

Study on import trade effect of six economic corridors on provinces along China

Jing Yin*

School of Economics and Management, Nanjing University of Science and Technology, Nanjing, China

*Corresponding author: 1162334773@qq.com

Abstract. The construction of the six economic corridors is an important pillar of the "Belt and Road" initiative. This paper collected the panel data of 30 provinces and cities in China from 2005 to 2022, and constructed a differential differential model to study the trade effect of the construction of the six economic corridors on the imports of provinces along the country. The results show that: on the whole, the construction of the six economic corridors has indeed played a role in promoting the import scale of the provinces along the line; Secondly, there is regional heterogeneity in this effect. The import driving effect of the economic corridor mainly depends on the trade promotion effect of the economic corridor on the central region, followed by the eastern region, and the contribution degree of the western region is the lowest. In addition, the level of regional economic development, industrial structure, and scientific research are important factors to promote the development of regional trade in China. In the future, the in-depth construction of high-level development of economic corridors needs to pay more attention to these factors to promote coordinated development. At the end of this paper, countermeasures are proposed to speed up the construction of economic corridors, which is also conducive to the hierarchical and focused work to promote China's trade promotion, so that provinces along the country can use the "six economic corridors" to achieve a new pattern of opening u.

Keywords: six economic corridors; Import trade effect; DID model.

1. Introduction

In the "Vision and Actions for Jointly Building the Silk Road Economic Belt and the 21st Century Maritime Silk Road" announced by China at the end of March 2015, the concept of economic corridors was formally proposed for the first time. According to the direction of the "Belt and Road", the concept of economic corridors is based on the land, supported by the central cities along the routes, and the key economic and trade industrial parks are used as cooperation platforms. We will jointly build six economic corridors: China-Mongolia-Russia, the New Eurasian Land Bridge, China-Central Asia-West Asia, China-Indochina Peninsula, China-Pakistan, and Bangladesh-China-India-Myanmar. At present, the six major economic corridors have become the strategic pillars of the Belt and Road development and an important framework for regional economic cooperation. China has listed relevant countries and regions along the six major economic corridors as key objects of foreign exchanges, creating a new pattern of mutual benefit and win-win cooperation between China and partners along the Belt and Road. At present, the construction progress of the six economic corridors is different, and the background and progress are also different. The current research mainly focuses on the analysis of the construction progress of economic corridors, risks and challenges, and path selection. There is still no research on the influence of the construction of economic corridor on the trade of provinces along China.

This paper collected the panel data of 30 provinces and cities in China from 2005 to 2022, and constructed a differential model for empirical study. The empirical study is whether the construction of six major economic corridors and the gradual improvement so far have a promoting effect on the import of provinces along the lines of China, and if so, whether there is a promoting effect of regional heterogeneity. In theory, it has enriched the research of quantitative analysis in the field of economic corridor. In a practical sense, this paper finally puts forward corresponding countermeasures to speed up the construction of economic corridors, which is also conducive to the hierarchical, focused,

effective and orderly work to promote China's trade promotion, so that provinces along the line of our country with the help of the "six economic corridors" to achieve a new pattern of opening up the path choice.

The innovation of this paper is reflected in:

First, most of the existing literatures select the data of some countries along the "Belt and Road" when selecting research samples, and there is a lack of literatures to study trade effects by taking the six major economic corridors as samples. This paper analyzes the impact of the construction of the six major economic corridors on China's regional import trade from a more novel and specific perspective.

Second, most of the studies on economic corridors are textual description and theoretical mechanism analysis, combining data and cases to study the effectiveness of corridor construction, focusing on the construction of economic corridors, development prospects and problems and challenges. There are few studies involving empirical analysis. Based on this, this paper starts from the perspective of six major economic corridors, and enriches the empirical research in the field of economic corridors.

