Study on Trade Facilitation and Trade Potentiality of “the Belt and Road” Countries

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Abstract: During the trips to Southeast Asia and Central Asia in September and October in 2013, the president Xi Jinping proposed a major initiative to build "the Belt and Road Initiative." The Belt and Road Initiative "is the abbreviation for "21st Century "Maritime Silk Road" and "Silk Road Economic Belt." With the effective and existing cooperation platform between China and other countries, we should rely fully on its multilateral and bilateral mechanisms to promote economic development and cooperation between China and all countries along the line. The "Belt and Road Initiative" can strengthen and establish a partnership between interconnection and interoperability among Asia, Europe, the non-mainland and neighboring maritime countries, and establish a multi-layered, all-round network system of interconnection and interoperability so as to achieve sustainable, balanced, autonomous and diversified development in all countries. To jointly to build a culture of tolerance, economic integration, political mutual trust responsibility community, community of interest. In order to continuously to improve the level of national trade facilitation, stimulate trade potential.

1. Introduction

Nowadays, profound and complicated changes are taking place in various countries in the world. The world economy is still being hit and affected by the global financial crisis. All countries are still facing serious development problems. The proposal and construction of "Belt and Road Initiative" can conform to the trend of world economic development and conform to the diversification of cultures, the multi polarization of the world and the trend of information about on society. It is committed to maintaining an open world economy and a global free trade system. It also promotes orderly free flow among markets, integration of markets and efficient allocation of resources. We should promote mutual coordination of economic policies of all countries along the line, carry out higher level, deeper and broader regional cooperation and all nations should jointly build an inclusive, open and balanced regional economic cooperation. The construction of "One Belt and One Road" is in the fundamental interests of all countries and it adds positive energy to seeking world peace and development.

2. Trade Facilitation Indicators Selection

Trade facilitation is the coordination and simplification of the national trade procedures and systems. Trade facilitation includes information disclosure and acquisition, communication and consultation mechanisms, freedom of transit, movement of goods after transit under customs supervision, formalities relating to transit and import and export, cooperation between customs and border agencies, etc. Its purpose is to reduce trade frictions in countries, reduce the costs of transactions and eliminate the institutional and technical obstacles arising in the course of trade so as to create a transparent and well-coordinated, predictable and good environment for the trade development among nations. Promote the maximum free and peaceful development of international trade.

Constructing a comprehensive evaluation index system is a new attempt to quantify trade facilitation, with a certain degree of scientific and completeness. Port efficiency is a measure of the efficiency of a country's air transport and ports as well as the indicators of infrastructure construction. The lower the index score, the more residence time at the border. Therefore, the most important factor affecting trade facilitation is that the goods at the border Delay time. In assessing a
country's soft environment and cleanliness of the tariff policy, it is necessary to refer to the taxation environment of the customs. The higher the index, the more favorable it is for reducing the cost of traders and the more advantageous for facilitating trade. Based on analytic hierarchy process (AHP), in the process of measuring the level of trade facilitation, we first read through the relevant literature and data, and according to the degree of impact of each indicator of trade facilitation on bilateral trade volume, to determine combined with expert advice on trade facilitation the weight of the evaluation index system. The data is then collected and processed, and the results are analyzed.

3. A Study on the Level of Trade Facilitation of the Countries along the Belt and a Road

In recent years, with the development of economic globalization, multilateral and bilateral cooperation have been continuously strengthened and the trade system has been continuously opened up. However, the inefficiency of trade has drawn increasing attention to all countries and people are increasingly paying attention to technical obstacles in the process of cross-border trade. The removal of institutional barriers, as well as the reduction of transaction costs and difficulties.

The level of trade facilitation is related to port efficiency, tax environment, regulatory environment, e-commerce, and the flow of business people. Central and Eastern European Bureau of infrastructure construction is more mature, China needs to strengthen the relevant aspects of construction, "AIIB" construction, can make up for the lack of technical facilities in developing countries in the process of operation shows that the international financial China Capital At the same time, it needs to pay attention to and be vigilant to the risks and to cultivate the hematopoietic ability of each country in Central Asia. And with the neighboring countries, the level of trade facilitation has a lot of room for development. At the same time, a fair and equitable, efficient and transparent customs environment plays an important role in trade facilitation. We need to strengthen management and supervision and establish relevant laws, regulations and systems to eliminate "gray areas." Draw lessons from relevant countries for experience, conduct cooperation and exchange, and promote the improvement and development of trade facilitation.

