

SWOT Analysis and Development Path of Jilin Province in the "Belt and Road" Strategy

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Abstract

In the new round of opening up, Jilin Province faces multiple new development opportunities and shoulders important missions. The article uses SWOT analysis to analyze the advantages, disadvantages, opportunities and challenges of Jilin Province under the "Belt and Road" strategy. In-depth analysis and put forward the strategic combination of Jilin Province to promote the "Belt and Road" construction. This paper will point out that Jilin Province should take the opportunity to implement an open-led leap-forward development strategy and accelerate the construction of Jilin Province into a new development in Northeast Asia. The strategic pivot and the new hub of the 21st Century Silk Road Economic Belt form an important gateway for economic cooperation between China and Northeast Asian countries.

Keywords

Jilin opening; revitalizing the old industrial base in Northeast China; The Belt and Road; SWOT analysis; strategic choice.

1. Introduction

The "Belt and Road" strategy refers to the "Silk Road Economic Belt" and the "21st Century Maritime Silk Road". It is one of China's major development strategies. It promotes regional cooperation and promotes industrial agglomeration and mutual benefit. It has great significance. At present, due to historical problems such as the rigid economic system, Jilin's economy has never been able to achieve the goal of revitalizing the old industrial bases in Northeast China, and the opportunity brought by the "One Belt, One Road" strategy is an important opportunity to promote the economy of Jilin Province [1]. Looking at past academic research, many scholars have monotonously studied the economic situation of Jilin and neglected the influence of the Belt and Road. Or they have studied the important provinces along the "Belt and Road" strategy such as "Shaanxi", "Fujian" and "Xinjiang". Ignoring the "One Belt, One Road" strategy for the status of non-promotional provinces such as Jilin. Therefore, it is necessary to link Jilin Province with the "Belt and Road" strategy to explore the development path of Jilin Province with the times and to facilitate effective development in the future. Jilin economy. However, if we want to study the specific method of Jilin Province's integration into the "Belt and Road" strategy, we need to Jilin Province's advantages, disadvantages, opportunities and challenges are analyzed in depth to understand the actual situation in Jilin Province, in order to be targeted.

Using SWOT analysis method, it dynamically analyzes how Jilin Province uses the "One Belt, One Road" strategy to achieve its own development. This paper believes that it is beneficial to Jilin Province to further realize agricultural modernization and greening; industrially, remove excess capacity and adjust industrial structure. To change the status quo of industrial "One Column"; in tourism, realize eco-tourism and expand the share of the tertiary industry, thereby increasing the internal driving force of Jilin Province to promote optimization and upgrading, adapting to the new normal of economic development, and realizing the revitalization and

development of the old industrial base in Northeast China. At the same time, academically, it also supplemented the study of the combination of China's regional development and the "One Belt, One Road" strategy.

This paper is divided into three parts. The first part is the SWOT analysis under the "One Belt, One Road" strategic concept. The second part is based on the results of SWOT analysis to propose the specific method for the development of Jilin using the Silk Road. The third part is Summary, briefly explain the conclusions of the article and the outlook for the economy of Jilin Province.

2. Theoretical Basis

Regional economics evolved from regional geography based on the rationality of spatial resource allocation. This theory can be traced back to the 19th century. Tunen (1826) put forward the assumption of isolated countries in his book "Isolated state". The concept, followed by the agricultural location theory and the impact of friction between human activities and spatial conditions, thus laying the foundation for regional economics. [2] (Luo Yingxia, 2003). Then, in the early 20th century Max Weber (1909) published "Industrial Location Theory", officially proposed the concept of industrial location theory, emphasizing that transportation costs and labor costs are the main factors affecting industrial location. With the continuous development of society, for enterprises, the replacement of transportation costs by product sales has become an important reason for companies to choose industrial location [3] (Wu Chuanqing, 2007). Christaller (1933) proposed in the "Center of Southern Germany" based on ideal conditions. The central theory of the city proposes to provide services to the surrounding city, and to form a hierarchically evenly distributed urban relationship according to the different service capabilities. He will be a geography system. At the same time, it promoted the development of the static regional economy. And A. Losch (1940) believed that the market position of the enterprise was hexagonal and expanded the investigation factors, such as political factors, natural factors, human factors, in the economy. In the spatial distribution, the market demand is the spatial variable, and the profit point is selected to form the market location theory. His analysis from production to market, from manufacturer to industry, further perfects the central theory on the basis of Chris Taylor. [4] (Liu Xiaoqian 2008)

Isard W. integrated the theoretical models of Du Neng, Weber, Chris Taylor and Lesch into a new framework in the book "Location and Space-Economy", but did not In-depth research, on the contrary, he created a new field - regional division, the regional division as the basis for the division of space economic resources, but this great theory has not been dig deep into a complete theory [5] (Chen Liuqin, 2010). Location theory has a long history, but the economic concept of space was not officially proposed until the end of the 20th century. In 1991 and 1995, Krugman's book *Geography and Trade, Development, Geography And economic theory*, published by the Massachusetts Institute of Technology, he abandoned the concept of "location" with the concept of "geography", because location theory is only part of economic geography, economic geography is the spatial location of production, Exploring international and domestic economic activities, it shows a new world view of economics, which is a huge development of space economics and economic geography. In 1999, Krugman's new book "Space Economy: Cities, Districts Domain and International Trade (co-authored with Masahisa Fujita and Anthony.J.Venables), this book establishes a rigorous spatial model that fills the gaps in previous studies of economies of scale and oligopoly, economic activity and The concept of the spatial region was linked to Krugman's early "new trade theory", which developed spatial economics as an important part of economics [6] (Liang Qi, 2005).

