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ABSTRACT

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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. Free Trade Zone, etc. At the same time, the first chapter of this study also gives the evaluation method of the free economic zone. In the second part of the study, we mainly considered the problems of free economic zones: exclusivity and openness, institutionalization and non-institutionalization, national and regional interests, etc., and analyzed the economic effects of free economic zones. In the last part, I mainly analyzed the development and status quo of the existing free economic zone, as well as the experience gained from the existing free economic zone. At the same time, through this research, I also gave the future from my own point of view. The possible development trend and forecast of the free economic zone.

CONTENT

INTRODUCTION.....	5
1. THE DEVELOPMENT OF THE WORLD ECONOMIC ZONE	7
1.1. The emergence and development of the world free economic zone.....	7
1.2. Concepts and types of free economic zones.	10
1.3. The essence and function of the free economic zone.	19
1.4. Free economic zone assessment.....	24
2. PROBLEMS FACING THE WORLD ECONOMIC ZONE.....	28
2.1. Exclusivity and openness.	28
2.2. Dominance and non-dominance.....	31
2.3. Institutionalization and de-institutionalization.....	33
2.4. Majority and minority.	34
2.5. National and regional interests.....	35
2.6. Economic and non-economic factors.	36
2.7. Analysis on the Economic Effect of China's Liaoning Free Trade Zone.	37
2.7.1. Analysis of Free Trade Zone Development.	37
2.7.2. Trade effects.....	50
2.7.3. Investment effect.....	51
2.7.4. Industrial structure effect.	51
2.7.5. Social effects.	53
3. THE CONSTRUCTION OF WORLD ECONOMIC INTEGRATION	55
3.1. Overview of the Global Free Trade Port.....	55
3.2. International experience in the construction of free trade ports.	58
3.3. The main lessons of the construction of a free trade port.	65
3.4. The enlightenment and reference of the construction of free trade port.....	67
3.5. The development trend of free economic zone.....	72
3.5.1. Advantages of building a free trade port.....	72
3.5.2. Development Trends of Free Trade Zone.....	74
3.5.3. Forecast of Free Trade Zone	75
3.5.4. Reference to the development experience of the free trade zone.	77
CONCLUSION	79
REFERENCES	82

INTRODUCTION

A free economic zone is an area where, in order to develop the economy and expand foreign trade, a country has designated certain areas in appropriate areas in the country, and implemented special preferential policies such as exemption from customs control and tax reduction and exemption. The World Trade Organization officially began operations on January 1, 1995. The principle of the World Trade Organization is mutual assistance. Its most basic goal is to establish a complete, more dynamic, and more durable trading system. This is the basic reason for the establishment of free economic zones: economic globalization and regional economic integration. The WTO members basically have established free trade relations with other relevant countries. Both China and ASEAN members are developing countries with limited economic strength and high dependence on external markets for economic growth. Changes in the global economy will have a significant impact on their economies. The China-ASEAN Free Economic Zone came into being in response to the negative impact of economic globalization and the rapid development of regional economic integration. Compared with the multilateral trading system, free economic zones are easier for countries in the region to reach agreements on free economic zones and produce practical results. At the same time, most of the existing free economic zones are fruitful, and they have also inspired more countries to participate in free economic zones. As far as regions or neighboring countries are concerned, free economic zones are conducive to further exerting the geographical advantages of economic and trade cooperation. Free economic zones between neighboring countries have many favorable conditions such as convenient personnel exchanges and logistics, similar languages and cultures, and similar living habits. Therefore, neighboring countries and regions have more favorable conditions to expand and deepen economic cooperation to achieve mutual benefit and win-win results. The effect is more obvious than the benefits brought by participating in the multilateral trading system. While joining the multilateral cooperation mechanism in the free economic zone, the conclusion of the free economic zone is conducive to the promotion of economic structural reforms in the member states, so that more external forces can be

used to promote domestic reforms. The lessons of the repeated regional economic crises in the 1990s have also prompted countries around the world to pay more attention to the institutionalization of regional economic cooperation. The Southeast Asian economic crisis in 1997 proved that among countries in the same region, crises tend to spread faster and influence each other more strongly. Therefore, strengthening intra-regional economic and trade cooperation will not only help prevent new crises, but also contribute to the stable development of the world economy.

This research discusses the problems existing in the development of free economic zones. The main purpose is to study the problems faced by free economic zones and how to overcome them. At the same time, it analyzes the future development direction of free economic zones, the construction advantages of free trade zones, and operational efficiency. Make the free economic zone bring higher benefits to the domestic environment and the international environment.

Key words: Free economic zone, economic integration, economic globalization, economic crisis, trade cooperation

1 THE DEVELOPMENT OF THE WORLD ECONOMIC ZONE

1.1 The emergence and development of the world free economic zone

The world free economic zone is flourishing with the expansion of commerce and the development of national trade, and is the inevitable product of capitalist economic development and internationalization of economic life.

Free economic zone is a four hundred years of history in human history, reviewing the emergence and development of the free economic zone of the long historical process, obviously showing three major periods of development:

The first period, from the mid-16th century to the mid-19th century, was the early stage of the formation and development of the free economic zone.

15th century ago, despite international trade [1], its size and scope were extremely limited. In Europe, from the end of the 15th century to the beginning of the 16th century, the development of capitalist artisanal workshops, geographical discoveries, promoted the development of international trade, especially the first scientific and technological revolution, the establishment of the capitalist machinery industry, and "big industry is totally dependent on the world market, international exchange and international division of labor". Thus, the international exchange of capitalist commodity production and commodities has obtained unprecedented development, and international trade has reached a global scale, which provides a material basis for the formation of the world free economic zone. At this time, some European countries in order to expand foreign trade, has opened up a number of coastal ports free port. In 1547, Italy established Leghorn Freeport in the northwestern Gulf of Genoa, the first officially named free port in the world. By the 17th and 18th centuries, with the vigorous development of capitalism and the expansion of international trade, some port cities along the Mediterranean and Baltic coasts had declared themselves free ports, or designated them as free trade zones in the vicinity of the ports, taking advantage of their advantageous geographical location and convenience to take measures to exempt them from import duties, attract foreign goods, expand trade and re-export trade, promote local economic

development and play the role of commodity distribution centers.

The second period, from the end of the 19th century to the beginning of the 20th century, was the period of expansion and extension of the free economic zone around the world.

With the development of capitalist economy, especially the development of navigation industry, the rapid expansion of international trade, especially the transition of free capitalism to monopoly capitalism, western colonialists in the division of the world, the greed of the plundering colonies, the great powers everywhere plundered raw materials and commodity sales market, many important ports occupied by Western colonialism, has been listed as free port and free trade zone, such as Singapore, Hong Kong, Macao, Aden, Djibouti and so on. In this way, free ports and free trade zones gradually expanded from the Mediterranean coast to all parts of the world, especially after the First World War, the development of faster, including Poland's Danze Freeport, Germany's Kiel Free Trade Area, Greece's Thessaloniki Free Trade Area and so on. From the Eastern Passage of the Mediterranean Sea through the Persian Gulf, the Red Sea, the Indian Ocean, to Africa and Asia, from Gibraltar's western Atlantic to Latin America and the Caribbean, the Free Economic Zone has spread across all continents except Oceania since the United States passed the Act establishing the Foreign Trade Area in 1934 and the first Foreign Trade Area in 1936. In general, however, before the Second World War, the world's free economic zones were limited in number and size, when there were a total of 75 free economic zones in 26 countries and territories around the world. Its main functional industries are limited to active foreign trade and re-export trade.

The third period of development, after the mid-1970s, was a period when the free economic zone developed deeply and many new features emerged in form and function.

After the Second World War, with the rapid development of world economy and international relations, the world free economic zone has also appeared an unprecedented period of great development. During this period, there were three more phases: in the 1950s, the nationalization of production by capitalist countries intensified,

and international competition between them intensified, [2] and the rapid development of the technological revolution accelerated their desire to expand into new markets and find new ways out. As a result, many developed capitalist countries have opened up some commodity trade-oriented free ports and free trade zones. At the same time, free trade zones have also begun to emerge in some developing countries, such as the Colon Free Trade Area in Panama, the Arica Free Zone in Chile, the Freeport in the Bahamas and the Freeport in Bermuda.

In the 1960s, this free trade area developed significantly in developing countries, including the Candela Export Processing Zone in India in 1965, the Manaus Free Trade Area in Brazil in 1967, the four re-export trading zones of Dares Salaam, Kigoma, Mtwara and Tanagerin Tanzania, and the Badan Export Processing Zone in the Philippines and the Mariveles Free Trade Area in 1969. At the same time, industrial export and processing zones have begun to emerge in some developing countries, characterized by the availability of abundant and cheap local labor, the provision of preferential conditions, the absorption of foreign capital and technology, cooperation with foreign investors in the development of export industries and the availability of more complete industrial facilities, which is a more developed type of free economic zone. In terms of tax relief and the delimitation of isolated areas, export processing zones and free trade zones are the same.

