manzhouli port is the largest land port in China. Erenhot port is the only railway port between China and Mongolia, and also an important strategic hub in the Eurasian land bridge. Erenhot port is also one of the 13 open border cities approved by the State Council. Erenhot port is the nearest land port from Beijing, which is also the most convenient road connecting Europe and Asia by land. Erenhot port is facing Mongolia, Russia and European international markets, backed by the Bohai Rim economic zone, the northeast economic zone and the Xinhai and Hubei economic belt. It is the front position for China to open to the north, and also an important center for China's import and export of commodities. According to statistics, Erenhot port has the largest bulk loading yard, wheel changing warehouse and advanced train inspection system in Asia. Annual import of crude oil more than 3 million tons, wood more than 3 million cubic meters, copper ore more than 500,000 tons, iron ore more than 3 million tons, molybdenum ore more than 5,000 tons. 70% of Mongolia's fruits, vegetables and daily necessities are transported through Erenhot port. In September 2019, a China-Europe freight train laden with electronic products, clothing products and other goods set sail out of Erenhot gate, marking that the number of China-Europe freight trains passing through Erenhot railway port exceeded 3,000.

3. The Relationship between the Synergetic Economic Belt and Liaoning Coastal Economic Belt in Xichichaojin

Liaoning coastal economic belt is mainly composed of Dalian, Yingkou, Dandong, Jinzhou, Panjin, Huludao and other six port cities. On the geographical position, the six ports are closely connected with each other around Bohai Sea, forming a natural port group. From the perspective of port group, the expansion scope of the cooperative economic belt of Jinlu Port in Xiqi Dynasty extends to the coastal economic belt of Liaoning, that is, the coastal region of Liaoning, the inland region of Liaoxi and the economic zone of Xiqitong in Inner Mongolia jointly form a spatial economic zone of cooperative development of the land port. From the hinterland economic development relation, constructs the port group and the hinterland economic zone coordinated development economic belt. As an important external gateway of northeast China, Liaoning plays an important role in supporting the inland economic development of the three provinces in northeast China, the eastern league city of Inner Mongolia, Russia and Mongolia. The realization of regional economic integration of "port group - inland economy - adjacent countries" is conducive to the construction of a unified big market for regional economic development. At the same time, further build the north Asia economic circle. Therefore, from the economic radiation scope, it has already surpassed the scope of Xiqi Dynasty Jinlu Gang collaborative economic belt. From this point of view, Xi - Chi - Jin - Lu - port cooperative economic belt includes Liaoning coastal economic belt. From the perspective of the international market, due to its unique geographical advantages, the coastal economy of Liaoning or the coordinated economic belt of Jinlu Port of Xiqi Dynasty further has closer economic ties with Russia, Mongolia, North Korea, Japan and South Korea, and builds the economic circle of northeast Asia. Regional economy further coordinated development, land and sea as a whole regional economic integration. Its economic radius expanded further, linking the European market together. Forming a unified Eurasian market.

4. Feasibility and Significance of Cooperative Economic Belt between Land and Port

4.1 To develop regional development planning to carry out the regional coordinated development

In "About Chifeng City 2016 National Economic and Social Development Plan Implementation Plan for National Economic and Social Development in 2017 of the Draft Report, has put a tin deficit rising economic cooperation for the autonomous region development strategy, the Kam Tin Chek regional cooperation in the country much starker choices-and graver consequences-in northeast revitalization of planning", together to build the Kam Tin Chek Liao cooperation on sea and land open experimental

area is seeking national level support; Actively promotes the kam tin chek regional cooperation development, according to the national region development strategy, a new round of northeast China strategy and speed up all the way MengDong region into the overall requirements of northeast economic integration development, depth of reinforcement and the surrounding union cities and coastal ports docking cooperation, further to the autonomous region and the country's strength, promote to build tin red economic corridor, together promote the development of integration of the kam tin chek. Based on the regional cooperation between xi, chi, chao and jin, we will synergize the china-mongolia-russia economic corridor strategy and the Mongolian grassland road plan, promote the co-construction of xi, chi, jin, liao, and Mongolia open cooperation pilot zone, and strive to promote it as a national strategy.