With the continuous enrichment and improvement of Western regional economic theories, domestic scholars have localized western regional economics. Because of the different

backgrounds from foreign pure market economy, China has changed its application to regional economic theory to adapt it to its national conditions. It can better serve the development of regional economics in socialism, coordinate and coordinate the objectives of regional development. For example, the theory of productivity equilibrium before reform and opening up, using planned economic means, based on abundant natural resources, to allocate resources between regions. On the basis of this, the old industrial bases in Northeast China have been developed and formed a number of industrial cities and industries, such as: FAW Automobile Manufacturing Plant in Changchun City, Jigong in Jilin City, and Electric Machinery in Harbin. And machinery manufacturing, etc. After the reform and opening up, China implemented a market-oriented economic system, and the central government decentralized power to local governments, gradually stimulating local governments to become the subject of interest division, weakening the dependence on the vertical system, and strengthening the dependence in the horizontal direction due to industry. The structure and resource status are different. Inter-regional cooperation has been paid more and more attention. It is the development climax of the regional economy. The study also broke the shackles of the productivity layout theory, which further expanded the regional economic thinking. China also borrowed many Western regional economic theories, such as gradient shift theory, growth pole theory, network development theory, regional complex theory, etc. It has expanded the research space of regional economics and made great progress in practice [7] (Fu Xiaodong, 2013).

3. Literature Review

In the recent academic research on regional economic development in China's provinces and autonomous regions, we found that China's regional economic development is uneven, and the gap between the eastern and western regions is very wide. After the reform and opening up, the market economy has established its position, the economy has developed rapidly, how to narrow the gap, and coordinate the regions. The development of the region has become a hot spot. The use of the "Belt and Road" strategy to narrow the regional gap is the focus of scholars' attention and research. As the leader of economic development after the founding of the Republic, the northeast region has continued to decline in recent years, opening a clear gap with the economic development of the eastern region. Therefore, the revitalization of the old industrial bases in Northeast China has also become an important issue to promote inter-regional economic development. Scholars who study the relationship between the "Belt and Road" strategy and regional development usually combine with the specific regions of China when studying the "One Belt, One Road" strategy. Scholars such as Huang Zhiyong and Yan Jie pointed out that Guangxi should increase its opening up and make good use of the China-ASEAN cooperation highland to form a cross-development of international large-channel and inland areas, complementing each other's advantages, and thus achieving economic leap-forward development [1] (Huang Zhiyong; Yan Jie 2014). Chen Yao (2014) believes that the "Belt and Road" battle in terms of regional development, the location disadvantage of the northwest opening has been transformed into an advantage, and the open end has changed to the frontier of opening. Yan Gang (2015) pointed out that Xinjiang should be played as the core area of the "Belt and Road", develop tourism and promote Xinjiang "Five centers" construction [8]. Peng Yinshuang and Liu Qing (2015) believe that in the economic construction, we must pay attention to Xinjiang's environmental protection work, which will play a very good role in promoting the construction of the new Silk Road economic belt [9]. Lin Changqing, Yan Tao and Yang Zuzeng (2014) proposed that Zhejiang should play a leading role in the construction of "One Belt and One Road". As an important strategic fulcrum, it is necessary to give play to regional advantages and economic advantages [10]. Shen Shang (2014) It is recommended that Zhejiang make full use of the "One Belt, One Road" strategy to promote industrial

transformation and upgrading, and create a series of new production areas such as the pioneer zone and the “online Silk Road” test zone [11] [12] (An Xiaoming 2016).

