

Research on Countermeasures to Drive Integrated Development of Guangxi Platforms Through Jointly Contribute the New International Land-Sea Trade Corridor

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Abstract: “The major open platform” is an important carrier to create new pattern of open development. Guangxi’s platform covered comprehensively while coordination ability is weak. New International Land-Sea Trade Corridor is a major opportunity for Guangxi’s new round of opening up and cooperation, and will bring about all-round and in-depth integration of industry, logistics and transportation. thus, identify a path through the New International Land-Sea Trade Corridor leads to integrated development of major open platform in Guangxi is great significance for exerting platform synergy, improving industrial chain collaboration capabilities, and comprehensively improving the level of open cooperation.

Keywords: The New International Land-Sea Trade Corridor; Major Open Platform; Guangxi

1. The important role of Guangxi platform integrated development led by the New International Land-Sea Trade Corridor

Jointly building the New International Land-Sea Trade Corridor plays a leading role for Guangxi to build a high-level open platform. The New International Land-Sea Trade Corridor focuses on accelerating the construction of channels and logistics facilities, improves transportation capacity, quality and efficiency of logistics development, stimulates vitality of various market entities, deepens international economic and trade cooperation, and brings together logistics, business flows, Information flow, capital flow, etc. During China’s “The 14th Five-Year Plan”, Guangxi fully implements “the opening-up strategy”, promoted transformation from openness based on the flow of goods and factors, to rules and other institutions, create an open hub with convenient transportation, efficient logistics, fast communication, convenient trade, an open hub with strong competitiveness to play a greater role in “the opening-up strategy”.

“The major open platform” has become the core carrier for Guangxi to build an important node hub of dual circulation. Guangxi has formed five major open platforms focusing on integration, supplemented by services, customs, integration and characteristics. These five types of open platforms have institutional advantages, opening advantages and industrial advantages. The comprehensive open platform represented by “China (Guangxi) Pilot Free Trade Zone” is a new highland of Guangxi’s opening up. Service open platforms represented by China-ASEAN Expo, China-ASEAN Business and Investment Summit, Financial Open portal for ASEAN, and China-ASEAN Information Port are important carriers for exchanges and cooperation between China and ASEAN. The service-based open platform represented by the China-ASEAN Expo, the China-ASEAN Business and Investment Summit, the ASEAN-oriented Financial Open Portal, and the China-ASEAN Information Port are important carriers of China’s exchanges and cooperation with ASEAN. The Guangdong-Guangxi Inter-provincial Pilot Cooperation Special Zone, the Southern Coastal Opening Leading Zone, and the Southwest Cross-border Economic Cooperation Zone become core carrier of Guangxi’s comprehensive docking with the Guangdong-Hong Kong-Macao Greater Bay Area. The customs open platforms represented by Pingxiang Comprehensive Bonded Zone, Beihai Export Processing Zone, Qinzhou Bonded Port Zone and Nanning Comprehensive Bonded Zone are a solid force for Guangxi’s import and export trade. The characteristic open platforms represented by the Fangchenggang International Medical Open Experimental Zone and the Border Open Development Pilot Zone are the main forces in Guangxi’s opening characteristics.

2. The integrated development of major open platforms in Guangxi is facing four major obstacles

The positioning of major open platforms overlaps. The planning and coordination of open platforms is insufficient, resulting in insufficient planning connection between platforms, and overlapping functional positioning of various platforms. For example, Qinzhou Port Area of the Free Trade Zone covers three national-level platforms, which are Qinzhou Bonded Port Area, Qinzhou Port Economic and Technological Development Zone. However, each platform has an independent management agency and carries out assessment separately, and the conditions for unified administrative management in the area have not yet been formed, and the overall joint force is not strong, which affects the innovation of systems and mechanisms to a certain extent.

The platform industry is fiercely competitive in economic homogenization. Important hubs must be supported by efficient industries, and the economic support capacity of Guangxi's major open platforms is weak, the agglomeration capacity of existing industrial parks is not strong, the industrial chain is short, and the industrial homogeneity between platforms is relatively serious. Electronic information, equipment manufacturing, energy conservation and environmental protection, new materials, service trade, etc. are used as leading industries to attract investment, resulting in weak complementary and strong competitiveness between platforms, and it is difficult to support the high-quality development of the regional economy and the high-level development and opening up of the region.

The platform hub transportation interconnection function is weak. Transportation infrastructure is the premise of the linkage development of platforms, and there are still many blocking points between platform hubs in our region. For example, Nanning and Qinzhou have not yet formed a linkage, and the transportation efficiency needs to be further improved; Nanning Port has only integrated a number of small and scattered terminals, and the throughput is not enough, which affects the rapid advancement of multi-modal transport in The New International Land-Sea Trade Corridor in the west.