From around 1970 to the early 1980s, export processing zones developed like never before, with the increasing dependence of developing countries on foreign trade and the existence of large amounts of excess capital in developed capitalist countries, according to statistics, by 1976, 62 of the seven countries and regions in South-East Asia alone had been built, accounting for almost half of Asia. At the same time, with the development of new technological innovation and the change of the structure of the world economy, developing countries have emerged a scientific industrial park mainly using foreign cutting-edge scientific and technological equipment and high-tech talents to develop technology and knowledge-intensive products, which marks a new stage of development in the world free economic zone.

At present, there are many free economic zones in the world, and there are different accounts. By the end of 1990, there were nearly 700 countries and regions except Oceania, including more than 200 developed countries, more than 400 developing countries and more than 60 socialist countries, according to the statistics. The United States has the largest number of developed capitalist countries, with more than 130.

At present, all types of free economic zones in the world are still moving in depth, and even the Soviet Union and the Democratic People's Republic of Korea are preparing to build free economic zones. It is expected that the World Free Economic Zone will have a significant development in 2000. It is not only reflected in the increase in quantity, but also mainly in the function of the free economic zone, in the future not only trade and re-export trade zone, export processing zone to develop, industrial and trade integration, scientific research and production integration of the free trade zone should also have a big development, but also to develop with tourism, restaurants, services and other undertakings combined with the integrated free economic zone, but also various types of free economic zone functions and economic technology structure is also infiltrating each other, and constantly to a high level of development.

1.2 Concepts and types of free economic zones

The so-called free economic zone, also known as the open zone, refers to a country or region, through the decree to draw a certain range, in foreign economic activities to adopt a more flexible preferential policies different from other parts of the country, to attract foreign investment to engage in a variety of commercial operations and productive activities, in order to promote the region and the country's economic development purposes of the economic zone.

Because of the different level of economic development and industrial structure of each country, the purpose and function of establishing free economic zone are different, and the title of free economic zone is different. Internationally, there are free ports, free zones, re-export zones, free customs zones, bonded zones, bonded warehouse areas, free trade zones, duty-free trade zones, free industrial zones, export processing zones,

investment promotion zones, border zones, free border zones, backward regional development zones, scientific industrial parks, Silicon Valley, monetary and financial free zones, free travel zones, etc. and many other names.[3]

According to the emergence of the world free economic zone and its functions, in summary, there are mainly the following types.

1) Free port.

Freeport, also known as a free port. It has a complete free port and a limited free port. The former is exempt from duty on all imports of foreign goods, while the latter imposes taxes or different degrees of trade control on only a few imported goods. Such as Gibraltar, HafenCity, Hong Kong, Singapore, etc. are limited free ports. Freeport are excluded from a country's customs territory, and foreign goods are freely stored, modified, selected, processed, controlled and sold after they are imported duty-free, only when they enter the customs jurisdiction of the host country from the free port. Foreign ships and vehicles are also free to enter and leave the port, subject to the policies and regulations of sovereign States relating to health, security.

Freeport is the oldest free economic zone in history and the oldest and most common form, spread throughout Europe, the Americas, Asia and Africa. [4] With the development of the world economy after the war, Freeport has developed newly, and great changes have taken place in its function, from the original simple commercial trade type, to the merit-based, industrial and trade comprehensive type, science and technology type and monetary and financial type.

From a regional perspective, the main development goals and functions of a free port are closely related to the role of the port itself as a cargo distribution center. Generally speaking, a free port should be located in a large foreign trade cargo throughput, many international routes, many countries and regions, and hinterland. A port with a developed export-oriented economy.

From the perspective of environmental conditions, a free port must not only have a good hard environment, but also have complete infrastructure and service facilities that can meet the various requirements of the shipping industry. The land collection and

distribution conditions are superior, the information modernization is high, and the requirements are good. The soft environment of China has a series of special policies and measures, and formed laws and regulations. There should be high work efficiency and a good cultural living environment, and there should be all kinds of specialized talents who adapt to the export-oriented economy.

It should be pointed out that most of today's free ports have deviated from the traditional free port form. Their function is not only purely commercial activities. The scope of operations has gradually expanded from commodity storage and transshipment to include industry, trade, transportation, finance, and tourism. Comprehensive goals.

Free ports allow all or most foreign goods to be imported and exported without tariffs. Foreign commodities can be stored, packaged, sorted, processed or sold in the free port without paying customs duties. Foreign goods are only taxed when they enter the customs territory of the country from the free port. When foreign ships enter and exit the free port, they must still abide by the policies and regulations of the sovereign state concerning health, immigration, and public security.

Today's free ports have their main functions as the promotion of re-export trade and the storage and simple reprocessing of goods for re-export services (including disassembly, mixing, classification, and repackaging of goods).

Free ports vary in size. Some free ports include ports and their urban areas. This complete free port is also called a free port city. For example, Hong Kong can be called a free port city. Free port cities often turn all areas of the port into non-tariff zones. Foreign businessmen can stay and engage in related businesses freely, and all residents enjoy tariff preferences. Some free ports only include part of the port and the city where they are located, and foreign businessmen are not allowed to stay freely. Such as Copenhagen Freeport and Hamburg Freeport.

Free ports play an important role in the development of an export-oriented economy in a region or even a country. In a general sense, it mainly has the following functions:

The first is to increase the port's attractiveness to ship-owners and cargo owners, expand the port's throughput, and greatly improve the port's transit function.

Second, the development of free ports will promote the development of ports in a comprehensive and multi-functional direction, making the ports an export-oriented economic center. At the same time, promote the development of export-oriented economy in the area where the port is located.

The third is to adapt to the flexibility requirements of international trade to the greatest extent and improve the economic benefits of all parties in trade.

The fourth is to promote employment and the prosperity of the tertiary industry in the free port and adjacent areas.

2) Free trade area.

Free trade zones are also known as duty-free zones. It was developed on the basis of free port, and it is the regional expansion and functional development of free port. Free trade area is a country or region from its customs jurisdiction to a part of the port area or adjacent port area, its main function is basically similar to the free port, to re-export trade and development of foreign trade-oriented, foreign goods exempt from import tax, in the region can also be freely stored, divided, processed, manufactured, and then duty-free exports. However, customs duties must be paid when foreign goods are brought into the customs control area of the host country. Therefore, both free trade zones and free ports belong to the same commercial and trade-oriented free economic zone.

In addition to having most of the characteristics of a free port, a free trade zone can also attract foreign investment to set up factories, develop export processing enterprises, and allow and encourage foreign investment to establish large commercial enterprises and financial institutions to promote comprehensive and comprehensive economic development in the zone. The limitation of a free trade zone is that it will cause distortion of the flow of goods and tax avoidance. If there are no other measures to supplement it, the third country is likely to ship the goods to the member states that implement lower tariffs or trade barriers in the integrated organization first, and then transfer the goods to the member states that implement high trade barriers. In order to avoid this distortion of the flow of goods, the free trade area organizations have formulated the "Principle of Origin", stipulating that only the "origin products" of the

member states of the free trade area can enjoy the free trade treatment granted by the member states. [5] In theory, when the value of a finished product produced in a member country accounts for more than 50% of the total value of the product, the product should be regarded as a product of origin. Generally speaking, the more imported products from third countries compete with products produced by member states of the free trade zone, the higher the value-added content of the products produced within the member states. The meaning of the principle of origin indicates a certain exclusivity of free trade zones to non-member states. In reality, a more typical free trade area is the North American Free Trade Area.

The four major free trade zones in the world are: Dubai Port Free Port Zone in the UAE, Hamburg Port Free Port Zone in Germany, New York Port Free Trade Zone in the United States, and Amsterdam Port Free Trade Zone in the Netherlands. The four countries have similar authorizations to the free trade zone management agencies. They are all integrated in the port area. A special agency authorized by the federal government has been established to manage and coordinate the overall affairs of the free trade zone, invest in the construction of necessary infrastructure, and have the right to approve projects. Project. In particular, focusing on the mutual promotion of free trade zones and urban functions, and advanced overall planning and construction, which are extremely characteristic and effective, and promote the economic development of surrounding cities, especially in the development of tertiary industries such as finance, insurance, commerce, and intermediary. The effect is remarkable.

3) Export processing zones.

Export processing zone, also known as customer industrial zone. Refers to a country or region in its port or adjacent ports, international airports and other places to draw a certain range, foreign businessmen to implement preferential policies to encourage foreign enterprises in the region to invest in factories, the production of export-oriented manufactured goods processing areas, in order to expand foreign trade, the development of export-oriented economy. The world's first export processing zone was named after the Export Processing Zone, established in Kaohsiung, Taiwan Province, China, in 1966,

and was successful and had a significant economic impact. Export processing zones are an important form and bridge for developing countries to expand their exports, develop international markets and develop export-oriented economies. According to statistics, more than 3170 export processing zones have been established in more than 40 countries and regions around the world to date.

The role of export processing zones: 1) Attracting a large amount of foreign investment, creating conditions for promoting the introduction of technology, improving the output and quality of products, and accelerating the upgrading of products; 2) Expanding exports and increasing foreign exchange income. A typical assembly industry that usually uses imported raw materials and components, foreign exchange income can account for 30-40% of the export value; 3) increase employment opportunities, alleviate the large number of unemployment problems in the country and region; 4) improve the level of production technology and The level of operation and management has promoted the growth of various talents; 5) Through in-line and the diffusion of technology and talents, it drives and promotes the economic development of other regions in the country.