At the same time, in the current regional economic development and the ever-changing differences between the east and the west, the continuous decline of the Northeast economy has attracted the attention of scholars. The Northeast is the most important region of the Republic, revitalizing the old industrial bases in Northeast China to develop the national economy, safeguard national security, and coordinate regional development. All of them have great significance. In the past, scholars mainly discovered and studied the problems in the Northeast from the geographical advantages, industrial base, industrial structure, institutional mechanism, and policies of the Northeast. For example, Chen Hang, Wang Yuewei (2005) believed that the Northeast The economic integration process in Northeast Asia has an important strategic position, which is conducive to the “going out” of the northeast region, transferring labor, introducing Japanese and Korean emerging technologies, and building a Northeast Asian equipment manufacturing base [13]. State Council researcher Qian Pingfan (2004) passed Exploring the status quo of manufacturing development in Northeast China, it is believed that the Northeast region needs to develop industrial clusters to promote economic development [14]. Lin Yifu advocates the comparative advantage of Jilin Province, adjusts the industrial structure, develops modern agriculture, and drives industries with innovation to form advantageous industries. Clustering, while developing healthy tourism, etc. [15]. Zhao Changwen (2015) believes that the reform of the system and mechanism will fundamentally transform the government functions and build a service-oriented government and create a unified, open, fair, reasonable, competitive and orderly market environment for enterprises, while ensuring the stable development of the macro economy [16]. Lin (2016) believes that the Northeast should receive more policy support, focus on the “Belt and Road”, accelerate the implementation of the free trade zone strategy, comprehensively promote the construction of international channels for Northeast Asia, and develop the foreign trade economy [17].

The research related to the regional economy and the “One Belt, One Road” policy is conducive to the concrete implementation of the “One Belt, One Road” policy, and the provinces clearly define their own advantages and make a clear division of labor, so that they can complement each other and complement each other, and facilitate cooperation and coordination. Inter-regional development. However, in recent studies, scholars have discussed the provinces along the key provinces, the core provinces, and neglected the research of non-promotional provinces such as Jilin. And because of the limitations of the times, the “One Belt, One Road” strategy began, only a few years ago, to implement in depth, these studies on the Northeast issue are mostly limited to the Northeast region and are not combined with the policies of the New Silk Road Economic Belt. This paper argues that non-line provinces such as Jilin Province can also participate in the Belt and Road study. At the same time, we can use the Belt and Road to develop our own economy. This will help Jilin Province to develop a new normal economy, promote industrial upgrading, and accelerate the pace of revitalizing the old industrial bases in Northeast China. At the same time, it will also be filled academically the gap between the “Belt and Road” strategy and regional economic development research. This paper will apply regional economics to Analysis of the Jilin Province in conjunction with " One Belt, One Road " strategy and to explore how to use " One Belt, One Road " policy of revitalizing northeast old industrial base issues.

4. SWOT Analysis of Jilin Province under the “Belt and Road” Strategy

Relying on the existing dual multilateral mechanism and using various regional cooperation platforms, and borrowing from the long historical symbol of the Silk Road, Chinese President Xi Jinping proposed the cooperation of building the “New Silk Road Economic Belt” and the

“21st Century Maritime Silk Road”. The initiative has paved the way for China's international strategy and the strategy of globalization. The Belt and Road is supported by the central cities along the route, and the New Asia-Europe Continental Bridge, China, Mongolia, China, Pakistan and other economic construction corridors have been built. And set up the Shanghai Free Trade Zone to promote the further opening of the Yangtze River Delta region and the Yangtze River Delta region, and create a new regional opening pattern. As an important connecting point between the East Asian economic circle and the European economic circle, Jilin Province is an important window to the north. We will continue to open up new routes for land and sea stretching to Europe and the Pacific, and actively seek new development coordinates on a global scale. As an old industrial base, Jilin is forming a new pattern of opening up to the outside world. With the deepening implementation of the “One Belt, One Road” strategy, Jilin Province's economic development Facing new opportunities, this paper uses SWOT analysis to explore the future development strategy of Jilin Province under the “One Belt, One Road” strategy.

The SWOT analysis method was proposed by Professor K.J. Andrews of Harvard Business School in the 1970s, namely strength (weakness); weakness (vulnerability); opportunity (opportunity); threat (threat). Therefore, S and W are mainly used for the analysis and research of internal conditions; O and T are used for the analysis and research of external conditions. Using the idea of system analysis, various elements are connected and studied to obtain decision-making conclusions. SWOT analysis method was originally applied to analyze the specific situation of the company. Similarly, this method is also applicable to the regional analysis. This paper uses this analysis method to organically combine the strategy of Jilin Province with the internal and external environment of Jilin Province to find the promotion area. The factors of development can also avoid those unfavorable factors, timely understand and discover problems, design and solve problems in a targeted manner, and use this as a basis to clarify the direction of future regional development. This is a comprehensive and multi-directional development of Jilin Province. The study of angles ensures the systematic and precision of the research, making the survey results more feasible.

