

The “Harbin–Suifenhe–Russia–Asia (Ha–Sui–E–Ya)” Sea–Land Multimodal Transportation Route Opened in Heilongjiang Province and the Situation for the Numbers of Persons Entering and Departing China at Heilongjiang Province Ports of Entry

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Heilongjiang Province is located in northeastern China, a key region of Northeast Asia, and has borders with Russia divided by the Amur River and Ussuri River to the north and east, respectively. In addition, it adjoins the Inner Mongolia Autonomous Region to the west and Jilin Province to the south. Heilongjiang Province, with an area of 453,000 km², occupies 4.9% of China’s national territory, ranks sixth in area, and has a population of 38,350,000. Heilongjiang Province was one of the earliest regions to be opened in China, has a lengthy history and culture, and from its special characteristics of extensive land resources and solid mineral underpinnings, it has also enjoyed an advantageous position within the opening-up of China. At the same time as being a key Chinese agricultural produce and food production base, it has been a green-food industry base, and a manufacturing and energy and raw-material production base in the equipment industry within the heavy industry sector.

General Secretary Xi Jinping proposed the “One Belt, One Road” development strategy in 2013, and Heilongjiang Province put its name down for the “China–Mongolia–Russia Economic Corridor” national strategic plan. The “Harbin–Suifenhe–Russia–Asia (Ha–Sui–E–Ya)” sea–land multimodal transportation route, as an important component of the “China–Mongolia–Russia Economic Corridor”, takes Harbin as its point of origin for freight transportation, goes eastward and passes through Suifenhe Port, and arrives at Russian Far Eastern ports such as Vladivostok and Vostochny. The freight is loaded onto vessels at Russian Far Eastern ports, and is carried to major world ports including those in the ROK, Japan, Southeast Asia, and North America, and to economically developing regions such as Huadong [east China] and Huanan [south China]. Going west, it is connected to the HaOu banlie [Harbin–Europe China Railway Express], and heading toward Europe, including Moscow and Hamburg, it gives realization to the connectivity of Eurasia. Suifenhe is a key node for the “Harbin–Suifenhe–Russia–Asia (Ha–Sui–E–Ya)” sea–land multimodal transportation route and a hub port of entry, and is playing an important role in the construction of the “China–Mongolia–Russia Economic Corridor”. In addition, it is the “exit to the sea” with the greatest convenience within Heilongjiang Province.

On 5 August 2015, the first containers loaded with 144 TEU of Chinese manufactured goods departed from the Harbin International Container Center, arrived at Vostochny in Russia via Suifenhe Port, and after transshipment to an oceangoing vessel arrived at the Port of Busan in the ROK. The sea–land multimodal transportation test run was a success.

In 2016, the regular operation of the “Harbin–Suifenhe–Russia–Asia (Ha–Sui–E–Ya)” cross-border transportation service was realized. The freight passed from Harbin, through Suifenhe and Russian Far Eastern ports, and arrived at 15 ports of discharge including the Port of Busan in the ROK, the Port of Niigata in Japan, and Shanghai and Ningbo within China: a “dong chu xi lian, nan xia bei shang” strategic route (having the meaning of departing the east and making way to the west, and goods departing from the south and arriving in the north) was built. Along with the official start of operation of the Harbin–Mudanjiang high-speed railway at the end of 2018 and the completion of the 2020 Suifenhe Dongning Airport, the accumulation and mobility of logistics is being improved with each passing day, and they are giving form to the structure of a logistics terminal to be a multi-dimensional international port of entry.

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