Third, scholars mainly focus on the impact of the Belt and Road Initiative and economic corridors on trade at the national level, most of which are based on transnational data at the national level, with China as the main body of research, and the effects on industrial structure changes and trade and investment promotion. There are few studies on the economic effects of the "Belt and Road" Initiative on the provinces along the route based on the provincial level, and even fewer empirical tests, while there is even less research on the trade effects of the provinces along the route from the perspective of economic corridors. Therefore, this paper can make up for this gap to a certain extent and propose countermeasures to further promote the trade development of China's provinces.

2. Literature References

With the in-depth development of the Belt and Road, scholars at home and abroad have turned their attention to the main economic corridors of the Belt and Road Initiative. At present, the construction progress of the six economic corridors is different, and the progress achieved is also different. The current research mainly focuses on the theoretical analysis of one economic corridor. The analysis of China-Pakistan Corridor and China-Mongolia-Russia corridor is more, which is reflected in the construction progress, risks and challenges, path selection and other studies.

Wang Jinbo (2017) used multiple indices to measure the commodity trade structure, competition and trade growth potential among the countries in the economic corridor, and the results showed that inter-industry trade between China and the countries in the "Belt and Road" economic corridor is still the main trade, and the complementarity is greater than the competition. Tang Yongchuan (2019) analyzed the comparative advantage industries of the countries along the six economic corridors by using multidimensional scaling analysis method, and discussed the overall trade cooperation between China and the countries along the six economic corridors. The article pointed out that the top-level design of the China-Mongolia-Russia Economic corridor was introduced early, China and Russia have a high degree of political mutual trust, focusing on energy cooperation and transportation infrastructure construction projects, but Mongolia has not formed close trade relations in the economic corridor. In the China-Pakistan Economic Corridor, the two sides have made remarkable progress in infrastructure construction, energy cooperation, trade and investment. In the new Eurasian Land Bridge economic Corridor, trade and investment activities between Central and Eastern European countries show a trend of clustering. In the China-Indochina Peninsula Economic Corridor, China has increasingly close cooperation relations with Southeast Asian countries such as Malaysia, Indonesia and Singapore, which has a high level of economic development and potential, while there is still room for further development of cooperation with other Southeast Asian countries such as Vietnam, Cambodia, Myanmar and the Philippines. The BCIM Economic Corridor is progressing at a slow pace and is not closely connected with Bangladesh and Myanmar, which are at a relatively

low economic level. The China-Central Asia-West Asia Economic Corridor is based on energy cooperation, and the economic ties between Central Asia and West Asia are relatively limited, and close trade relations have not yet been formed. Mi Jun (2018) believes that the financial cooperation of the China-Mongolia-Russia Economic Corridor faces great risks and challenges, and constructs a risk assessment system to measure the financial risk level of the China-Mongolia-Russia Economic corridor.

The results show that China and Russia have a moderate risk level, while Mongolia has a higher risk level. Reimeingam Marchang (2021) analyzed that the geostrategic goals of India's current eastward policy are very consistent, and the Bangladesh-India-Myanmar Economic Corridor is an indispensable part of regional cooperation under the Belt and Road Initiative. Ullah Sabeeh et al. (2022) used the autoregressive distributed lag estimation framework to investigate the causal relationship between Chinese investment and Pakistan's economic growth under the China-Pakistan Economic Corridor. Tian Hui (2023) pointed out that the manufacturing industry is the main force to promote the international production capacity cooperation between China and the countries in the Economic corridor, China - Central Asia - West Asia and China-Mongolia-Russia Economic Corridor have comparative advantages in energy-intensive industries, and the primary products of China - Indo-China Peninsula and the Bangladesh-China-India-Myanmar Economic Corridor have strong international competitiveness. The new Eurasian Land Bridge is slightly better in capital-intensive industries;