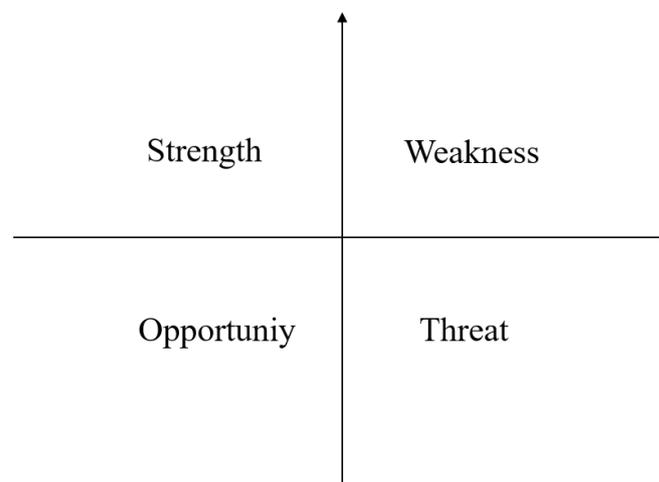


Fig 1. Schematic diagram of SWOT analysis

4.1. Advantage Analysis

Location advantage: Located in the northeastern part of China, Jilin Province is located in the geometric center of Northeast Asia, which is composed of Japan, Russia, North Korea, South Korea, Mongolia and northeastern China. It is one of the 18 important provinces that the country has set up for the “Belt and Road”. Jilin Province is located at the border of the sea. The most eastern part of Hunchun City is close to the Sea of Japan and is close to Russia and North Korea. It has a special geographical location. Therefore, it established the China Tumen River

Area (Hunchun) International Cooperation Demonstration Zone and a Border Economic Cooperation Zone (including export processing and Sino-Russian mutual trade zone), and the Changjitu Development and Opening Pilot Area constructed by Changchun City, Jilin City and Tumen River Area is the core area and important fulcrum of China's participation in the development of the Tumen River area. It is the docking of Jilin. The important platform of the Belt and Road Initiative is reshaping the open pattern of Jilin. This is an important step for China to further open to the north. In the province, with Changchun and Jilin as the hinterland, with Hunchun and Tonghua as the window, Changji integration and extension combination of dragon map integration and other forms has formed a pattern of progressive development of points, lines and surfaces. Among them, Changchun, the provincial capital, is an important node for Jilin to open to the outside world and is working hard to promote it. Approving the construction of international cooperation parks and exerting the leading role of demonstration [18]. Participating in the "Belt and Road" strategy and integrating with foreign industries, the smooth flow of logistics industry is essential. For Jilin Province, it needs to play a unique role in Northeast Asia. The geographical location advantage realizes the integration of the logistics industry and other industries. At the same time, there are Changchun West---Changchun---Longjia---Jilin---Hanchun (the future extends to Vladivostok) high-speed rail and Changchun in the Changjitu area and Longjia---Jilin---Hunchun Expressway, two extremely superior transportation hardware facilities, which will facilitate Jilin Province to vigorously develop the integration of emerging industries with logistics industry, and play the role of Jilin Province in Northeast Asia. The geographical advantage of the central position.

Policy advantages. Participation in the Belt and Road Initiative, policy advantages are indispensable, transforming policy advantages into development advantages, eliminating some obstacles, and accelerating the pace of industrial integration. For Jilin Province, the old industrial base in Northeast China is the cradle of industrial development in New China, in China. The history of industrial development has played a pivotal role. The report of the 16th National Congress of the Communist Party of China has emphasized the need to "support the adjustment and transformation of old industrial bases such as the Northeast region." In October 2003, the Central Committee of the Communist Party of China and the State Council officially issued "about the implementation of the Northeast region." "Several opinions on the revitalization strategy of the old industrial base" formulated various strategic guidelines for revitalizing the strategy and opened the chapter for revitalizing the old industrial bases in the northeast. In the same year, the State Council set up a leading group for the revitalization of the old industrial bases in the northeast region. Since then, there has been a series of promotion. The policy of revitalization was implemented in the northeast. For example, in 2007, the "Eleventh Five-Year Plan for the Revitalization of the Northeast Region" was issued, and in 2009, the State Council issued several opinions on the further implementation of the strategy for revitalizing the old industrial bases in the Northeast, and proposed in 2012. The "Twelfth Five-Year Plan" for the revitalization of the Northeast, and the "2014" In the near-term support for some major policy initiatives to revitalize the Northeast, and in April 2016, the "Opinions of the Central Committee of the Communist Party of China on the comprehensive revitalization of old industrial bases in the Northeast region" was proposed. In November 2016, the "Development of a new round of implementation" was proposed. The Northeast Revitalization Strategy Accelerates the Promotion of Economic Stability in the Northeast Region to Improve Several Important Initiatives. At the end of 2016, the "Third Five-Year Plan for the Revitalization of the Northeast" was issued. In March 2017, the State Council proposed the cooperation between the Northeast and some eastern provinces. The plan [15] (Lin Yifu 2017), the basic policy of revitalizing the Northeast has been introduced in two to three years. Such intensive document distribution is enough to see the central government's emphasis on the Northeast and the great enthusiasm for revitalizing the old industrial base in Northeast China. The policies of the old

industrial bases in Northeast China can bring resources to Jilin Province, such as providing partial financial assistance, which is conducive to the development of infrastructure in Jilin Province and provides a solid foundation for participating in the integration of the Belt and Road industry.