"About chifeng city 2018 national economic and social development plan implementation plan for national economic and social development in 2019 of the draft report, according to a new round of northeast China strategy and accelerate MengDong region into the overall requirements of northeast economic integration development, closely with chaoyang, jinzhou, shenyang LiaoShen cities such as cooperation, promote cross-regional water diversion, inter-provincial gas, highway, rail, sea transport and other infrastructure interconnectivity, deepen energy and chemical industry, equipment manufacturing, integrated logistics, culture, tourism, port trade and so on related industry collaboration; Strengthen the efforts to the autonomous region and the country, promote the integrated development of "xi red and chao jin", and strive to rise to the national level to promote; Docking country ", the Russian economic corridor "strategy, depth of reinforcement and jinzhou port, tianjin port and other coastal ports and erlianhot, bead well developed its border port of strategic cooperation, we will in the Russian tong jiang was at sea, sea transport, international railway passage construction, relying on the international land port, chifeng lingang industrial district, chifeng chifeng comprehensive free trade zone construction and resource advantage, promote to build the liao cooperation on sea and land open experimental zone, import and export processing zone and international logistics hub city. From the government level, the coordination economic belt of xi chi chao jin lu port has the feasibility conditions.

In the outline of the 13th five-year plan for national economic and social development of xilin gol league, the railway from Russia and Mongolia to the nearest port of jinzhou port via chifeng via zhuengadabucchi port was promoted, becoming the third important passage connecting the Eurasian continent and the port to the sea after manchuria and erenhot. The league will further play its role as a regional connectivity hub and keep the beijing-tianjin-hebei region accessible to Mongolia and Russia.

4.2 Government leading enterprises to participate in, reshape the economic landscape

At the conference on regional cooperation, the six parties of China and Mongolia signed the minutes of the conference on China's regional cooperation, and the people's government of chifeng signed memoranda of cooperation with xi, chek, chao, jin, tong and cheng. During the meeting, the jinzhou delegation held extensive discussions and exchanges with the three provinces of Mongolia and sanmeng city, chengde city and chaoyang city in the east region of Inner Mongolia, and reached the intention on ten cooperation projects.

Chifeng people's government and jinzhou port co., LTD signed a strategic cooperation framework agreement. At the regional cooperation conference, the three provinces of Mongolia and jinzhou port held cooperation talks to discuss the development of mineral resources in Mongolia, and to carry out in-depth docking with the development plan of Mongolia's main passage to the sea in order to promote the construction of china-mongolia main passage to the sea.

Jinzhou economic cooperation bureau organized 20 enterprises in jinzhou to participate in the 2017 china-mongolia (chifeng) international ethnic commodities fair, and exhibited and sold jinzhou land products. Through this activity, jinzhou strengthened the close cooperative relationship with the three provinces of Mongolia and the city of sanmeng of Inner Mongolia, and formed a broad consensus and action plan on the construction of the sea passage with jinzhou port as the outlet to the sea and the china-mongolia economic corridor.

5. Land and Port Cooperate to Build New Pattern of Western Development

5.1 New pattern of coordinated development to build open, expand the market space

In the report to the 19th national congress, we made it clear that we will work for a new pattern of all-round opening up. "Development leads to progress, and isolation leads to backwardness. China will not close its door to the outside world. We should focus on the development of the One Belt And One Road, attach equal importance to bringing in and going global, follow the principle of extensive consultation, joint contribution and Shared benefits, strengthen open cooperation in innovation capacity, and form an open pattern of linkage between land and sea, and mutual benefit between east and west." At the same time, it proposed to "optimize the layout of regional opening and intensify the opening of the western region." In terms of geographical location, "xi - chi - jin - lu - gang cooperative economic belt" is the front position of China's comprehensive opening to the west and north. Therefore, according to the report of the 19th national congress, we should study the coordinated development of ethnic areas, realize the linkage development of economic hinterland and ports, and form a new pattern of western development. Under the open pattern of "one axis and two wings" in Inner Mongolia, the regional coordinated development is of great significance. It can realize the integrated development of "port -- beijing-tianjin-hebei -- xichitong economic zone -- xichitong jinlu port coordinated economic belt -- northeast economic zone -- china-mongolia-russia economic corridor -- European market", and further explore new market space. With the increasing of cross-border economic activities, a new pattern for the development of the western region to create conditions.

5.2 Take advantage of externalities to achieve high-quality development

From the research of Marshall (1890, chapter X), externalities are always not ignored when referring to space. The synergetic development of jinlu port in xi chi dynasty experienced several important stages of boundary breaking and integration. In regional economic cooperation, when determining the direction of regional development, it is necessary to take into account the impact of external environment on itself, and it is also necessary to fully consider external changes when formulating regional economic policies. This paper studies the externalities of the collaborative economic belt of xi - chi and jin - lu port, and points out that the implementation of supply-side structure leads to the high quality development of the collaborative economic belt. For the synergetic economic zone of xi chi dynasty and jin lu port, its externalities mainly lie in two aspects: first, domestic aspects: coordinated development of beijing-tianjin-hebei region, northeast economic zone, border development and opening up, and construction of cross-border economic cooperation zone; Second, on the international level: "One Belt And One Road", china-mongolia-russia economic corridor, Eurasian new business corridor and northeast Asia economic circle. According to the demand of external market, the coordinated economic belt should adjust the industrial structure, undertake the high-end industry transfer in beijing-tianjin-hebei region, and promote the upgrading of the industry in the economic belt. The depression and backwardness of the old industrial base in northeast China can be used for reference to cultivate new growth poles.