The characteristics of export processing zones: [6] 1) Except as otherwise provided by the state, no import and export quotas and licenses are administered for goods entering and exiting between the export processing zone and overseas; 2) Commodities that are prohibited by the state from being imported or exported are not allowed to be imported or exported. 3. Exit the export processing zone; 3) Processing trade business prohibited outside the export processing zone shall not be carried out in the export processing zone, unless otherwise provided by laws and regulations; 4) It is stipulated that the dismantling and renovation business shall not be carried out in the export processing zone .

4) Science Industrial Park.

Scientific industrial park, also known as high-tech park, scientific research industrial zone, science park, science city, etc. is a kind of free economic zone that appears late in the world. It is generally believed that the world's first scientific industrial park was

officially founded in 1951 in California, the United States, "Stanford Research Industrial Zone", with it as the center of the formation of the world's famous "Silicon Valley." Scientific industrial park refers to a country with a more concentrated scientific research institutions, institutions of higher learning and industrial zones in a certain range, through preferential policies to attract foreign investment, new technologies and senior talent, industrial development, and digest advanced results to drive the progress of traditional industries. Its main function is to develop technology- and knowledge-intensive industries and products, and to rapidly transform high-tech research and development and its results into direct productivity. It is the ideal garden for shortening the production time of scientific research and transforming, and creating the talents combined with high-level scientific and technological production and management. At present, the world's more influential science and industrial parks in addition to the United States in California, "Silicon Valley", there are Japan's "Tsukuba Science City", the Soviet Union's "Novosibirsk Science City", in developing countries, there are Hsinchu Science Industrial Park in Taiwan Province of China and Singapore's Kentgang Science and Industry Park.

Advantages of the science industrial park: the science industrial park provides greater tax concessions than the export processing zone, attracts foreign funds and high-tech talents, researches and develops cutting-edge technology products, promotes technological and economic development, and a specific area where intelligence and capital are highly accumulated, Is a new development zone engaged in high-tech research, testing and production of its results.

5) Bonded warehouse.

Bonded warehouses are warehouses established by or registered with customs and under customs supervision for the storage of imported taxable goods that have not paid customs duties. Foreign goods deposited in such warehouses may be exempt from customs duties for a period of storage, exemption from customs duties if re-exported and customs duties for entry into the domestic market. The business of bonded warehouses shall be subject to customs laws and regulations. [7]The period of storage

of goods varies from country to country, some countries depend on the nature of the goods, and some countries make uniform provisions for all goods, ranging from six months, one year, two to three years, the late period as a waiver of the goods theory, by the customs auction, the proceeds of the purchase price in addition to offset customs duties, warehouse rent and other miscellaneous costs, the balance of the return to the owner.

Bonded warehouses are located in countries and regions that do not have free ports or free trade zones, and are dedicated to the transshipment, storage and distribution of goods. There are also many countries that have opened up free ports and free trade zones, but have also set up bonded warehouses at their airports, terminals or elsewhere to provide general convenience for free ports.

Bonded warehouses are divided into public bonded warehouses and self-use bonded warehouses according to different objects of use. Public bonded warehouse: It is operated by an independent corporate legal person in China, which is mainly engaged in warehousing business, and provides bonded warehousing services to the society. Self-use bonded warehouse: It is operated by a specific independent enterprise legal person in China, and only stores bonded goods for the enterprise's own use. Dedicated bonded warehouse: A warehouse in a bonded warehouse that is specially used to store goods with specific purposes or special types. Special-purpose bonded warehouses include liquid dangerous goods bonded warehouses, material preparation bonded warehouses, consignment maintenance bonded warehouses and other special-purpose bonded warehouses.

6) Free border area.

A free border zone, which refers to an area designated for the free movement of goods into and out of a neighboring country in a remote province or border city bordering a neighboring country, which is within the border and outside the border, and goods imported from a neighboring country are generally not subject to customs duties as long as they do not cross the border into the interior, but sometimes a small number of goods are subject to a small tariff, with the aim of developing and prospering the

economy of the border areas, and there are also countries where the free border zone places the development of export processing industries in an important position.

The free border zone is mainly distributed in the border area between Mexico and the United States in North America (there are 11 free border zones). All machinery, equipment, raw materials and consumer goods used in the free border zone can be imported with tax exemption or tax reduction. However, the goods transported from this area into the customs control area must pay taxes in accordance with the regulations. It is the same as the other major forms of the free port zone. Since the 1970s, it has attached great importance to the development of export processing industry and re-export trade, and has implemented the integration of industry and trade. For example, the "Border Customer Industrial Zone" in Mexico is essentially an export processing industrial zone.

7) Other kinds of free economic zones.

In addition to the above four major free economic zones, there are free border zones, backward regional development zones, bonded warehouse areas and monetary and financial free zones, which are also more common and have a greater impact.

A free border area means a free zone in which a country's border areas are drawn up to attract foreign enterprises to invest in factories and develop free areas in accordance with preferential policies similar to 2 free trade zones or export processing zones.

A backward geographical development zone, unlike a free border zone, refers to a certain extent in a backward area of the country, not just a border area. Its function is mainly to develop backward areas, foreign raw materials, machinery, equipment and other consumer goods entering the region are subject to preferential measures similar to those in the free trade area, but entry into the customs control area is subject to customs duties.[8]For example, the Manaus Free Zone in Brazil is the world's more influential backward regional development zone, with a total area of 2.2 million square kilometers, accounting for 26% of the entire Brazilian territory, and is the world's largest free trade area.

Bonded warehouse area, also known as a bonded area, refers to a country's customs

set up or approved by the customs registration of specific areas and warehouses. Foreign goods enter and exit warehouse does not pay import and export taxes, in the region can be freely stored, modified, classified, processed and manufactured. Storage times vary from country to country (six months, one year, and two years). Bonded warehouse areas were set up mainly to develop re-export trade and increase related fee income.

A free zone of money and finance, also known as an offshore financial center, an offshore financial center, and a tax haven. It means that some banks in Western countries are looking for suitable places outside their borders, islands or ports in order to obtain more favorable conditions than at home in terms of tax rates, regulation and secrecy of international capital facilities. Its function is mainly to provide intermediary services for non-resident investors and borrowers, accept foreign currency deposits from non-residents, and provide foreign currency loans to non-residents. Non-residents are willing to deposit in offshore financial centers because they offer tax incentives and confidentiality systems with less "national risk". It is generally believed that the Cayman Islands in the Caribbean Sea is the world's earliest monetary and financial free zone, from 1996 onwards, has implemented the Banking and Trust Act, bank secrecy law, attracting large numbers of European and American deposits. According to statistics, Cayman's foreign assets amounted to more than \$110billion by 1982. The Bahamas is the world's largest offshore financial center and the second largest European currency trading center after London.

1.3 The essence and function of the free economic zone

The world's free economic zone has more than 400 years of development history, its variety of forms, names are also different. Some were established in the early days of capitalism, and some were opened in recent years in socialist countries; in economically developed capitalist countries, there were also in developing countries with less developed economies. Through the above analysis, we have a basic understanding of the general concept, type and historical process of its emergence and development of free economic zone, but it has not yet revealed its connotation and essence.

Free economic zone is an important aspect of international economic relations and a theoretical manifestation of international economic exchanges. It is also like other economic categories, its emergence, development and its changing trend, is an objective economic process, and has its inherent objective inevitability. From the historical investigation, the emergence of free economic zone is the product of the emergence and development of capitalist mode of production, but the more direct reason should be said to adapt to the needs of international trade and produce and develop. Free economic zones generally have the following basic characteristics:

- 1) The starting point of the zone is to make use of foreign factors of production.

Any form of free economic zone is set up to attract foreign goods, capital, technology and talent, with the help of foreign factors of production, to carry out foreign economic activities. Such as the tax relief of import and export goods taxpayers, the rental of various service facilities, to provide a good investment environment and preferential economic treatment, and even the region's assembly, processing, manufacturing equipment, raw materials, spare parts, etc. are for foreign manufacturers and foreign markets. It is to introduce external factors of production, and combine them with domestic factors of production, play the role and mechanism of external factors of production, to accelerate and develop international economic exchanges, expand foreign economic relations, and guide domestic commodities, capital, technology and other factors of production to enter the international market more, so that economic life towards the road of internationalization. Therefore, the starting point of the establishment of free economic zones is to focus on the role of foreign factors of production.

- 2) The way to do this is to divide up a certain area.

In order to attract and utilize external factors of production and to give full play to their role and mechanisms, the establishment of any type of free economic zone must implement special foreign economic policies that distinguish it from other regions and define its regional scope. Normally free economic zones are outside their own borders.

ports, port areas, border areas, etc., that is, outside customs jurisdiction, because the use of customs duties and customs controls is a very important and frequent means of protecting their markets, while measures such as allowing the free import or re-export of various foreign factors of production and tax relief can only be applied within the specific scope of the free economic zone. Outside the free economic zone is null and void, must pay customs duties and perform all customs procedures, so that the free economic zone becomes an independent internal blockade zone, the external is a free zone.

3) The measures implemented are preferential policies.