Advantages of international cooperation. "One Belt, One Road" aims to promote the flow of economic factors between regions, deep integration of markets, optimize resource allocation, and build a mutually beneficial and mutually beneficial regional cooperation platform. Therefore, the advantages of international cooperation will definitely help Jilin Province to accelerate its progress. The "One Belt, One Road" strategy went out and introduced the pace. Jilin Province has the following cooperation advantages. In September 2005, China, Russia, North Korea, South Korea and Mongolia signed the "Great Tumen River Action Plan" and decided to The Tumen River cooperation area has expanded to the entire Tumen River area, including China's three northeastern provinces and Inner Mongolia Autonomous Region, North Korea's Luojin Free Trade Zone, Mongolia's eastern provinces, South Korea's eastern coastal cities and Russia's Primorsky Krai. Cooperative development will also be carried out in the fields of transportation, energy, investment, environment, tourism, etc. After more than four years of hard work, the Changchun Xinglong Comprehensive Bonded Zone has initially established an inland open highland facing the world. As a "Belt and Road" policy, it is going north. An important window for opening, Jilin will continue to seek new global developments by extending new land and sea routes to Europe and the Pacific. Coordinates are forming a new pattern of opening up to the outside world. In order to develop the market along the "Belt and Road", Jilin has established 13 overseas marketing and display centers in Malaysia, Russia, Iran and other countries and regions; since 2015, Jilin has implemented a three-year The International Market Development Action Plan has established contacts with 83 local governments and 382 multinational companies. Since the Northeast revitalization strategy, Jilin has continuously adopted new measures for opening up to the outside world, and has become more integrated with the "Belt and Road" initiative. The door to cooperation has been fully opened, and more and more foreign capital has begun to pay attention to Jilin, looking for a win-win opportunity in revitalization. In terms of interconnection, with the help of the "Belt and Road", a new pattern of opening up will be formed [19]. The "long-European" class in the construction, and the "Changchun-European" class starting from Changchun. It departs from the Hunchun Port of Jilin Province and connects to the Siberian Railway via the Russian Far East to Europe. This route can also be passed through Slavyanka. Hong Kong shipping to the southeast coast of China and Japan, South Korea, the formation of iron-sea combined transport channels in Northeast Asia. This is for Jilin Province Shi "along the way" to strengthen cooperation with the European Internet strategy, resource exchange offer great convenience.

4.2. Disadvantage Analysis

Compared with the eastern region, which has a series of preferential policies for economic development, such as setting up coastal special economic zones, building development zones and free trade zones, it has taken the lead in enjoying the reform dividend. Up to now, it has achieved the goals of complete economic structure, adequate talent reserve and strong scientific and technological development. Jilin Province has a low economic situation, because Jilin Province is in a sluggish situation. To some extent, the policy advantage is weak, and a long development period is missed. The economic base of Jilin is weaker than that of the eastern region, and its economic structure is relatively backward. Therefore, in the process of implementing the "one belt and one way" strategy, Jilin can not develop its own high-end industries independently and gain greater profits. Jilin's economic growth is slow. For example, the national economic growth in 2014-2015 is 7.3% and 6.9%; Jilin Province is 6.5% and 6.3%, which is lower than 0.8 and 0.6 percentage points of the whole country; According to the latest

data in the first half of 2017, Jilin Province's economic growth is 6.5%, which is the fourth lowest in the whole country, and it is worth noting that Jilin's economic growth rate has declined sharply and is the main one. It should be manifested in the second industry 2014-2015 years and second industries in the industry. The economic growth in the whole country is 7.4% and 6.2% respectively; Jilin province is 6.6% and 5.2%, which is lower than the national 0.8 and 0.8 1 percentage points [15] (Yifu Lin 2017). Economic development is slow and lacking momentum. This will bring practical pressure to Jilin in developing the "one belt and one road" process.

The economic structure is unreasonable. There is an urgent need for structural adjustment and optimization and upgrading. However, due to the long implementation time of planned economy and the late reform, the economic development is closed in their respective administrative areas, the regional economic links are less, the collaboration is not high, and the correlation of industries is low. The phenomenon of "segmentation of sections" is obvious. For example, planned economy leads to the legacy of Jilin Province. For a long time, the three major industries of automobile, petrochemical and agricultural products processing accounted for about 10%, 7% and 9% of Jilin's GDP respectively. These key industries contributed nearly 85% to the industrial growth of Jilin Province. In addition, the state-owned economy also had a large proportion and the private economy did not develop. After years of efforts, the proportion of state-owned economy in the total economy of Jilin Province has dropped to about 50%, but it can not be ignored that it is higher than the national average of 30%. Therefore, it is urgent to solve the structural and institutional obstacles of Jilin Province and to break the "new northeast phenomenon". Otherwise, Jilin Province will not be able to do very well. We should deal well with the risks brought by the "one belt and one way" strategy.