From the perspective of spatial dimension, it is easier to carry out regional economic cooperation because jinlu port in xi chi dynasty is the same economic geographic unit in geographic space. According to the spatial impossibility theorem, considering an economy with a finite number of locations, if the space is homogeneous, transportation costs exist and preference is partial unsaturated, there is no competitive equilibrium of goods transportation between locations. Xi chi dynasty jin lu port co - operation belongs to the node area of One Belt And One Road construction, which is the core area connecting domestic market and foreign market. Regional economic development is highly complementary, especially in the allocation of resource endowment, which has the characteristics of heterogeneity. This is beneficial to the development of regional economy with high quality.

5.3 Regional cooperation reshapes new geographical patterns

Under the promotion of the mechanism of common interests, xi chi and chao jin economic belt has established a spontaneous regional cooperation organization, namely the union of liao Simon east economic zone and "nine cities and one league" regional cooperation organization. This has laid a solid foundation for the regional economic integration development of si-chi economic belt.

In 1985, the union of the eastern economic zone of liao Simon was established, which developed from the initial 5 member cities into a large-scale urban complex spanning the two provinces and regions of liao and Mongolia, covering 12 cities (leagues) including chaoyang, chifeng and xilin gol league, with a total area of more than 700,000 square kilometers and a total population of more than 27 million.

In 2007, chengde, chifeng, chaoyang and xilin gol league signed the "three cities and one league" government regional cooperation framework agreement after consultation, and the border regional cooperation between hebei, liaoning and Inner Mongolia officially started. In 2009, jinzhou city and tangshan city joined the regional cooperation, and the "three cities and one league" was expanded to "five cities and one league" regional cooperation. During the regional cooperation conference of the "five cities and one league", the participating cities (leagues) adopted the proposal of chengde city and xilingol league to recruit zhangjiakou city and qinhuangdao city as members of the regional cooperation organization, and invited fuxin city and huludao city to join the regional cooperation. The membership of regional cooperation expanded from "five cities and one league" to "nine cities and one league". Therefore, in the regional cooperation to reshape the western development of geographical new pattern.

5.4 Interactive development and build a new pattern of integration of economic geography

Xi - chi - chao - jin economic belt has advantaged location advantage, port economy, inland economy and international economy are integrated. Ports -- hinterland -- neighboring countries interact with each other developing economies enjoy mutual benefit and win-win results. Areas of cooperation are expanding and the process of cooperation is accelerating.

In 2007, dongwuqi and jinzhou port bureau of liaoning province signed a cross-regional strategic cooperation agreement. The two sides have established to undertake import and export of goods logistics fast customs clearance system, mutual coordination promote the reform of the linkage of the customs, inspection and quarantine, strengthening the cooperation of the logistics enterprise, to develop the multimodal transport, enhance the level of logistics and transverse contact interaction mechanism, dual port system of regular meetings and visits, negotiate and resolve timely port work on major issues involved, support of jinzhou city enterprise Mongolia mineral resources exploration and development and the development of border trade, aspects and so on provides the high-quality service for the customs clearance companies to reach a consensus. The signing of this agreement promotes the interaction between zhuungada port and coastal and yanbian ports and the rapid development of trade logistics.

China and Mongolia should carry out BBS cooperation and implement interactive development between ports, hinterlands and neighboring countries. In January 2007, the annual meeting of "building new passage strategy BBS in six regions of China and Mongolia" was held for the first time in uriastai town, muqin banner of east wuzhu. In October 2007 and April 2008, two annual meetings were held successively in fuxin city and ulaanbaatar city. Among them, the annual meeting on strengthening strategic cooperation between China and Mongolia in six regions was held in fuxin, liaoning province on October 12, 2007. He stressed that China and Mongolia should further strengthen exchanges and cooperation between the six regions, especially accelerate the construction of the "new passage between Europe and Asia", further enhance the economic complementarities

between the two countries and six regions, accelerate the transformation of resources to promote economic transformation and optimize industrial layout.

In November 2011, xilingol league and jinzhou city jointly hosted the economic cooperation and exchange meeting between China and Mongolia eight regions, and invited huludao city and tangshan city to participate in it, so as to promote the development of China and Mongolia six regions into China and Mongolia eight regions. The meeting on china-mongolia regional economic cooperation and exchange played a positive role in accelerating the construction of the "new Eurasian corridor", promoting regional exchanges and cooperation and realizing common development.

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