In order to introduce external factors of production and play their role and mechanism, only a certain special regional scope, far from achieving the goal, foreign manufacturers must be provided with a wide range of preferential measures, and with laws and regulations to ensure the reliability and security of their economic interests. Such as exemption from import and export duties, income tax relief, profit tax, these favorable and affordable conditions, so that foreign investors are profitable, and produce great attraction, so as to promote the rapid development of the free economic zone.

4) The particularity of management means.

The success of a free economic zone plays a decisive role in the management, in addition to the application of preferential terms.

The management of the free economic zone is different from the management of other parts of the country, it not only involves the relationship between the region and other parts of the country, but also a large number of relations with foreign-funded enterprises, the vast majority of which are dealing with foreign investors, with the form and nature of international economic cooperation, the management of the free economic zone is mainly the use of economic methods, relying on various economic levers to regulate the role of economic development, its management includes customs management, land management, investment management, tax management and labor management. To manage the free economic zone and deal with the relationship with the

merchants, there must be a series of foreign-related laws, which clearly define the rights and interests of both sides in legal form, as the basis and criterion for dealing with and regulating the economic relations between the two sides.

The economics of the ultimate goal.

Free economic zone has always been economic, is to obtain certain economic benefits, accelerate the development of the region and the national economy as the fundamental purpose and ultimate goal. By attracting and utilizing external funds, technology. to divide a certain special area, to give a variety of preferential conditions, all in order to obtain economic benefits, such as allowing foreign ships and goods to occupy berths, docks, warehouses. In order to collect rental fees, allowing foreign goods storage, grading, selection, modification, repair, etc., can obtain labor income; Setting up factories and carrying out productive activities such as processing and manufacturing can develop export processing industries, expand exports and increase foreign exchange earnings and employment opportunities.[9] The use of foreign capital, technology, learning the knowledge and experience of foreign enterprises in business management will bring advanced technology and management, accelerate the adjustment of industrial structure, enhance the competitiveness of products, open up international markets, achieve rapid prosperity and free economic zones, and thus promote the purpose of domestic economic development.

The above-mentioned basic characteristics of the economic zone constitute its special contradictory content and special form of movement, and determine the connotation of the free economic zone. A free economic zone is a manifestation of international economic relations. Its essence is to transfer part of the rights and interests of its own territorial resources to other countries, and obtain high-efficiency and high-speed economic development with the help of external production factors. The free economic zone of the world occupies an important position in the world economy and international economic relations. Its formation and development conform to the requirements of objective economic development laws, promote the development of international trade, accelerate the change of industrial structure and the development of

the local economy, and thus promote the development of the world economy.

First of all, the free economic zone has greatly promoted the development of international trade by virtue of its preferential measures and convenient conditions.[10]

For the establishment of various types of free economic zones, many preferential measures have been adopted to attract foreign manufacturers and attract various production factors, such as enjoying tariff reduction and exemption, free from ration restrictions and foreign exchange controls, and freedom of import and export; some free economic zones are Directly engage in re-export trade or international trade, so that a large number of goods flow through the free economic zone and enter the world market; some free economic zones specialize in the production and processing of export processed products. They not only directly participate in international trade, but also follow the introduction of technology and equipment. Raw materials and parts, etc., have also greatly increased the volume of international trade.

Second, it has accelerated the changes in the industrial structure and the development of the country's economy.

Since the war, with the development of the scientific and technological revolution, developed capitalist countries have adopted many new techniques and technologies and created many new industrial sectors. At the same time, some of the traditional industrial sectors have been transformed and some have been transferred to developing countries. In order to make use of their cheap labor and abundant resources, many developing countries realize their own industrialization, develop labor-intensive and capital-intensive industries, and establish free economic zones, so that the traditional industries of developed capitalist countries are transferred here first. In the mid-to-late 1970s, due to the promotion of the world's new technological revolution, developing countries began to introduce more advanced technologies and more scientific management and management methods from developed countries. On the one hand, they established a number of emerging industrial departments and enterprises in the free zone to develop Electronic appliances, optical products, precision instruments and meters, polymer synthesis and other new products. On the other hand, it transforms part of the original

traditional industries and upgrades the industrial structure in the free economic zone, from labor-intensive and capital-intensive industries. The transition of knowledge and technology-intensive industries, and at the same time, the old industries here are passed on to other regions in the country. The free economic zone relies on its geographical advantages and convenient conditions, coupled with strong requirements for the development of export processing, international competition and market Driven by the mechanism, naturally the industrial structure here is constantly updated and adjusted. [11] Therefore, the free economic zone is a good form of accelerating the continuous transmission of the industrial structure in time and space, creating conditions for economic development. In addition, the free economic zone has developed export industries, expanded foreign trade, increased foreign exchange income, expanded employment opportunities, and created a large number of technical management talents by attracting foreign funds, introducing advanced technology and management methods. All this has accelerated the economic development of the region and the country.

Finally, promote the development of the world economy and international economic relations.

One of the basic characteristics of a free economic zone is to attract and use foreign factors of production to realize an export-oriented economic development strategy. This not only creates conditions for international capital flow and technology transfer, but also directly promotes the world economy and the international economy. Relationship development. At the same time, as the international movement of various production factors is increasingly closely integrated and accelerated, it has also greatly promoted the development of the world economy and international economic relations.

1.4 Free economic zone assessment.

This article mainly aims at the analysis of the economic effects of the FTZ, by using scenario analysis, while doing scenario analysis of economic effects comparison, and then carry out specific analysis. Based on the new trade theory, this chapter analyzes the economic effects of the two models of free trade zone, border opening and domestic opening.[12]

At the demand level [13]: assuming that consumer preference is bit preference, the consumer utility function is the CES utility function, and the consumer utility function in country i is shown below:

$$U_i = \left(\sum_{j \in J_i} \int_{\omega \in \Omega_i} [q_{ji}(\omega)]^{\frac{\sigma-1}{\sigma}} d\omega \right)^{\frac{\sigma}{1-\sigma}}, \sigma > 1 \quad (1.1)$$

Where $q_{ji}(\omega)$ is the consumption of products of the type exported by j country to i country, Ω_i

Consumer product set for i J_i countries importing countries (the country set also includes the country). σ Substitute flexibility for goods, $\sigma > 1$ ensuring consumer preference for diversity. F . O.C you know:

$$\left(\sum_{j \in J_i} \int_{\omega \in \Omega_i} [q_{ji}(\omega)]^{\frac{\sigma-1}{\sigma}} d\omega \right)^{\frac{1}{(\sigma-1)}} [q_{ji}(\omega)]^{\frac{1}{\sigma}} = \lambda P_{ji}(\omega) \quad (1.2)$$

It λ represents the marginal revenue effect of consumers, which can be known in combination with budgetary constraints:

$$\lambda = U_i / E_i \quad (1.3)$$

Substitute (1.2) formula is known as:

$$U_i^{\frac{1}{\sigma}} [q_{ji}(\omega)]^{-\frac{1}{\sigma}} = U_i P_{ji}(\omega) / E_i \quad (1.4)$$

Therefore, the consumer demand function is:

$$q_{ji}(\omega) = \frac{E_i}{P_i} \left(\frac{P_{ji}(\omega)}{P_i} \right)^{-\sigma} \quad (1.5)$$

Where P_i is the price index for the i country, and

$$P_i = \left(\sum_{j \in J_i} \int_{\omega \in \Omega_i} [P_{ji}(\omega)]^{1-\sigma} d\omega \right)^{\frac{1}{1-\sigma}}, \sigma > 1 \quad (1.6)$$

"As can be seen from the consumer demand function (1.3) formula, the elasticity of consumer income demand is 1 and the elasticity of price demand is ".

At the supply level [14] To simplify the analysis, it is assumed that there are only two home countries H and a foreign F. Suppose that the manufacturer produces using two factors of production: domestic intermediates and foreign M_H intermediates, M_F and the production function takes the form of a C-D production function, as follows:

$$Q = (M_H)^\alpha (\theta M_F)^{1-\alpha}, 0 < \theta < 1 \quad (2.1)$$

It θ indicates the level of openness within the territory of the country, the higher the level of openness within the territory of the country, θ the higher the value. The marginal production cost of the enterprise is:

$$c = \frac{w_H^\alpha w_F^{1-\alpha}}{\alpha^\alpha (1-\alpha)^{1-\alpha}} \theta^{\alpha-1} \quad (2.2)$$

w_H and w_F the prices of domestic intermediates and foreign middlemen, respectively.

