Sergei KALEDIN
Wang Pilong

THE CONSTRUCTION OF WORLD ECONOMIC INTEGRATION

Сергей Каледин

THE CONSTRUCTION OF WORLD ECONOMIC INTEGRATION

https://litres.ru/74702622
SelfPub; 2026

Аннотация

This research investigates the development and status of free economic zones, the impact of free economic zones on economic integration, and the development of free economic zones has three main development stages: free port construction in the development stage of international trade, and freedom when Western colonialism divides the world. The establishment of trade zones and the economic development after World War II mainly include the creation, classification and concept of free economic zones. Internationally, free economic zones include free ports, free zones, transit zones, bonded zones, and free border zones.

Содержание

1. Overview of the Global Free Trade Port 4
2. International experience in the construction of free trade ports 11
Конец ознакомительного фрагмента. 19

Сергей Каледин
THE CONSTRUCTION OF WORLD ECONOMIC INTEGRATION

1. Overview of the Global Free Trade Port

Free trade ports appear in different names around the world, such as free port, free zone, free economic zone, free trade zone, etc. Characterized by a development model, free trade ports are divided into three main categories (table1).

Table 1 – Major Free Trade Ports in the World

Country of location	Free trade port		Functional positioning	Set up time	Remarks
China	Hong Kong		Comprehensive	1842	Possess the world's largest cargo airport and the sixth largest container port
	Taiwan area	Taipei Port Free Trade Zone	Combination of Industry and Trade	2005	
		Taichung Port Free Trade Port Zone		2005	
		Keelung Port Free Trade Port Zone		2005	
		Kaohsiung Port Free Trade Port Zone		2005	Relying on the world's 15th largest container port
		Suao Port Free Trade Port Zone		2011	

Country of location	Free trade port Functional positioning		Functional positioning	Set up time	Remarks
China	Taiwan area	Anping Port Free Trade Port Zone	Combination of Industry and Trade	2014	
		Taoyuan Air Free Trade Port Zone		2005	

End of table 1

Singapore	Singapore	Comprehensive	1819	It has the world's second largest container port and the 13th largest cargo airport, and a total of eight free trade parks have been established in the territory, giving bonded and transit trade functions
United Arab Emirates	Dubai	Comprehensive	1894	Used in the world's fifth largest cargo airport, the ninth largest container port, and more than 20 free zones with different functional positioning
Country of location	Free trade port Functional positioning	Functional positioning	Set up time	Remarks
Korea	Incheon Free Economic Zone	Northeast Asia Logistics and Business Center	2003	Covers the world's fourth largest cargo airport
	Busan-Jinhae Free Economic Zone		2003	Relying on the world's fifth largest container port
	Gwangyang Bay Free Economic Zone		2003	
	Yellow Sea Free Economic		2008	

End of table 1

	Saemangeum-Gunsan Free Economic Zone		2008	
	Daegu-Gyeongbuk Free Economic Zone		2008	
	East Coast Free Economic Zone		2013	
	Chungbuk Free Economic Zone		2013	
Philippines	Subic Bay Freeport	Combination of Industry and Trade	1992	Formerly a U.S. military base
	Freeport of Bataan		2009	
Russia	Free Port of Vladivostok	Combination of Industry and Trade	2015	
Netherlands	Port of Rotterdam	Logistics		Europe's largest container port
Country of location	Free trade port Functional positioning	Functional positioning	Set up time	Remarks
Germany	HafenCity		1888	The third largest container port in Europe, the closed free port zone was cancelled in 2013
Belgium	Port of Antwerp			Europe's second largest container port
Mauritius	Port Louis	Combination of Industry and Trade	1992	
Panama	Cologne Free Trade Zone	Re-export trade	1948	Largest Free Trade Port in the Western

One is the overall open type. This type of free trade port does not delineate a specific

area, the implementation of the integrated operation of Hong Kong and the city, the integration of functions, the highest degree of freedom and openness. Hong Kong, China, is a typical representative, since it was declared a free port in 1842, adhere to the policy of free trade, and grow into an internationally renowned financial, trade and shipping center. Hong Kong ranks 24th in the world's freest economy for the 24th consecutive year, according to the 2018 Economic Freedom Index released by the Heritage Foundation, a US think tank.

Second, the campus management type. Mainly rely on the port, delineate its surrounding specific areas, the implementation of the "domestic and foreign" regulatory system, to create an international facilitation of business environment, the development of shipping logistics, financial and legal services, as well as port-facing manufacturing industry. Most free trade ports in the world fall into this category, including Singapore, Dubai, Panama, Uruguay, Japan, South Korea, the Philippines and other countries and Taiwan, China set up a wide range of special functional areas. Among them, Singapore has established eight free trade zones, including seaports and airports, since 1969, based on a highly open economic policy throughout the territory, mainly to provide duty-free zones for enterprises engaged in re-

export trade.