However, the empirical research and quantitative analysis on the economic effects of economic corridors are not abundant, and most of them focus on the trade structure, trade relations and trade potential of countries along the corridors. Wang Ling (2019) and other scholars used stochastic frontier gravity model to study the trade potential of China-Pakistan, BCIM, and China and countries along the Indochina Peninsula Economic Corridor, and pointed out that the trade potential of BCIM is huge, especially between China and India. In the future, China should speed up the implementation of the strategy of free trade zone with Bangladesh, India and Myanmar, strengthen the infrastructure construction of each country and reduce trade barriers. Hao Xiaoli et al. (2019) investigated the factors affecting import trade between China and countries along the new Asia-Europe Land Bridge by using the extended trade gravity model, and found that there was huge trade potential between China and countries along the Eastern Europe and Central Asia, and with the evolution of time, the trade focus began to shift to Eastern Europe and Central Asia. Li Peng (2021) uses the extended gravity model to study China's investment potential in the seven countries along the Indo-China Peninsula Economic Corridor. The cooperation is divided into market-oriented and efficiency-seeking, and the results show that both China and its direct investment show a good momentum of development. Li Cuiping (2021) used the stochastic frontier gravity model to estimate the import efficiency and potential of China to 19 countries along the corridor, and put forward targeted suggestions for improving China's import trade efficiency. Kang Wenmei (2022) studied the international economic and trade impact of the construction of the six major economic corridors on trade facilitation, which can improve the welfare of both China and the countries along the corridors. Through the improvement of trade facilitation, not only the national GDP but also the total import of the country can be increased.

3. Data and Methods

3.1. Data

3.1.1 Explained Variable

The explained variable in this paper is the amount of inter-provincial imports to the countries along the economic corridors, which is obtained according to the sum of the imports of 30 provinces and cities to the countries along the "six economic corridors". Since the countries along the six economic corridors have not published specific official documents, 32 countries are finally selected as research

objects based on existing literature and open data, and considering the availability of data. That is, the explained variable is the total annual imports of each province and city to these 32 countries.

3.1.2 Control Variable

GDP per capita (rjgdp): This index reflects the level of regional economic development. Regions with a high level of economic development are usually accompanied by the increase of investment and the improvement of production capacity, which will bring more production equipment and technological progress, and improve the production efficiency and competitiveness of enterprises. This will enable regional enterprises to better meet the needs of the international market, have a stronger import supply capacity, and increase the quality and quantity of imported products.

Fiscal input(fiscal): Foreign direct investment is usually accompanied by the introduction of technology and management experience. When foreign enterprises establish production bases or cooperative enterprises in investment areas, they will introduce advanced production technologies, management experience and standards to improve the production capacity and competitiveness of regional enterprises. This will enable regional enterprises to produce higher quality and more competitive products, thus promoting the growth of regional trade imports.

Industrial structure (indus): The upgrading and optimization of industrial structure can promote regional enterprises to increase the added value and technical content of products. By transitioning to high value-added and technology-intensive industries, regional enterprises are able to produce more competitive products and improve the added value and profit margins of their products.

Fixed Asset Investment (rjinvest): Investment in fixed assets can help regional enterprises to improve production capacity. By investing in new production equipment, expanding production plants or upgrading the technical level of production lines, regional enterprises can increase production scale and capacity. Therefore, investment in fixed assets is an important factor affecting regional trade.

Research investment (research): Technological innovation ability can improve the production efficiency and reduce the production cost of regional enterprises. By introducing advanced production technology and automation equipment, regional enterprises are able to improve production efficiency, reduce the use of human resources, and reduce production costs. This will enable regional enterprises to import products at more competitive prices, improve regional trade competitiveness, and the development level of science and technology will provide strong support for the growth of regional trade imports. Expressed in terms of R&D expenditure /GDP by region.

Transportation Infrastructure (trans): Through the construction and development of modern logistics hubs and cross-border transport channels, regional enterprises will be able to respond to market demand more quickly, improve the efficiency and flexibility of the supply chain, reduce logistics costs, and increase the competitiveness and market share of imports. It can also improve the convenience and efficiency of trade, reduce trade barriers, and promote trade liberalization.