It is assumed that border opening is primarily reflected in the cost of trade, [14] which is symmetrical and uses ice trading τ techniques, i.e. unit exports, 1 unit of transportation, $\tau > 1$. The domestic opening can not only influence the enterprise behavior through the above-mentioned production mode, but also influence the enterprise behavior through the trade cost, and the higher the domestic opening level, the smaller the corresponding trade cost. Under this assumption, a profit-maximizing pricing behavior can be expressed as:

$$P_{HH}(\omega) = \frac{\sigma}{\sigma-1} \frac{w_H^\alpha w_F^{1-\alpha}}{\alpha^\alpha (1-\alpha)^{1-\alpha}} \theta^{\alpha-1} \quad (2.3)$$

$$P_{HF}(\omega) = \frac{\sigma}{\sigma-1} \frac{w_H^\alpha w_F^{1-\alpha}}{\alpha^\alpha (1-\alpha)^{1-\alpha}} \tau \theta^{\alpha-2} \quad (2.4)$$

$$P_{FF}(\omega) = \frac{\sigma}{\sigma-1} \frac{w_F^\alpha w_H^{1-\alpha}}{\alpha^\alpha (1-\alpha)^{1-\alpha}} \theta^{\alpha-1} \quad (2.5)$$

$$P_{FH}(\omega) = \frac{\sigma}{\sigma-1} \frac{w_F^\alpha w_H^{1-\alpha}}{\alpha^\alpha (1-\alpha)^{1-\alpha}} \tau \theta^{\alpha-2} \quad (2.6)$$

Which $P_{ji}(\omega)$ means the price of products sold domestically by i-country enterprises, and the price of products exported by $P_{ij}(\omega)$ i-country enterprises, it is not difficult to see that the open level of the border only affects the export decision-making behavior of enterprises, while the domestic open level not only affects the export decision-making behavior of enterprises, but also affects the domestic sales decision-making behavior of enterprises, that is, compared with the opening of the border, the domestic opening has a broader impact on the behavior of enterprises.

For equilibrium analysis: In this study, the analysis of free trade zone mainly focuses on the level of welfare analysis. In terms of the level of welfare, I will use the

consumer's indirect effect function as follows:

$$V_i = E_i/P_i, i = H, F \quad (3.1)$$

It can be known that the lower the price level of a country, the higher the effect function of consumers. To simplify the analysis, it is assumed that the home and foreign countries are mirror countries, i.e. that the two countries are completely symmetrical. [14] Combined with the above series of formulas, you can see:

$$P_H = P_F = P = \frac{\sigma}{\sigma-1} \frac{w}{\alpha^\alpha (1-\alpha)^{1-\alpha}} \left(\theta^{(\alpha-1)(1-\sigma)} + \tau^{1-\sigma} \theta^{(\alpha-2)(1-\sigma)} \right)^{1/(1-\sigma)}, w_H = w_F = w \quad (3.2)$$

A static analysis of the (3.2) formula shows that:

$$\frac{\partial \ln P}{\partial \ln \theta} = \frac{(\alpha-1)\theta^{(\alpha-1)(1-\sigma)} + (\alpha-2)\theta^{(\alpha-2)(1-\sigma)}}{\theta^{(\alpha-1)(1-\sigma)} + \tau^{1-\sigma}\theta^{(\alpha-2)(1-\sigma)}} < 0 \quad (3.3)$$

$$\frac{\partial \ln P}{\partial \ln \tau} = \frac{\tau^{1-\sigma}\theta^{(\alpha-2)(1-\sigma)}}{\theta^{(\alpha-1)(1-\sigma)} + \tau^{1-\sigma}\theta^{(\alpha-2)(1-\sigma)}} > 0 \quad (3.4)$$

That is to say, whether it is the open border model or the domestic open mode, the free trade zone will make the domestic price level drop, thus making the national welfare level increase. In contrast to the two models, this study analyzes the differences in welfare levels brought about by the two models at the same level of reduction, i.e.:

$$d \ln \theta = -d \ln \tau > 0 \quad (3.5)$$

The difference in the level of benefits resulting from the two is:

$$\Delta \ln V = -d \ln \theta \left(\frac{d \ln P}{\partial \ln \theta} + \frac{\partial \ln P}{\partial \ln \tau} \right) = (1 - \alpha)d \ln \theta > 0 \quad (3.6)$$

It indicates that the level of welfare growth brought about by the free trade zone under the domestic opening mode is greater than zero relative to the opening of the border, that is to say, the welfare effect of the domestic opening mode is higher than that of the border opening $\Delta \ln V$ mode at the same level of trade liberalization.

Therefore, the opening of the border and the opening of the territory of the two free trade zone construction model will make the welfare level of the two countries increase, [15] but compared with the opening of the border, the domestic open mode of free trade areas brought about by the welfare effect is more significant.

Chapter summary: This chapter mainly introduces the development and current

situation of free economic zones, classifies and introduces free economic zones, introduces the causes of free economy, and discusses the essential role of free economic zones. Finally, through the analysis of free economic zones, from the two levels of supply and demand, the economic benefits brought by the free economic zone are evaluated separately.

2 PROBLEMS FACING THE WORLD ECONOMIC ZONE

In the 21st century, regional economic integration continues to be rapidly promoted around the world, especially in Asia, mainly because of the difficulties of multilateral trade negotiations, slow progress, and compared with its economic globalization, regional economic integration has the following benefits:[16] (1) Regional economic integration is achieved by the governments of the participating countries through negotiations and consultations, its "benefits outweigh costs", that is, the process of integration can be controlled, integration of cost expenditure is relatively fair; Although the market space opened up by regional economic integration is smaller than the market space created by economic globalization, its market risk is small; Regional economic integration can increase the ability of individual members and groups to withstand the impact of external markets. (2) Regional economic integration can gradually eliminate trade barriers among members of the region, simplify trade-level procedures, and lead to the cross-border flow of resources and the efficient allocation of resources. (3) Regional economic integration can expand the market size, enable members to exert comparative advantages and economies of scale, and promote the improvement of labor productivity. (4) Regional economic integration can accelerate scientific and technological exchanges and cooperation among members, develop and utilize new scientific and technological achievements and advanced management means, increase the added value of products and the technical content of products, reduce and save production costs, and improve the international competitiveness and market share of products.(5) Regional economic integration can encourage members to take concerted action to increase regional and sense of destination, thus forming a joint effort to jointly safeguard the principle of priority for regional development and priority for regional security.

However, from international experience, in order to make substantial progress in trade negotiations and the operation of mechanisms, the following theoretical and practical issues must be properly addressed and resolved, regardless of the level of regional economic integration.

2.1 Exclusivity and openness

The so-called exclusivity of regional economic integration focuses on two issues: first, the qualification of its member States, which must be within the scope of their respective regions. For example, members of the Association of Southeast Asian Nations can only be 10 countries in Southeast Asia, while countries in other regions cannot join. India had asked to become a member of ASEAN, but ASEAN rejected it on the grounds that India was a member of the South Asian subcontinent rather than a Southeast Asian country. Second, the limitation of its preferential policies, member states to give preferential treatment to each other is limited to the region, countries outside the region cannot enjoy. [17] The essential meaning of a free trade area is for member countries to reduce trade barriers to each other and gradually eliminate non-tariff restrictions, but still retain their own protection policies for non-member states. Even when the free trade area develops to the stage of customs union, it is to eliminate each other's import tariffs and realize free trade, while the external trade barriers are still adopted and the unified external tariff rate is applied. The above-mentioned so-called exclusivity reasonable exclusivity must adhere to exclusivity. In fact, the same is true of the European Union and NAFTA. From the theoretical level, regional economic integration has the dual effect of trade transfer and trade creation. But in general the transfer effect is greater than the creative effect. From the practical point of view, regional economic integration is based on the principle of "regional development first". Therefore, regional economic integration in East Asia, including the establishment of a mechanism for economic cooperation of "10+ 3" and "10+ 1", should still adhere to the principle of different regions and outside the region. However, this does not prevent regional cooperation as a whole and individual from implementing "regional openness", actively developing comprehensive economic cooperation with other regions and countries, and even signing free trade agreements and establishing free trade zones with other countries outside them. In particular, today's regional economic cooperation mechanisms have shown a tendency to expand their organization and integration. ASEAN has expanded from the original 5 to 10 countries, the EU has also experienced

a small to large development process, and after the upheavals in Eastern Europe, and the EU has continued to expand eastwards and southwards, with more and more followers. The United States is promoting the establishment of a "free trade area in the Western Hemisphere". In the long run, the United States has also tried to link the Americas with Asia through NAFTA, to form the Pacific Rim and to promote the establishment of an "Atlantic Community" between NAFTA and the European Union. In the long run, regional economic cooperation in Asia, especially in East Asia, cannot fail to pay attention to the new trend of strengthening mutual ties and cooperation among major regional economic cooperation organizations and take corresponding measures.

2.2 Dominance and non-dominance

Regional economic integration has always been a dispute over the need for regional "leadership cores" or "dominant countries", but there is no definitive conclusion yet. Some people think that the reason for the remarkable progress of regional economic integration in Europe and the Americas is that NAFTA is dominated by the United States, and as a strong leader, the United States spares no effort to promote regionalization. [18] The EU is to "Franco-German axis" to promote regionalization from the economic field to political, military and social integration and other fields. Asia's economic regionalization is "irresponsible", like a string of scattered pearls, lacking an effective main line to string them together. It is precisely because of the lack of strong drivers of regional economic integration that little progress has been made in regional economic integration in Asia. If so, who should lead regional economic cooperation in Asia, especially in East Asia? Nothing but Japan, two is China, three is China and Japan are the joint leader, and the fourth is led by ASEAN. However, Japan considers its economic influence in Asia to be far stronger than China's, and is a "natural leader" in regional economic cooperation in Asia, and is increasingly worried that China will strengthen its regional advantages and expand its regional influence, which in turn will lead to the status of Asia's first economic power being overtaken and replaced by China. On the contrary, China does not want to see Japan "sitting big" in Regional Economic Cooperation in Asia, preferring to support ASEAN's important role

in regional cooperation. In addition, Japan has never had a correct understanding of historical issues, and China and Japan have not yet been able to establish a real mechanism of mutual trust, so it is difficult for China and Japan to jointly lead regional economic cooperation in East Asia. The key element in determining the leader and the dominant is the integration of national strength. Considering this element, China does not yet have the leading power in Asia, and from the perspective of ASEAN foreign policy, it has been adopting a policy of "balance of power among major powers", the essence of which is that it does not want to see any great power over-expanding in East Asia, especially in Southeast Asia, and trying to use ASEAN collective strength as the core of the Asian regional economic and security dialogue.