Third, the network extension type. In response to economic integration, the closed park-managed port of Freeport, built in 1888, ceased operations in January 2013. With Rotterdam, Antwerp and other European ports, with a well-developed collection and dredging system, through flexible and efficient bonded warehousing and logistics network to achieve the extension of the function of free trade port. These ports adopt the management model of the main port, and the Port Authority shall manage the production and business activities in the port area in a unified manner, with the income mainly derived from the lease of the site and the port costs paid by the ships.

2. International experience in the construction of free trade ports

Create competitive advantage with precision positioning.

Global economic diversity determines the need not only for integrated free trade ports such as Singapore and Hong Kong, China, but also for free trade ports such as London and Rotterdam, and even Singapore is constantly enriching and expanding its free trade port functions. Declared duty-free free port in 1894, Dubai has established more than 20 functionally located free zones since 1985, including the Jebel Ali Free Zone, Dubai Airport Free Zone, Dubai Air City, as well as Dubai Media City, Film City, Network Technology City, Service Outsourcing City, Auto City, Textile City, Gold and Diamond Trading City, International Financial Center, International Academic City, Knowledge Village, Renji Rescue City and other high-end location park. In particular, the Dubai Multi-Commodity Trading Centrewas named the world's best FTZ by the Financial Times magazine in 2015, 2016 and 2017.Singapore has further enriched Singapore's wealth management function as a free port by emulating the world-renowned Art Freeport, Geneva Freeport, which opened in 2010 as the world's largest duty-free storage and trading center for valuable assets and collectibles, attracting a wide range of clients,

including Christie's, banks, museums, jewelers, art collectors and more. Although the container throughput of The Port of London is less than 1/10 of That of Shanghai, it has mastered the international shipping rules and has a strong advantage in maritime arbitration, ship registration, shipping insurance and insurance, shipping finance and derivatives, and ensures its status as a top shipping center. Taking advantage of Malaysia's global leadership in the field of halal product certification, the Port-of-Pakistan Free Trade Area is positioned to develop the global Muslim market, attracting a large number of enterprises to process and manufacture and trade.

To facilitate the regulatory system to reduce transaction costs.

Governments are focusing on strengthening institutional innovation in areas such as streamlining regulatory processes and strengthening regulatory platforms to facilitate the free movement of elements and the smooth development of offshore operations in Hong Kong. As early as 1984, the Singapore government built port management station Portnet, and in 1989 pioneered the introduction of a single window on international trade around the world Trade Net, which integrates import and export and re-export trade approval procedures for efficient electronic customs clearance, launched Trade Xchange, an integrated information platform, in 2007 to provide enterprises with standardized network systems that facilitate traders' interface with all aspects of the logistics, finance, insurance and other supply chains. The government is currently working on

the next- generation trade information management platform, the National Trade Platform, to integrate the capabilities of Trade Net and Trade Xchange and roll it out by the end of 2017. In 2009, the Port authority of Rotterdam, in conjunction with the Port of Amsterdam, established Portbase, a one-stop logistics information exchange platform that covers containers, bulk, dry bulk and bulk cargo, and is available through the Port Community System.

More than 40 services are available for the supply chain. No customs duties and simple customs clearance system to ensure the high efficiency of Hong Kong ports in China, except for alcohol, tobacco, hydrocarbon oil and methanol goods are not required to pay customs duties and value-added tax, ordinary goods do not need to declare in advance, only within 14 days of entry and exit to the Customs to submit goods delivery information and customs declaration can be completed within half a day container handling and customs clearance. In the World Economic Forum's Global Trade Promotion Report 2016, Singapore ranked first in the Trade Promotion Index for the fifth time, with the Netherlands and Hong Kong in second and third place.

Improve operational efficiency with intensive management.

Although the free trade port management institutions are different, but they all have high authority, fewer levels, integrated management characteristics. Dubai formed the Ports, Customs and Free Zone Corporation in 2001, chaired by then Crown

Prince Mohammed of Dubai, and comprises Dubai Customs, port operator DP World, Free Zone Planning and Development Authority Trakhees, International Trade Single Window Dubai Trade, Jebel Ali Free Zone, etc., as an integrated agency that combines government management and corporate operations. The Hong Kong Special Administrative Region Government integrated the Shipping Development Council and the Port Development Council, and in 2016 established the Hong Kong Maritime Port Authority to assist the Government in formulating maritime and port-related policy measures. All seven free trade port areas in Taiwan are under the control of the transportation authorities, of which 6 are managed by the underlying Port Authority, the operation of the port area is under the unified responsibility of Taiwan Port Co., Ltd., and a working group on free trade port areas is set up in each port area to provide a single window of administrative services and coordinate the handling of related business in the port area. The Cologne Free Trade Area Management Committee is an autonomous body under the central government of Panama, responsible for the management and organization of domestic and foreign enterprises engaged in import, exhibition, manufacturing, assembly and re-export business, rental and construction of housing, plant, rental of land, approval of foreigners to do business in the region, etc. the General Manager of the Commission is appointed directly by the President.

To promote the integration of Hong Kong city by synergizing

the port industry.