Innovation level (inno): Urbanization has a positive effect on regional trade imports. Through market expansion and increased consumer demand, industrial upgrading and value chain extension, urban infrastructure construction and logistics efficiency improvement, as well as human resources and innovation capacity improvement, urbanization will provide strong support for the growth of regional trade imports.

Table 1. Control variable selection and representation

Variable	Connotation	Description
Rjgdp	Per capita GDP of Chinese provinces	Total regional GDP based on 2005 divided by year-end population
Fiscal	Financial input of Chinese provinces	Regional government expenditure /regional GDP
Indus	Industrial structure of Chinese provinces	Value-added of tertiary industry by region/GDP by region
rjinvest	Per capita fixed asset investment of Chinese provinces	Fixed Assets Investment by region /Total population by region
Research	Scientific research development of Chinese provinces	R&D expenditure /GDP by region
Trans	Transport infrastructure of Chinese provinces	Rail and road mileage by region
Inno	Level of innovation of Chinese provinces	Number of invention patent applications accepted by region

3.1.3 Data Sources

This paper constructs panel data from 30 provinces in China (except Xizang and Hong Kong, Macao and Taiwan) from 2005 to 2022 to analyze the impact of the construction of six major economic corridors on the import of provinces along the routes. All data were collected and calculated from China Statistical Yearbook, National Bureau of Statistics and Foreign trade database of China Research Network. For the missing data, according to the actual situation to use statistical methods to deal with and fill.

3.2. Methods

As an important tool to study policy effect evaluation methods, the difference-in-differences (DID) method can quantify qualitative policy effect analysis, and the results after empirical processing can be intuitively displayed on specific data, which facilitates more specific analysis of the effect of policy implementation, and at the same time provides targeted strategy suggestions for the subsequent implementation of policies. Therefore, the DID method has been highly respected by scholars in recent years. From the perspective of research problems, the implementation of national macro policies has an exogenous impact on micro enterprises, so there is no problem of reverse causality itself, and the DID method can avoid the interference of endogenous problems to a certain extent. Compared with the traditional policy effect assessment methods, the differential method abandons the shortcomings of setting a dummy variable before and after the implementation of a policy and then conducting regression analysis, and sets the model by the way of two-difference to reflect the effect of policy implementation more accurately and scientifically. Compared with the spatial econometric model, the model setup of differential method is more simple and convenient, which is easy to understand and use.

The proposals of various economic corridors are inconsistent with the specific landing time. Among them, the China-Pakistan Economic Corridor, the Bangladesh-China-India-Myanmar Economic Corridor and the New Asia-Europe Land Bridge were officially proposed in 2013, and the China-Central Asia-West Asia Economic Corridor, China-Indochina Peninsula Economic Corridor and China-Mongolia-Russia Economic Corridor were officially proposed in 2016. Therefore, this paper adopts the multi-stage difference-difference method to measure the construction effect of the six major economic corridors. According to the availability of data, a total of 32 major countries were selected as representatives of the six economic corridors. du is the dummy variable of the treatment group. If the provinces are along the corridor between 2005 and 2022, the value is 1; otherwise, the value is 0. After excluding Tibet and Hong Kong, Macao and Taiwan, where complete data cannot

be obtained, a total of 15 provinces are the experimental group and 15 provinces are the control group. dt represents the virtual variable of the year of the policy implementation. The value of the year before the policy impact is 0, and the value of the year after the policy impact is 1.