Jilin's export-oriented economy is very weak, which is not conducive to participation in the international division of labor. It needs cooperation and export-oriented economy, but not in Jilin. According to customs statistics, from 1-11month in 2017, the import and export of Jilin completed 114 billion 990 million yuan, an increase of 3.7% compared with the same period last year. The total volume of foreign trade and imports accounted for only 0.4% of the total, which was only 1.7% of that of Guangdong, 1.9% of Shanghai, and the low dependence on foreign trade. At 10.5 percentage points, the import and export volume ranked 23rd in the whole country, of which 26.84 billion yuan was exported, an increase of 6.7% year-on-year, lower than 4.1 percentage points in the whole country; 88.150 billion yuan was imported, an increase of 2.8% year-on-year, lower than 15.9 percentage points in the whole country; and more than 90% of the province's foreign trade import and export volume concentrated in Changchun, Jilin and Yanbian three regions [20]. It can be seen that, in the context of slow recovery of the global economy, Jilin Province has witnessed a slow recovery. The import and export of forests is still very unsatisfactory. The export-oriented economy is very weak, which is relatively low in the whole country and uneven development in the region. Therefore, when implementing the "one belt and one way" strategy, Jilin lacks a systematic foreign trade policy and system compatible with international market rules and regulations, and can improve the promotion and service system of foreign trade to a certain extent. Jilin Province has only one outlet, the Tumen River, which is the only way for China to enter the Sea of Japan. It is also a special delta of Russia, Korea and China. It has important national strategic significance. For Jilin Province, this facilitates further cooperation and exchanges between Jilin, Russia and North Korea. However, the number of offshore ports is too small, which limits the scale of overseas trade, and makes Jilin province reduce the efficiency of resource allocation when undertaking the "one belt and one way" order.

Due to inadequate policy environment and institutional mechanism, there is a brain drain in Jilin Province. In 2016, there was a net outflow of 229,000 people in Jilin Province, including a large number of high-tech talents and skilled workers. There are 58 colleges and universities in

Jilin Province. Hundreds of thousands of university graduates are trained every year. Take Jilin University as an example, of the 1687 graduates in 2016, The proportion of local students in Jilin Province is 33.5%, but only 18.9% of them remain in local employment, which is equivalent to the net outflow of thousands of college students in Jilin Province every year. In addition, FAW has an average of one technician every day to change jobs, and about 300 people go abroad every year to seek development. These phenomena account for about one tenth of all technicians [21]. These phenomena are also due to the current economic situation of Jilin Province. Survival and Development of Joint Talents One-way Flow of Labor Force from Homeland on a large scale is mainly due to the lack of a healthy industrial system in Jilin Province, which leads to insufficient regional competitiveness and backward economic development, and insufficient industries to absorb these labor forces, resulting in the lack of "employment security" for talents in Jilin Province, the internal brain drain and the external attraction of talents. Labor-intensive, the bottom of international division of labor, is not conducive to economic development, normal economic development, around industrial upgrading to write, the economy to high-end transformation.

4.3. Opportunity Analysis

To accelerate the construction of new opportunities for the Northeast Asian economic development corridor, to participate in the stable international environment and international policies in the same area, we must have certain international planning, the economic corridor of China, Mongolia and Russia as one of the six major international economic cooperation corridors in the construction of "one belt and one road", which is of great strategic significance. In June 23, 2016, the first multilateral cooperation plan under the framework of "one belt and one road" was put forward. To formally launch the implementation of the Outline for the Planning of the Economic Corridor between China, Mongolia and Russia Because of the strong economic complementarity between China, Mongolia and Russia and the convenient transportation, there is a huge space for cooperation. The construction of the economic corridor will also bring more development opportunities for Jilin Province, which is conducive to conforming to the development of regional integration, promoting political mutual trust and fulfilling the common interests of the three countries [22] (Lin Yongxin 2015). At the same time, it is conducive to Jilin Province to obtain stable and reliable supply of resources and energy, to achieve output capacity, to inject vitality into the economic development of Northeast Asia, to create a good environment for development, thus further radiating the development of surrounding countries and regions.

The construction of the intermodal passage will bring new opportunities for Jilin to take part in the belt and road. The intermodal passage is an important part of the "one belt and one way" strategy. It can promote the coordinated development of the inland and coastal areas, deepen the inter regional cooperation and contribute to the development of the open economy. In order to meet the needs of the "one belt and one way" transportation in the inland cities, Jilin will create a new international multi-modal transport channel, for example, Hunchun to Vladivostok's automobile passageway, to mahailin's railway passage, to Busan's air passage and other transportation channels, while improving port functions, connecting with Changji, South and North lines, forming land and sea intermodal transportation, which will facilitate Jilin's use of the "one belt and one way" strategy to promote the development of Jilin's foreign trade industry.