4. Study on the Potential of National Trade Along "Belt and a Road"

In the general downturn of global trade, trade with China and various countries and regions along the country is also relatively volatile. The main areas of trade cooperation between China and other countries along the route are West Asia, Southeast Asia and Central and Eastern Europe. Trade between China and Central and Eastern Europe has been growing at its fastest pace. In 2016, the trade volume of China and 16 Central-Eastern European countries was 58.654 billion U.S. dollars, up 9.5% over the same period of last year.

The trade of China and the countries along the "One Belt and One Road" have the complementary advantages. The market economy in Central and Eastern Europe is relatively mature and the infrastructure in the market is well-established. Therefore, Central and Eastern Europe is an important link in the process of building the "Belt and Road". In the process of developing trade and investment, our country should shift its focus on the Central and Eastern European regions that have the potential for trade. Due to its rapid economic development and huge population, the demand for raw material products is relatively large. Central and Eastern European countries, with a small population and a concentrated area of emerging markets in Europe, are not the same as China's economic development pattern. Therefore, the performance of different raw materials. However, China has even more advantages in manufactured products. China is rich in natural resources, rich in labor, vast in area and more competitive. The result of a competitive analysis of China and Central and Eastern Europe shows that there is a certain basis for cooperation between the two and that there is not much concern about competitiveness. While attaching importance of the old trading partners, China should continue to develop new partners, develop trade volume, open up markets, increase competitiveness and promote economic development.
5. Inspiration

Belt and Road links all the countries of Asia and Europe along the route to form a link between them and jointly build a new continent of Asia and Europe with a view to achieving non-co-prosperity between Asia and Europe. However, due to the large gap between the economic development levels of various countries along the line and the different cultural and geographical environments, the common prosperity of various countries requires constant institutional innovation.

Due to the differences in economic development among various countries along the line, the level of trade facilitation varies from country to country, and there is room for greater trade facilitation among countries. The higher the level of trade facilitation in the more economically developed countries is, the higher the degree of trade facilitation is in the economy. With the development of economic globalization, the bilateral trade system and the world are constantly changing, the non-tariffs and tariff barriers between countries are declining, and trade facilitation is promoted one of the main ways of world trade. In the process of building the "Belt and Road Initiative", China should take the interoperability of infrastructure as a breakthrough to step up its aid to the backward infrastructure areas such as West Asia and Central Asia, and promote the development of investment and trade with the interconnection of infrastructure facilities to achieve commonalities among the countries along the line, currency circulation, smooth trade and road connectivity, policy communication. There are many regional economic integration organizations of various regions along the "One Belt and Road", which can effectively promote the improvement into on trade facilitation levels, such as the EU and ASEAN. The "Belt and Road" does not belong to any form of economic cooperation, but rather to establishing a coordination mechanism for bilateral mechanisms. The diversification of the cooperation mechanism will be an important feature of the "One Belt and One Road" [1]. At present, there are different economic development problems of various regions. The debt crisis in Europe, the inflow of foreign capital in South Asia and the relatively simpler industrial structure of countries like West Asia and Central Asia that rely on energy output are relatively simple. The construction of "Belt and Road" is to complement each other's advantages with each other and to promote each other's development and promote the development of trade and economic progress. The "Belt and Road Initiative" builds on the guideline on win-win cooperation and continuously tap the potential for trade. We will gradually realize the planned goal in the form of long-term cooperation and inject new energy into the world economic development and recovery.

6. Conclusion

South Korea, Hong Kong, Taiwan, Europe, the United States and Singapore are basically in a relatively easy trade (score of 0.7) and very convenient (score of 0.8). However, countries such as Argentina, Venezuela in Latin America and India in Asia, they all are countries which are inconvenient (score 0.6 or less) and general conveniences (score 0.6). Moreover, there is a big gap between China's trade facilitation water and other countries with a high level of facilitation. Our country should learn from the experience of reform from other countries with a high level of trade facilitation in order to promote the facilitation of our country and other countries at a lower level and promote the development and cooperation of all countries in trade facilitation.

References


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