Based on the above analysis, the following model is constructed:

$$Y_{it} = \beta_0 + \beta_1 du + \beta_2 dt + \gamma (du \times dt) + \sum \beta_j \times X_{it} + \varepsilon_{it} \quad (1)$$

Where i represents the province, t represents the time, and Y_{it} represents the export/import value of the province to the countries along the corridor. du is a regional dummy variable. $du=1$ indicates that the province is a province along the "Six Economic Corridors", and $du=0$ indicates that the province is not a province along the "Six Economic Corridors". dt represents the virtual variable of the year of policy implementation. The value of the year before the policy impact of each province is 0, and the value of the year after is 1. The core explanatory variable $du \times dt$ is obtained by multiplying the above two terms. The coefficient of this interaction term, γ is the core observation data of this paper, which measures the impact of the implementation of the "six economic corridors" policy on the trade effect of the provinces along the routes. If the coefficient is significantly positive, it indicates that the "six economic corridors" initiative has indeed promoted the development of foreign trade in the regions along the routes. X_{it} stands for control variable; ε_{it} is a random disturbance term.

4. Results

4.1. The import trade effect of the "six economic corridors" on the overall regions along the country

In this paper, Stata software is used for regression estimation, and the estimation results of the impact of the construction of "six economic corridors" on the imports of provinces along the routes are shown in Table 1. On the whole, the interaction coefficient $du \times dt$ in the regression (1) column is significantly positive, which indicates that the construction of the six economic corridors has indeed played a role in promoting imports in the provinces along the line. The coefficients of control variables $rjgdp$, $indus$ and $research$ are significantly positive, that is, regional economic development level, industrial structure and scientific research level have a positive promoting effect on the import scale of provinces along the line. Among them, the economic development level has the greatest impact, followed by the industrial structure and scientific research level, which is consistent with the theory.

The coefficient of fiscal input is significantly negative, reflecting that the higher the financial input is not conducive to China's imports. On the one hand, China's service industry has become the pillar industry of our country, and the proportion of service industry in the national economy is increasing. With the promotion of economic transformation and consumption upgrading, the contribution of the service industry to economic growth has gradually increased, especially the rapid development of finance, information technology, culture and entertainment, tourism and other fields, which has promoted the growth of the service industry. In recent years, although China's service trade has been relatively rapid development, and has formed a certain scale of trade, but the proportion of China's service trade in the total trade is still low. From the perspective of the import and import structure of service trade, labor-intensive and resource-intensive industries are the main components of China's import structure of service trade, and the traditional service industry also occupies a large proportion, that is, the scientific and technological content and added value are low, the import level is low, the competition level is low, the lack of knowledge-based and strategic industries to expand the international service market is weak in international competitiveness. In the manufacturing industry, China is in the transition period of comparative advantage, and the industrial focus is gradually transforming from traditional labor-intensive industries to high-tech manufacturing, high-end manufacturing, new energy, new materials and other high value-added and innovation-driven manufacturing. However, relatively speaking, the transformation needs a long-term process, and the international competitiveness of China's technology-intensive imports is still weak, and a strong

brand image has not been established internationally. Secondly, China's imports to countries along the "economic corridor" are indeed mainly concentrated in mechanical and electrical products, clothing products and other low value-added products, so the impact of industrial structure transformation is not obvious.

Table 2. The import trade effect of the "six economic corridors" on the regions along China

VARIABLES	(1)	(2)	(3)	(4)
	lnY			
dudt	0.126 (0.158)	-0.111* (0.0626)	0.325*** (0.110)	0.141** (0.0637)
rjGDP			1.119*** (0.175)	1.004*** (0.215)
rjinvest			-0.446*** (0.136)	0.0717 (0.0872)
fiscal			-7.735*** (0.647)	-1.495** (0.662)
indus			0.405*** (0.0997)	0.547*** (0.0918)
trans			-0.101 (0.0960)	-0.108 (0.0987)
research			-0.384*** (0.0787)	0.431*** (0.0851)
inno			0.443*** (0.0683)	-0.0380 (0.0623)
Constant	22.08*** (0.0791)	20.88*** (0.114)	13.77*** (1.156)	9.344*** (1.933)
Individual effect	NO	YES	NO	YES
Time effect	NO	YES	NO	YES
Observations	540	540	540	540
R-squared	0.001	0.948	0.677	0.957