The development of bonded area brings new opportunities. Xinglong comprehensive bonded area is a comprehensive bonded area approved by the state and settled in Changchun. Changchun is a regional central city in Northeast China with superior geographical position. The bonded area has developed transportation. It relies on the central, Japanese, Korean and Russian intermodal transport corridor in Northeast Asia to build a modern logistics network

based on Changjitu region, radiating Northeast China and even the whole country, so as to become a modern logistics network. In addition to the Northeast Asia regional import and export commodity logistics base, the Changchun Ring Expressway, the surrounding Harbin railway line, the Changji railway and the Changji intercity line pass only four to six hours away from Yingkou, Dalian, and so on, and have the comprehensive transportation advantages of highway, rail, air and Trinity[23]. The establishment of the bonded area plus the "one belt and one road" strategic background, Jilin Province Further development of logistics, import and export processing, cross-border trade, e-commerce, bonded logistics, bonded processing, port customs clearance, etc., has also absorbed the entry of relevant logistics and export processing enterprises, promoted the development of "going out" in Jilin Province, and brought new possibilities for the future export of Jilin's commodities to the countries along the "one belt and one road".

4.4. Challenge Analysis

Faced with the competition pressure brought by other provinces along the "one belt and one road", from the perspective of "one belt and one road" development path, node cities are the key to development. Economic development zones and port construction are the main points of work, while the node cities are mostly cities along the line, while the cities along the coast are built on land, and they are built together with the sea to be smooth, safe and efficient. As Jilin Province is not a province along the Silk Road, compared with other provinces along the Silk Road, such as Guangxi, Guangxi is currently building a China-ASEAN Free Trade Area, while ASEAN is a great foreign investment area in China, and a large number of labor-intensive enterprises in China have been transferred. In addition, many provinces along the line have achieved good economic development. Compared with these provinces, Jilin Province has a weak foundation, a relatively low-end industrial structure, fewer trade opportunities and slow economic development. How to transform regional competition into mutually beneficial and win-win cooperation is a challenge for Jilin Province.

Challenges brought about by the synergy between Jilin Province and national policies. National policies are not decided by Jilin Province alone and need the cooperation of national unified policies, but whether Jilin Province can win is a question. For example, the Tumen River estuary does not belong to China, it is only borrowed, as a multi-national border, it has certain political instability and needs. In addition to the fact that the initiative of the state is not in the hands of Jilin Province, the organizational structure is scattered, the coordination ability is not strong, and the lack of effective communication and coordination, together with the different situations of different countries and different interests, it is difficult to reach an agreement. This undoubtedly aggravates the development of the Tumen River basin, which belongs to the multilateral cooperation at the national level. It is necessary to negotiate through international conferences and so on. This is not decided by Jilin province or even by any single country. All these have brought risks to Jilin's economic development in the "one belt and one road" strategy construction.

Challenges posed by weak infrastructure in neighbouring countries. China-Mongolia-Russia economic corridor is of great significance to the strategic cooperation between the country and Northeast Asia. However, due to Russia's economic downturn and serious historical arrears, the Russian government is investing heavily in improving infrastructure construction, except for large cities such as Moscow and St. Petersburg. The situation of outdated infrastructure has not been fundamentally changed, especially in the Russian Far East, where the construction of Siberian Railway and Bei'a Railway are still at a backward stage, while Mongolia, as a landlocked country, has been developing slowly economically, even relying solely on the external contacts of the Ulan Bator Railway. With the lagging standard of broad rail, the cost of railway transportation between China and Mongolia has increased, which has restricted the

smooth development of economic and trade cooperation between the two countries, especially the development of mineral export. This makes the cost of energy production rise rapidly and reduce the competitiveness of the market, which is not conducive to the development of "one belt and one road" construction.

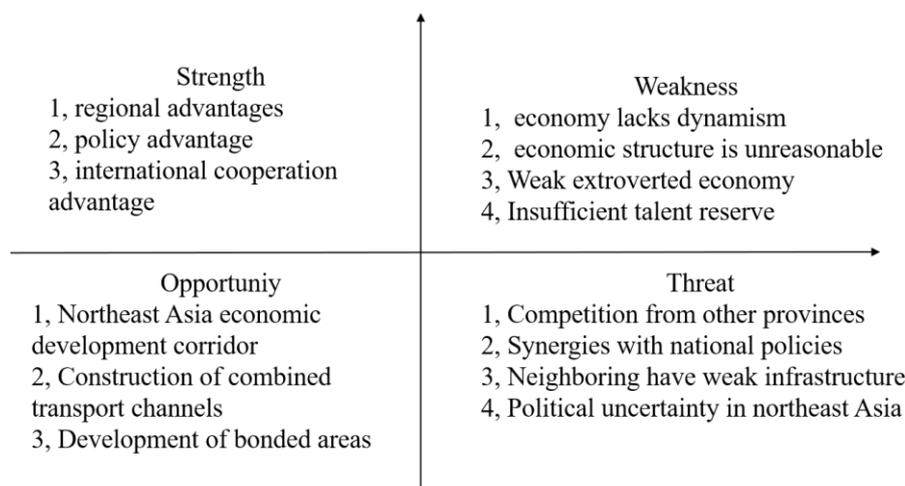


Fig 2. SWOT Analysis Content Diagram

There are political uncertainties in the situation in Northeast Asia. The situation on the Korean Peninsula is unstable, the United States intervenes in the affairs of the Korean Peninsula, and constructs a military alliance system between the United States, Japan, the United States and South Korea in an attempt to curb the development of China and Russia. Therefore, the turbulent social environment has made the cooperation among the countries in Northeast Asia still in its infancy. On the whole, the regionalism in Northeast Asia is still in its infancy. Showing obvious functional cooperation color, political and security cooperation obviously lagged behind economic cooperation, showing a high degree of asynchrony. This kind of asynchrony is weakly related to the Northeast Asian identity of the regional countries [24] (Niu Haibin 2005). Therefore, using the "one belt and one way" strategy to achieve economic cooperation in Northeast Asia faces a certain degree of political risk.

