

Research into the Construction of a Northeast Asian International Distribution System based on the One Belt, One Road Strategy and an International Industrial Network

WANG, Yanqing

Director, Institute of Comprehensive Transportation,
National Development and Reform Commission, PRC

In this report, based on the “Vision and Actions on Jointly Building the Silk Road Economic Belt and 21st-Century Maritime Silk Road” which the Chinese government officially announced, and amid the demand that development is necessary for the construction of a Northeast Asian international industrial network and the creation of cross-border industrial aggregations, I analyze how the current situation stands for the foundations for Northeast Asian international distribution development. From the respective strategic demands of unitary states and international cooperation in Northeast Asian international distribution, I propose the path and necessary moves toward the construction of a Northeast Asian international distribution system.

In the light of the existing foundations for Northeast Asian international distribution development and the strategic demand, the author would like to raise as the basic philosophy for the construction of a Northeast Asian international distribution system the following: “to create cross-border distribution aggregations via the nurturing of the international distribution industry, constructing a cross-border industrial network through mutual opening-up of cross-border distribution routes, with the distribution industry taking the lead”. Moreover, in accordance with this basic philosophy for a Northeast Asian international distribution system, I would like to raise the examination of the construction of international distribution routes based on China’s “One Belt, One Road” strategy and the nurturing of cross-border distribution aggregations based on an international industrial network, and at the same time the taking of international collective action in order to construct a Northeast Asian international distribution system.

For the construction of Northeast Asian international distribution routes, primarily from the perspective of the “One Belt, One Road” strategy, I undertake analysis of: the Trans-Siberian Railway distribution route, the first Eurasian land bridge; the Suifenhe–Manzhouli integrated distribution route, which is the first branch line thereof; the second branch line of the Ulaanbaatar–Tianjin Port railway distribution route, the China–Russia–DPRK cross-border integrated distribution route of the Tumen River region and the China–DPRK cross-border integrated distribution route of the Dandong region. In that analysis, while mainly giving attention to the land international distribution routes, I also consider the maritime routes.

For the nurturing of Northeast Asian cross-border distribution aggregations, from the demand for the necessity of primarily advancing the construction of a Northeast Asian international industrial network, it is intended to nurture the basis for contributing to the upgrading of the cross-border industrial network and to nurture the cross-border distribution aggregations to exercise a leading role, centered on the areas that are to form the core of cross-border cooperation, such as the kouan [ports of entry] on the land borders (border-crossing points), the opening of ports, and central cities.

I would like to call for collective action transcending the nation state by the Northeast Asian countries involved in the construction of a Northeast Asian international network system so as to: “cooperate for constructing and enjoying together a win–win situation”. I would like to propose a concept to arouse collective action in all aspects, including a coordination mechanism for collective action, the establishment of a cross-border distribution investment group, the nurturing of international distribution transportation entities, improvement of cross-border distribution routes, the signing of agreements for rendering

transportation smooth, and the construction of international multimodal transportation systems.

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