The United States has important strategic and economic interests in Asia, especially in East Asia, and countries rely on and expect more from the United States than on Japan, so the important agendas and steps of regional cooperation require all countries to consider the intentions of the United States as an important member of the "absence". Mahathir's "Core Forum on East Asian Economy" and Japan's "Asian Monetary Fund" initiative were "dead pool" because they did not include the United States and were opposed by the United States. From the strategic point of view of the United States, any regional economic cooperation entity in Asia or East Asia, excluding the United States, will not receive real support from the United States. The United States will neither support China nor ASEAN in leading regional economic cooperation in East Asia. Developed countries such as the United States have long been dissatisfied with ASEAN's "monopoly" of the ASEAN Regional Forum and have repeatedly called for the establishment of a "double chair". [19] Especially since the East Asian financial crisis, the cohesion within ASEAN has been weakened, economic and political contradictions between them have increased, economic development has fluctuated, and it has not been able to recover to its pre-financial crisis strength. Diplomatically, China's support for ASEAN and the ASEAN Regional Forum to play a leading role in regional economic cooperation and security dialogue is undoubtedly the right choice. But with increasing external pressure and growing internal differences, whether ASEAN

countries can unite and withstand external pressure is a diplomatic issue that China should consider as soon as possible.

It is the correct strategic policy to promote the coordinated development of cooperation between China, Japan and South Korea, and China should continue to emphasize that "10 + 3" is the main channel of East Asian cooperation in the future. However, according to the current actual situation in East Asia, the establishment of a "10-3" cooperation mechanism will be quite difficult, and China's focus for this purpose should seem to be on the decision-making of China and ASEAN to establish a free trade area, but this does not affect the "10-3" mutual consensus on certain sectors or cooperation, and make substantial progress. For example, the cooperation of East Asian countries in the financial field has already made greater moves. Japan has concluded currency swap agreements with South Korea, Thailand, the Philippines and Malaysia. China has also concluded currency swap agreements and agreements with countries such as Thailand and Japan. Since the establishment of a free trade area between China and ASEAN will not have the problem of who will lead and control, and there will be no sensitive agricultural subsidies, and the establishment of a free trade area between China and ASEAN is neither the expansion of the ASEAN Free Trade Area nor the replacement of the ASEAN Free Trade Area, the result will be a win-win situation. However, in the process of establishing the "10-3" cooperation mechanism, the issue of its dominance will emerge.

2.3 Institutionalization and de-institutionalization

Regional economic integration goes through five stages: free trade zones, customs unions, common markets, economic union and full economic integration, all of which are institutionalized forms of economic cooperation organizations, and the higher their stages, the stronger the degree of institutionalization. Since APEC was established as a loose, consultative and non-institutionalized economic forum, it has led to a misunderstanding that de-institutionalization is better than institutionalization.

The main difference between institutionalization and de-institutionalization is that the former must be negotiated through official state negotiations and locked in the

consensus reached in the form of the conclusion or signing of treaties or agreements, which need to be ratified by national parliaments and are therefore mandatory and binding by law.[20] Rather than institutionalizing, collective bargaining is a commitment to be implemented by their respective leaders, but their commitment has no legal effect and is bound only by credibility and morality. Developing APEC members, especially ASEAN, have always opposed the transformation of APEC into an institutionalized economic bloc, such as the United States, with the main aim of protecting ASEAN's independence and maintaining its central position in APEC. China is also concerned about U.S. control and domination of APEC and is wary of APEC moving towards institutionalization out of doubt about the U.S. proposal to establish a "New Pacific Community". Because APEC members have different stages of economic development, developed and developing members are allowed to adopt different timetables for tariff concessions, but provide for "term space" agreements, developed members and developing countries.

Members will liberalize trade and investment in 2010 and 2020, respectively. In order to prevent members from taking measures to liberalize trade and investment on schedule, the United States proposed the establishment of a review mechanism. APEC's "collective action, unilateral action, and evaluation mechanism" approach has actually taken on an institutionalized connotation. In order for APEC to make substantial progress, it is a trend to move from non-institutionalization to institutionalized cooperation, and China's economic and technical cooperation needs institutionalized guarantees. East Asia's "10+" and "10-+1" will be institutionalized regional economic cooperation mechanisms. At the heart of institutionalization is negotiations between state officials. The content of the negotiations is quite broad, from the United States, Canada and the United States, Canada, Mexico Free Trade Agreement, including the principles, objectives, institutions, basic framework, operating mechanisms, modes of operation, etc. focusing on the "principles of trade liberalization" among member countries, "conflict coordination institutionalization principles", "regional economic development priority principles", covering commodity trade, trade in services,

agricultural trade, intellectual property rights, environmental protection, investment regulations, competition policy, government procurement, import and export procedures, trade and other technical indicators. The negotiations between China and ASEAN on a free trade agreement have "the same thing" with the United States, Canada and Mexico, that is, North America since trade agreements are based on the U.S.-Canada Free Trade Agreement, while the China-ASEAN Free Trade Agreement is based on the ASEAN Free Trade Agreement, so for China, the North American Free Trade Agreement and the ASEAN Free Trade Agreement should be studied. After 16 months of negotiations on the U.S.-Canada Free Trade Agreement, only 14 months of negotiations on the U.S.-Canada-Mexico Free Trade Agreement, china and ASEAN can use the "fast-track process" to reach an early negotiating consensus because they do not have to start a new "stove". At the heart of free trade agreements is the establishment of free trade zones. When a free trade agreement is formally signed, that is, the day the free trade area begins to operate.

2.4 Majority and minority

From the international experience, the "blockeconomies" combined by more than two countries concerned have the problem of how to deal with the contradiction between the interests of the majority and the minority in cooperation, and have become difficult to solve. The first to solve this problem was Lee Kuan Yew. When the Association of Southeast Asian Nations was first established in 1967, ASEAN had only five countries, adopting the principles of "consensus" and "consensus" in discussing economic cooperation. This principle has proved to inhibit cooperation, because as long as one country disagrees with the cooperation project, it is difficult to initiate it. To this end, Lee Kuan Yew proposed the "5-1" principle, which requires the approval of four of the five countries, and the issue of cooperation can be adopted.

China and ASEAN have established a free trade zone with the goal not only of reducing tariffs and removing non-tariff barriers, but also of cooperation in a wide range of fields including agriculture, information and communication, human resources development, transportation facilities construction and Mekong River development.

Driven by different interests, different views will certainly arise when discussing specific co-operation issues, and if consensus cannot be reached after consultation, there are only two ways: one is to abandon co-operation and the other is to do so by a majority. The former is negative and the latter is positive. The EU's greatest contribution to regional economic integration is the realization of a unified currency, and there are two laudable approaches: one is not to demand it, and it can join the euro zone for the time being. Second, membership of the euro zone, the use of the euro is conditional, that is, must meet the requirements of the five convergence criteria. The approach of the euro area is instructive to East Asian countries in how to resolve their differences between the majority and the minority in regional economic cooperation. In the process of free trade agreement negotiation and free trade area operation between China and ASEAN,[21] most and a few contradictions will be reflected within ASEAN countries, not between China and ASEAN, and if the views within ASEAN are not well unified, then the negotiation of free trade agreement between China and ASEAN will be delayed.

2.5 National and regional interests

All countries participating in regional economic cooperation have their own economic motivations and pursuits, but if each country puts its national interests above regional interests, only wants to gain and does not want to lose anything, then regional economic cooperation will not work out, and even if it is done, it will not achieve too many substantive results. Therefore, how to coordinate national and regional interests is a problem that regional economic cooperation must properly handle. Some NAFTA practices can also be used for reference. The United States is absolutely dominant and dominant in NAFTA, but it cannot fail to take into account the economic interests and affordability of the other two countries, especially Mexico. To that end, NAFTA has arranged transition periods and differential treatment for Mexico. In the first phase of tariff concessions, Mexico only needs to eliminate tariffs on 35 percent of goods from the United States, while the United States and Canada impose duty-free on 80 percent of goods from Mexico. In addition, NAFTA has provided a 10- to 15-year buffer period for Mexico's uncompetitive industrial sector, giving Mexico ample time to restructure its

industrial structure.

The above shows that in the process of free trade agreement negotiations, the countries concerned should consider each other's interests as well as those of other countries, especially the economic and major countries, which need to make some concessions to promote the success of regional economic integration. Negotiations on a free trade agreement between China and ASEAN are also a process of seeking a balance of interests. Chinese leaders have announced that they will provide special preferential tariff treatment to Laos, Cambodia and Myanmar to increase imports of goods from the three countries and reduce the debt owed to China by some countries. International experience shows that proper handling of national and regional interests will always exist in the negotiation of free trade agreements and the operation of free trade zones.