5. Strategic Combination

5.1. SO Strategy

Jilin Province should give full play to its own advantages in location and international cooperation, participate in the Northeast Asia Cooperation Corridor, and strive to play a leading role in cooperation, seek more development opportunities for Jilin Province, at the same time, give full play to its own policy advantages, use intermodal transport channels to communicate with many countries, and reduce costs through diversified modes of transportation to promote international cooperation. With the establishment of the bonded area, Jilin will become a logistics base for the import and export commodities in Northeast Asia, and promote the pace of Jilin's going out and import, accelerate the integration with the "one belt and one way" strategy, accelerate the economic development of Jilin, and implementing the National Policy of Revitalizing the Old Industrial Base in Northeast China

5.2. ST Strategy

Jilin Province is located in the center of Northeast Asia. Compared with other provinces, Jilin Province has obvious advantages in Northeast Asia. Therefore, Jilin Province should deepen cooperation in Northeast Asia, focus on international exchanges and cooperation in Northeast Asia, strengthen communication with Korea, Mongolia, Russia, Japan and Korea, and form its

own independence. On the contrary, seeking cooperation and mutual benefit will help Jilin Province to make up for its own disadvantages, expand its industrial chain and participate in higher-end project cooperation.

5.3. WO Strategy

At present, the export-oriented economy in Jilin is relatively weak. The "one belt and one way" strategy is a good opportunity to promote the development of Jilin's export-oriented economy. We should actively participate in the construction of the Northeast Asian Economic Cooperation Corridor, communicate well with other countries, actively introduce foreign capital, increase capital inflow, and combine with intelligence and technology. At the same time, the construction of intermodal transport corridors and the establishment of bonded zones will speed up this process, and the entry of foreign capital will further adjust the proportion of state-owned enterprises and private enterprises, bringing new impetus to the market economy of Jilin Province.

5.4. WT Strategy

As the industrial structure of Jilin province is generally relatively low, Jilin should focus on Northeast Asia cooperation, avoid its own disadvantages and concentrate on high-end industries. It should focus on mining and developing industries with comparative advantages, avoiding single type cooperation and avoiding the competition brought by the provinces along the route. We should set up a cooperative framework and strategic thinking suited to our own development, and coordinate with the policies to revitalize the old industrial bases in Northeast China. We should use policies to attract talents to participate in the construction of "one belt and one road". In international cooperation, we should not concentrate our policies on one country, and we should spread cooperation and risk within the controllable range. We should explore the possibilities of cooperation in Northeast Asia, but at the same time we should not exclude the possibility of developing cooperation with more countries.

6. Conclusion

This paper makes a SWOT analysis of Jilin's participation in the "one belt and one way" policy. It finds that Jilin is located in the Northeast Asian heartland, and has regional advantages. At the same time, the support of the state for the northeast old industrial base has made Jilin have the policy advantage, and the neighboring relationship with Japan, Korea, Korea, Mongolia and Russia is also convenient for Jilin. In addition, the disadvantages of Jilin Province, such as weak economic foundation, low-end industrial structure, narrow coastal areas, weak export-oriented economic development and insufficient talent reserve, have also seriously slowed down the pace of economic development in Jilin Province. The implementation of the "One Way" policy also gives Jilin Province certain development opportunities. For example, the cooperation opportunities brought by the economic development corridor of Northeast Asia, the construction of intermodal transport corridors, and the opportunities brought by the development of bonded areas will inject new vitality into Jilin's economy, which can threaten and coexist with opportunities. Jilin Province is currently facing other "one area, one area". To this end, I propose the following strategies: Jilin Province should give full play to its own advantages, cultivate cooperation in Northeast Asia, use intermodal transport channels and other convenient conditions to create more for international cooperation. Opportunities: Seek more development opportunities for ourselves with the strategy of "going out" and "introducing" to accelerate the revitalization of the old industrial bases in Northeast China. At the same time, avoid competition with other provinces and develop industries with comparative advantages. At the same time, seek to cooperate with many countries and disperse risks.

Through the SWOT analysis of Jilin Province under the situation of "one belt and one road", we can find that Jilin should take advantage of the strategy of "one belt and one road" to participate in the opening process of strategic cooperation in Northeast Asia and seize the opportunity of "going out". This paper puts forward solutions to the results of the analysis, which will complement Jilin's economic development. To fill the gap of knowledge in the study of regional economic development under the "one belt and one way" strategy.

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