Standard errors in parentheses
*** p<0.01, ** p<0.05, * p<0.1

4.2. Regional heterogeneity of import trade effects

Due to the obvious differences in economic development level, resource endowment and location factors in different regions, showing the characteristics of unbalanced regional development, although the "six economic corridors" have improved the import trade scale of China's regions along the whole, it does not mean that the construction of "six economic corridors" has the same promotion effect on the import trade of all provinces along the domestic lines. Therefore, this paper divides the domestic provinces into three regions as treatment groups: eastern, central and western regions to examine the regional heterogeneity of this impact. As shown in Table 3, the benchmark regression results show that there are regional differences in the trade effects of the "six economic corridors" on the regions along the lines of China. The effect of the "six economic corridors" on enhancing the import trade of the central provinces of China is relatively strong, followed by the eastern region and the western region. It can be said that the western region has not yet had a significant role in promoting the northeast region is mainly the China-Mongolia-Russia economic corridor, the relevant provinces along the Liaoning, Jilin, Heilongjiang, Inner Mongolia. The reasons are also obvious. Compared with the Middle East, the western region has some disadvantages in import trade mainly in the following aspects:

1) Geographical location and transportation conditions: The western region is relatively remote and far away from major import ports and international trade centers. Moreover, infrastructure construction is difficult, the speed of promotion is slow, and the transportation cost is high. Shi Ya-

Ya (2023) et al. evaluated and predicted the suitability of the transportation facilities project of the China-Mongolia-Russia Economic Corridor. It is proposed that the permafrost in this corridor has a great impact on the stability of infrastructure, especially in the context of climate warming and permafrost degradation. In contrast, the Southeast region is strategically located, close to the ocean and major ports, and has convenient transportation, which enables it to trade with international markets more quickly.

2) Industrial structure and competitive advantage: The industrial structure in the Middle East is more diversified and modern, covering many high value-added and technology-intensive industries, such as electronics, communications, automobiles, aerospace, etc. In contrast, the industrial structure of Northeast China is relatively unitary, mainly dominated by heavy industry and traditional manufacturing industry, lacking high-tech content and innovation-driven industries, and relatively weak competitiveness.

3) Technological innovation: the central and eastern regions have more high-quality talents and technological innovation capabilities, so the region has a higher level of higher education, more scientific research institutions and innovative enterprises, and can provide more technical support and innovation capabilities. In contrast, the talent reserve and technological innovation ability of the western region are relatively weak, which limits its development and import competitiveness in the high-tech field. Therefore, even with the help of the six major economic corridors, the long-term trade disadvantage of the western region cannot be completely reversed in the short term.

In addition, the development of import trade in the central and western regions also has a good performance after the construction of six major corridors, among which, Xinjiang, Gansu, Qinghai, Ningxia and other provinces, driven by the China-Pakistan Corridor, China-Central Asia-West Asia Economic Corridor and the new Asia-Europe Economic Corridor, have gradually established new and stable import channels and supply chains with landlocked countries. The construction of the economic corridor has improved the transportation and logistics conditions in the central and western regions, and the newly built or rebuilt transportation infrastructure such as railways, highways, air and water transportation has reduced the logistics costs between the central and western regions and countries and regions along the routes. At present, the connectivity framework of "six corridors, six roads, multiple countries and multiple ports" has basically taken shape. In terms of railway, the China-Laos Railway has been put into operation, and the construction of China-Thailand Railway and Jakarta-Bandung high-speed Railway has been steadily advanced. In terms of highways, the "two major" highways of the China-Pakistan Economic Corridor were successfully completed and handed over to traffic, and the construction of the China-Russia Heihe Bridge was completed. In aviation, the network of international civil aviation routes has been expanding. Therefore, the improvement of logistics efficiency and transportation capacity gives play to the advantages of Chinese and western regions in trade with countries along the line.