2.6 Economic and non-economic factors

Today's world economy and international economic relations are not only influenced by economic factors, but also more and more disturbed by non-economic factors. Non-economic factors include politics, society, culture, history, ideology and ideology. From the perspective of international political and economic relations, there are now two obvious trends in the world: First, the trend of economic politicization and political economy is becoming more and more obvious. Second, the trend of domestication of international problems and internationalization of domestic problems is becoming more and more obvious. Both trends relate to the impact of non-economic factors on economic development and international economic relations.

The non-economic factors affecting the operation of the "10-3" and "10-1" cooperation dialogue and cooperation mechanisms in East Asia can be summarized as: Japan's understanding of historical issues; The existence of the U.S.-Japan security treaty; The intervention of a few States in the sovereignty of other States; Extreme activities of Islamic fundamentalism; Disputes over territorial sovereignty, instability in the socio-political landscape, enforcement of Western values and development models, and so on. None of this has had a negative impact on economic integration in Asia, especially in East Asia, and therefore the resistance to regional economic integration in

a broad sense and East Asian economic integration in a narrow sense is much larger and stronger than in other regions. Therefore, in the process of the formation and operation of the East Asian regional economic cooperation negotiation and cooperation mechanism, effective measures must be taken to eliminate the interference of various non-economic factors. The most important issue is to strengthen political mutual trust among East Asian countries and to establish corresponding mechanisms. When the Chinese leaders advocated the establishment of the China-ASEAN Free Trade Area, they proposed to strengthen political mutual trust and support between the two sides. [22] China has signed a treaty of friendship and cooperation with ASEAN on Southeast Asia, which is an important manifestation of strengthening political mutual trust between the two sides.

The establishment of a free trade area between China and ASEAN belongs to the "South-South regional integration" cooperation paradigm, and the consensus of the two sides on the impact of various non-economic factors on regional or sub regional cooperation is greater than differences. Therefore, the negotiation of free trade agreements between China and ASEAN and the operation of free trade zones are limited and can be solved by internal non-economic factors. After China and ASEAN reached an agreement to establish a free trade area, the United States pulled together and proposed that the Philippines sign a bilateral free trade agreement with it, while the United States urged the Philippines to make higher demands and obstacles to China in negotiating a free trade agreement with China. These are the distractions of non-economic factors that we must consider excluding.

The above six theoretical and practical problems are unavoidable to all regional economic cooperation, but most of them have not been solved well, so they have had little effect. In the course of negotiations between China and ASEAN, we should pay attention to studying and drawing on certain practices and experiences of NAFTA and the European Union, strengthen communication between the two sides, and strive to reach more consensus on the six important issues involving the overall situation, so as to promote the success of the FTA negotiations.

2.7 Analysis on the Economic Effect of China's Liaoning Free Trade Zone

2.7.1 Analysis of Free Trade Zone Development

US Free Trade Zone: Free Trade Zone System of Primary Zone + Sub Zone

The construction of the US free trade zone can be roughly divided into three stages, namely the initial stage, the adjustment period, and the take-off period. The free trade zone system of "general-purpose zone (main zone) + sub-region (district)" is gradually formed.

There are more than 260 main districts and more than 500 districts in the whole territory. It is currently the leading country in the development of free trade in the world. The US Free Trade Zone was first created in the 1930s. It is mainly distributed in ports, airports, and highways covering the whole area. It shows a state of spreading from the coast to the inland along the river and along the river, and has a certain belt or circle pattern. specialty. The functions of the US Free Trade Zone have their own priorities. The eastern coastal areas mainly focus on warehousing and logistics functions, such as the foreign trade zones in Louisiana, Texas, Florida, Maryland, and Georgia. Near the Gulf of Mexico is mainly processing and manufacturing.

The US Free Trade Zone is a free trade zone that combines industry and trade. The General Zone mainly focuses on warehousing and logistics, import and export processing, and trade services, while the sub-region is engaged in processing and manufacturing by enterprises. The main districts are mainly based on industrial functions and rely on the city's residential and life-related services. (Table 1.1)

1) Distributed to enterprises and widely covered as "public facilities".

The government has taken the foreign trade zone as a "public facility" to cover the entire territory and liberalize some management powers for enterprises. Therefore, many sub-regions are built and managed by enterprises, which greatly increases the participation of enterprises and thus The U.S. international trade has developed rapidly in recent years.

Table 1.1–Main features of the US Free Trade Zone

	General area (main area)	Sub-region (Division)
Location	Proximity to ports, waterways or highways	Distributed along expressways and highways
Spatial form	Several independent and scattered parks are formed together	An enterprise is a community, and multiple communities are formed together and the space is scattered
Features	Bonded warehouses, processing and manufacturing, business services, leisure and entertainment, each park has different leading functions	Production function-oriented
purse seine	Centralized customs fence area	You can apply for the fence separately

2) Independent functional park, flexible layout, close urban connection, and less geographical restrictions.

The general area of the United States is composed of many separate functional parks, such as port areas, warehouse areas, industrial areas, and business parks. The Port Authority in the General Zone is directly managed or separately managed by the park management department. The sub-regions are built on the basis of various enterprises, scattered in the city along the fast lane, and integrated with the city. With a single enterprise as the target and construction unit, the management is simple and direct, and at the same time the expansion is rapid. It is not important to include the enterprise directly in the policy coverage scope. Other facilities construction

3) Both domestic and foreign trade will effectively release the industrial link capacity of the free trade zone.

Domestic trade and foreign trade are equally important, with domestic trade as the mainstay and foreign trade as the supplement. This should be a creative expansion of the functions of the traditional free trade zone. In the free trade zone, the United States gains profits by absorbing foreign investment and at the same time linking its own domestic advantageous industries and production factors to the greatest extent with

foreign capital. Moreover, most of the products produced in the U.S. free trade zone can also be directly sold in the U.S. market, which is completely different from the management model that products produced in other countries' free trade zones can only be exported again. This not only enriches the categories of the ten industries in the United States, but also At the same time, the cost of Benten manufacturing products has been reduced, and the international competitiveness of Benten manufacturing has been greatly improved.

4) "Main districts" co-integration effectively expand the industrial carrying space of the free trade zone.

The "main zone" inclusive development model breaks the previous inherent model that places emphasis on location, and allows the free trade zone to carry industries from the coastal (lake), border and airspace areas to the coastal (lake, border) and inland dual linkages. It also provides a new path for accelerating the opening up of inland areas.

Taiwan Free Trade Zone: "Six Seas-Air-Zone" Pattern.

The development of the Taiwan Free Trade Zone can be roughly divided into four stages: the start-up period, the transition period, the expansion period, and the deepening period. From the establishment of export processing zones to develop labor-intensive industries, to the establishment of science and industrial parks to develop high-tech, to the establishment of free trade ports and free economic demonstration zones, to create an "Asia-Pacific Free Trade Island."

In the initial stage, export processing zones were established, mainly labor-intensive industries: garments, knitting, leather, handicrafts, shoemaking, furniture, toys; in the transition period, science industrial parks were set up to shift to capital-intensive and technology-intensive industries (Technology industry greater than 65%): IC processing products, optical equipment, computers, and peripheral equipment; during the expansion period, a free trade port area will be established, with high-tech and capital intensive greater than 80%, and the service industry less than 20%: warehousing, transshipment and logistics trade, In-depth processing and manufacturing; in the deepening period, a free economic demonstration zone will be established, service

industry (including trade) is greater than 60%, high-tech manufacturing industry is less than 40%: transnational industrial cooperation, agricultural processing, smart operations, international medical and financial, biochemical, nano And other high-tech manufacturing, warehousing and transshipment and logistics services.

There are currently 8 free economic demonstration zones in Taiwan, forming a "six seas, one air and one zone" pattern, namely, 6 seaport free trade zones, 1 airport free trade zone, and 1 Pingtung Agricultural Biotechnology Park.[23]

What is worth learning from the Taiwan Free Economic Zone: The free trade zone and neighboring science and technology parks support each other. Compared with the mainland free trade zone, the Taiwan Free Economic Demonstration Zone is not large in scale. Its main functions are multinational industrial cooperation, logistics distribution and multimodal transportation, deep processing, etc., and it supports the development of neighboring science and technology parks and industrial parks.

Limitations of Taiwan's free economic zone: too many free trade zones, too dense layout, and low-level competition. Due to the small area of the island of Taiwan, the distance between the ports of each port is no more than 100 kilometers, such a dense layout, makes the port of a low-level competition.

Hamburg Free Trade Zone, Germany: Decline under market integration

The development process of the Hamburg Free Trade Zone in Germany can be roughly divided into the rise stage (mainly re-export trade), expansion stage (comprehensive trade), transition stage (free trade processing zone), extinction stage (bonded warehouse), and new stage (return to port) . Significant events in the expansion phase: became Germany's largest port and cargo distribution center in 1949, known as the European gateway and world market; major events in the extinction phase: the status of the free trade zone was cancelled in 2003 and transformed into a bonded warehouse, January 2013 The Freeport of Hamburg is closed.

Limitations of the Hamburg Free Port in Germany: the liberalization of the European market will inevitably lead to the gradual weakening of the advantages of the Hamburg Free Trade Zone. Under the trend of regional economic integration and

economic globalization, the model characterized by "the same tariff" has gradually evolved into a "single market", from the dry order-market, coupled with the WTO and a number of bilateral trade agreements, tariffs on goods have dropped significantly, and the advantages of tariff exemptions in the free trade zone have gradually weakened.