The policy effect and platform function need to be improved. Guangxi Open Platform has problems such as insufficient utilization of preferential policies, insufficient institutional innovation, and insufficient radiation driving role, and the functions of the platform are not fully and thoroughly. For example, some preferential policies given to Guangxi by the state, such as the catalogue project of advantageous industries in the central and western regions, the project of enterprise technology center, and the import project of major national technology and equipment industries, have not been fully used and put to good use, and local governments or enterprises have not transformed the advantages of preferential policies into development advantages.

3. Suggestions

Using Trade Corridor to promote synergy of major open platform functions. Give full play to the basic, strategic and leading role of The New International Land-Sea Trade Corridor in Guangxi's development, promote the coordinated development of major open platforms, and aggregate policy resources into development advantages. Strengthen the core driving role of comprehensive platforms, take the joint construction of the Land-Sea Trade Corridor as a guide, vigorously promote policy innovation, mechanism innovation, and institutional innovation, and drive Guangxi's major open platforms to integrate resources and make concerted efforts. Promote the implementation of preferential policies, comprehensively sort out the preferential policies of major open platforms, coordinate various national preferential policies, make the latest and best policies generally implemented in detail, ensure the unity and continuation of policies, strengthen the responsibility system for supervision and effectiveness of policy implementation, and increase the intensity of supervision and inspection. Strengthen the docking of platform mechanisms, achieve win-win cooperation and coordinated development, establish a consultation and dialogue mechanism for major open platforms, promote the coordinated development of various platforms in transportation, industry, logistics and other fields, promote information sharing between open platforms, mutual recognition of inspection standards, and reduce duplicate inspections.

With the trade corridor economy as traction, accelerate linkage and win-win situation of major open platform industries. Give full play to the location characteristics along the Trade Corridor, optimize the industrial structure between major open platforms, develop characteristic advantageous industries, and realize the efficient agglomeration and flow of factor resources. Support comprehensive open platforms to develop high-end manufacturing and modern service industries, gather a group of leading enterprises, attract more headquarters economies to

settle down, and form a number of industrial clusters with national influence. Support customs platforms to accelerate the integrated development of trade and industry, and actively cultivate the construction of key logistics park projects. Promote the opening up of pilot zones along the border, build a number of cross-border and cross-regional industrial cooperation demonstration zones, highlight export-oriented industrial clusters such as border processing and international logistics, and strengthen the border cross-border industrial chain and supply chain. Support the Fangchenggang International Medical Open Pilot Zone to strengthen cooperation and co-construction with ASEAN and countries along the “Belt and Road”, promote international pharmaceutical industry cooperation, and accelerate the processing of traditional medicine and the creation of new drugs for traditional Chinese Zhuang and Yao medicine. Support the linkage platform to carry out in-depth cooperation in industrial chain with the southwest, central-south and Greater Bay Area platforms, actively guide enterprises in the east to move to the western region, explore industrial transfer cooperation models, establish benefit sharing and compensation mechanisms, and achieve win-win industrial cooperation.

Trade Corridor traffic serves as a traction to promote the interconnection of major open platform facilities. Promote the construction of international hubs on customs-type open platforms, strengthen the upgrading of port facilities, support the acceleration of the construction of specialized container terminals, large bulk cargo terminals, deep-water waterways, etc., optimize and improve the facilitation of import and export customs clearance, deepen the integrated operation of sea-rail combined transport, comprehensively improve the level of port informational and intelligence, coordinate and integrate existing information resources such as the economic and trade big data platform of The New International Land-Sea Trade Corridor and the multi-modal transport comprehensive information service platform, and promote the paperless and intelligent whole process of port customs clearance. Support the construction of Nanning International Airport Comprehensive Transportation Hub, accelerate the construction of Nanning Airport Economic Demonstration Zone, and comprehensively improve the hub function and collection and transportation capacity of Nanning Wuxu International Airport facing ASEAN and countries along the “Belt and Road”. Support the acceleration of the construction of the Pinglu Canal at the inland outlet to the sea, and support the opening of rail transit networks for urban agglomerations between platforms.

Taking Trade Corridor as the traction to enhance the service cooperation capacity of major open platforms for ASEAN. Give full play to the role of major open platforms as a link, and further improve trade professional services, network operation, large-scale organization and regional distribution. Accelerate the construction of a financial opening door for China-ASEAN, improve the capacity of cross-border settlement, currency trading and cross-border investment and financing services for ASEAN, and build the internationalization of RMB. Build a high-level China-ASEAN information port, strengthen the construction of digital infrastructure, establish a unified data resource sharing and exchange system, big data open development and transaction service system, build a China-ASEAN spatial information corridor, strengthen cooperation with ASEAN countries in 5G, artificial intelligence, Internet of Things, cloud computing, big data, block-chain and other fields, accelerate online commerce digital platforms, etc., and form a win-win e-commerce core ecosystem.

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