The development of port-facing industry needs the support of high-end urban service and diversification, promotes the integration and development of port city through the scientific layout of free trade port industry, directly promotes the improvement and upgrading of urban functions in neighboring areas, and also drives the expansion of urban economy scale. With its strategic location and well-developed transshipment system, the Belgian port of Antwerp has formed an industrial pattern of coordinated transport, logistics and industrial development, in particular to create an integrated operating chemical park known as a world-class model, with the largest chemical industry cluster in Europe and the world's second largest and 40 million tons / Annual refining capacity, including ExxonMobil, Total, BASF, Dow Chemical, including the world's top ten chemical companies in the Hong Kong area to invest or conduct business, the region's enterprise pipeline interoperability, product mutual supply, facilities sharing, capital integration, to build a complete industrial chain. Large-scale chemical companies in the port area provide considerable cargo traffic, attracting a large number of international liner stops, making the port the second largest port in Europe after Rotterdam and making Antwerp Belgium's second largest economic center. Incheon Economic Free Zone covers the world's fourth largest cargo volume of Incheon International Airport, including Yongzong, Matsushima, Qing Luo three

large areas, is the first and most mature economic free zone established in Korea. Among them, Matsushima New City is one of the five demonstration cities of the Korean "U-City" program and a pioneer of green and intelligent cities. In addition to attracting foreign investment, Newtown has brought in a large number of international institutions, including the United Nations Depository Library, the Centre for Sustainable Development, the Asia-Pacific Information and Communication Technology Development Training Centre, the Uncitral Asia-Pacific Regional Centre and other United Nations agencies, as well as the Green Climate Fund office, the World Bank 's Korea office and the Global Green Growth Institute.

Strengthen resource allocation with offshore financial services. Freedom of capital is one of the most important features of a free trade port. Hong

Kong, China, abolished foreign exchange and gold import and export controls in 1973 and 1974, liberalized banking licences in 1978, and gradually formed a highly open and liquid financial market, including currency, stocks, bonds, foreign exchange, gold, insurance and derivatives markets, of which the securities market raised HK$128.2 billion in IPO in 2017, ranking third in the world. Hong Kong is the most mature offshore renminbi center in terms of both renminbi deposit and loan and trade settlement transactions, with the most influential interest rates in the offshore RMB interbank lending market. Singapore also has no foreign exchange controls and free access

to capital, from a regional market that emphasizes regulation and risk prevention to an international financial center that is now information disclosure-based and encourages innovation, with the financial sector adding about 13% of GDP. In 2017, the HKMA issued a roadmap for the transformation of the financial sector, proposing to create the world's leading wealth management center, an Asian fund management center and a foreign exchange trading center in the Asian time zone. In 2004, the Dubai Government created the Financial Free Trade Area, the Dubai International Financial Centre, operating to the highest international standards and applying independent civil and commercial laws and regulations, including banking, insurance, wealth management, capital markets and professional services, attracting nearly 500 financial services companies, including Morgan Stanley, Merrill Lynch, Deutsche Bank, Credit Suisse and other banks, asset managers, insurance companies and law firms. Hong Kong, Singapore and Dubai ranked third, fourth and 19th in the 23rd Global Financial Centers Index, released in March 2018 by Z/Yen, a British think-tank.

The radiation range is expanded by three-dimensional collection dredging system.

The European Free Trade Port has a unique competitive advantage with a well- developed collection and dredging system, especially a high proportion of iron water transfer. Although located in the North Sea up to 120 km up the Elbe estuary, the German port of HafenCity can dock with the world's

largest container ship, with a well- developed network of waterways, railways, highways, 1100 freight rail lines connecting neighboring countries, or a number of Central European line end points. In 2016, HafenCity achieved a total of 8.9 million TEUs, of which 5.6 million TEUs were delivered to the interior of Europe, with 55.6% of roads, 42.3% of railways and 2.1% of barges. The port of Rotterdam is not only the largest port in Europe, it is a leader in the dry, liquid and containerized cargo segments, with a well-developed dredging system that connects Europe's major economic centers to a large market of 500 million people in 24 hours. The road is primarily responsible for transporting goods locally and in other parts of the country, with inland vessels reaching the main cities of the Netherlands, Germany, Belgium, France, Switzerland and Austria via the Maas and Rhine rivers, and the 160 km dedicated international freight transport railway connecting the port of Rotterdam directly to the German rail network, with cargo reaching the German border within 3 hours. The port of Antwerp has 12 railways connected to the European railway system, with more than 150 container trains a week travelling to and from major cities on the continent, with trucks from the port of Antwerp arriving in Paris in about 4 hours and Frankfurt in 5 1/2 hours. It is also connected to the Pan-European inland waterway network.

Конец ознакомительного фрагмента.

Текст предоставлен ООО «Литрес».

Прочитайте эту книгу целиком, купив полную легальную версию на Литрес.

Безопасно оплатить книгу можно банковской картой Visa, MasterCard, Maestro, со счета мобильного телефона, с платежного терминала, в салоне МТС или Связной, через PayPal, WebMoney, Яндекс.Деньги, QIWI Кошелек, бонусными картами или другим удобным Вам способом.