Table 3. Regional heterogeneity of import trade effects

VARIABLES	EAST	MIDDLE lnY	WEST
dudt	0.186** (0.0815)	0.433*** (0.0774)	0.185 (0.213)
rjGDP	1.084*** (0.282)	-0.220 (0.405)	-0.151 (0.856)
rjinvest	-0.126 (0.106)	0.527*** (0.142)	0.777** (0.332)
fiscal	-0.195 (1.149)	-4.660*** (1.541)	-4.472*** (1.440)
human	-9.366 (12.47)	-14.23 (18.41)	6.309 (38.71)
indus	0.683*** (0.102)	-0.154 (0.145)	0.759* (0.389)
trans	0.436*** (0.128)	-0.0738 (0.119)	-0.277 (0.263)
research	-0.161* (0.0967)	0.517*** (0.165)	0.834*** (0.311)
inno	0.0841 (0.0674)	-0.271*** (0.0834)	-0.604*** (0.182)
Constant	4.669* (2.584)	22.00*** (3.313)	22.33*** (6.020)
Individual effect	YES	YES	YES
Time effect	YES	YES	YES
Observations	540	162	144
R-squared	0.941	0.950	0.938

Standard errors in parentheses
*** p<0.01, ** p<0.05, * p<0.1

5. Summary

This paper collected the panel data of 30 provinces and cities in China from 2005 to 2022, and constructed a DID model to study the trade impact of the construction of "six major economic corridors" on the imports of provinces along the lines of China. Summarizing the full text, it can be concluded that:

(1) On the whole, the construction of the six economic corridors has indeed played a role in promoting the import scale of the provinces along the line, and the regional economic development level, industrial structure and scientific research level have a positive role in promoting the import scale of the provinces along the line, especially the economic development level and industrial structure have a more obvious impact; The main reason is that the competitive advantage of China's products based on traditional industries in the international market has gradually decreased, and the new trade growth point has not yet formed. Moreover, China's imports to countries along the "economic corridor" are mainly concentrated in low and medium value added products, so the optimization of financial investment has not played a role in promoting imports.

(2) The construction of the six major economic corridors has not played the same role in promoting all provinces along the routes, and there is regional heterogeneity. The import driving effect of China's regions along the line mainly depends on the economic corridor's trade promotion effect on the central region, followed by the eastern region, while the western region has the lowest contribution. In addition to the excellent economic foundation of the central and eastern regions, benefiting from the

increasingly rich and perfect transportation infrastructure with landlocked countries, Xinjiang, Gansu, Qinghai, Ningxia and other provinces in the central and western regions are strongly driven by the China-Pakistan Corridor, the China-Central Asia-West Asia Economic Corridor and the New Asia-Europe Economic Corridor. Transportation infrastructure, technological innovation and urbanization are important factors to promote the development of regional trade in China, and it is necessary to pay attention to the coordinated development of these factors in the future construction of high-level development of economic corridors.

In the future, in order to better play the driving role of economic corridors on China's imports, we should strengthen regional coordination and cooperation in China, promote the flow of resources and the coordinated development of industries, and adapt to industrial transformation and import upgrading at different levels. In the short term, China's foreign trade along the Western and Northeast routes should still be dominated by labor - and capital-intensive industries, make full use of local resource advantages and industrial base, undertake the transfer of technology and industrial chain from the southeast region, and establish economic corridors and multilateral free trade zones with neighboring countries as soon as possible to ensure the stable growth of foreign trade. With the continuous transformation and upgrading of industrial structure, the developed regions in the southeast should gradually shift the focus of trade to high-level capital and technology-intensive industries, stimulate the import competitiveness of service trade, promote the import of high value-added products through technological innovation, and cultivate internationally renowned brands of independent research and development. In addition, the southeast region should give full play to the external spillover effect, strengthen the economic and technological cooperation and trade linkage with other regions, and achieve misplaced competition and complementary cooperation.

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