The enlightenment from the decline of Hamburg, Germany: Under the development trend of regional integration, the era of relying on tariff preferences to attract trade has passed. The free trade zone should consider how to re-establish, actively innovate and reform, and build port competitiveness from other aspects such as service efficiency and logistics conditions. Advantage.

Dubai Free Trade Zone: 1+N "Industry-City Integration Free Trade Zone System

For Dubai, the free trade zone brings more than just "gold", but more importantly, it becomes the engine of national development. [24]The Dubai Free Trade Zone belongs to the "combination of trade and industry, with trade as the mainstay", and implements the "1+N" industry-city integration model centering on characteristic functions.

Currently, there are more than 30 free trade zones in Dubai, among which JebelAli Free Trade Zone is the most famous. The free trade zone was established in 1985 and has a total area of 100 square kilometers. It is the largest free trade zone in the UAE and the entire Middle East. It can be said that Dubai has developed from an ordinary fishing port into a financial, trade, and shipping center in the Middle East and even the world. The Jebel Ali Free Trade Zone has contributed a lot. Its contribution to Dubai's GDP exceeds 30%, and there are more than 7,000 companies in the region, including hundreds of Fortune 500 companies.

The development of the Dubai Free Trade Zone can be roughly divided into the beginning of trade, the oil economy stage (JebelAli Port was built in 1979, the world's largest artificial port), the free trade zone to expand the new economy (the JebelAli Free Trade Zone was established in 1985), and the free trade zone system (based on The free trade zone system serves as a platform to attract innovative resources and promote innovative development) in four stages.

Lessons learned from the Dubai Free Trade Economic Zone:

1) One Free Trade Zone (Jebel Ali Free Trade Zone) combined with N characteristic industrial cities (Dubai Financial City, Dubai Internet City, Dubai Media City, etc.). Jebel Ali Free Trade Zone is positioned as a free trade zone that combines industry and trade, with a physical fence (special customs supervision zone), focusing on logistics trade supply chain management, processing, manufacturing, and other related businesses, mainly to achieve trade facilitation functions. Each characteristic industry city plays the role of talent capital technology gathering to realize the rapid development of characteristic industries. Dubai's "1+N" model has weakened the physical boundaries of the free trade zone. Through the use of dots and areas to produce radiation effects, the close integration of manufacturing and transportation has successfully achieved the coordinated development of the free trade zone and industry, forming a free trade zone and hinterland economy Comprehensive functional network between.

2) With the support of world-class aviation infrastructure and mature port network, Dubai is regarded as an excellent transit point to the African and European markets. The Dubai Free Trade Zone has the function of an information port and has become a resource allocation center for comprehensive international trade and logistics information. Production factors such as global commodity flow, capital flow, information flow, technology flow, and talent flow can circulate quickly through the free trade zone, transforming from a passive provider of port services to an organizer and participant in the allocation of production factors in international trade.

Actively open up new growth space in the fields of tourism, education and medical services.

Tourism services: The combination of landmark sightseeing tours, leisure vacation tours, business tourism, special tourism and other products with international, professional, and humanized services has spawned a new high-end tourism consumer market.

Educational services: the creation of "education free zones", "knowledge villages" and "international academic cities", attracting a large number of international

educational institutions and talents from Europe and the United States, and establishing more than 200 international schools and higher education institutions adopting the European and American educational system, becoming a radiation Regional education centers in West Asia, North Africa and South Asia.

Medical services: Create the "Dubai Health Experience" brand, and provide comprehensive medical service products including visas, air tickets, hotels, medical items, insurance and tourism to the Middle East and Asian markets through cooperation with top international medical institutions.[25]

Hong Kong Free Port: Port-port-city integration-cross-border regional integration

The development of Hong Kong's free port has roughly gone through four stages: re-export trade free port, processing trade free port, integrated service free port, and cross-regional integrated free port, from a single port to port-city integration, and finally to a cross-border regional integrated free port.

Rising stage (in Hong Kong): Re-export trade is the mainstay of the economy, a well-known re-export trade port in the Far East.

Acceleration stage (port-city integration): The processing industry takes the place of re-export trade and lays the foundation for the development of the textile industry.

Deepening stage (port and city integration): labor-intensive manufacturing industries are relocated, mainly international trade, finance, tourism and real estate.

Opportunity stage (cross-border regional integration): Hollow manufacturing based on cross-border regional integration, focusing on modern service industries such as finance, international trade and logistics, and tourism (Hong Kong Science and Technology Park).

Lessons learned from Hong Kong's free port construction: Hong Kong's free port has no clear regional division, and the city as a whole is a free trade zone.[26] The Hong Kong government seems to be committed to making every part of the city a part of a free trade port, because it does not have a clear administrative plan, or it may be transformed into a separate isolated area to establish a free port. The Pearl River Delta region is one of the most economically developed regions in China. Taking advantage of

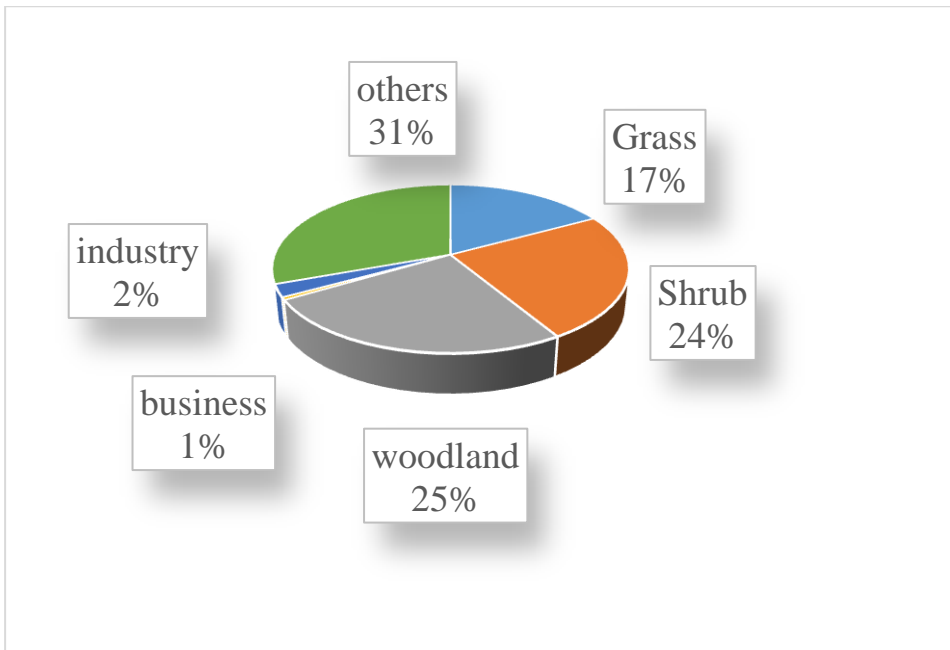
the hinterland of Hong Kong Free Port, the Pearl River Delta provides a large number of sources of goods, raw materials, a broad market and sufficient labor for its re-export trade, processing trade and service trade, and undertakes the transfer of its industries. Mutually support development.

Table 1.2–2018 Hong Kong Land Use

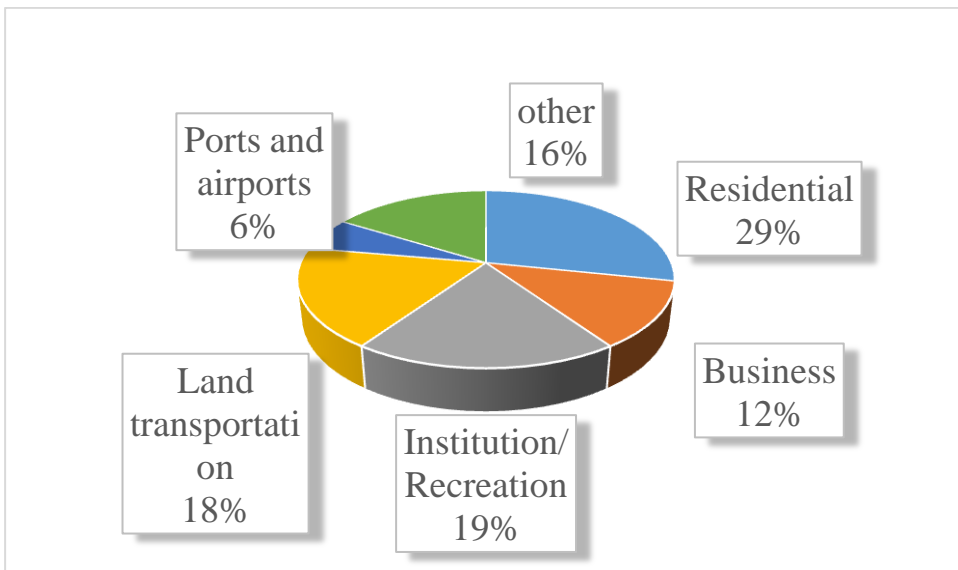
land use	category	Area (km ²)	Percentage (%)	The percentage total
Urban area or land area already under construction		275	24.90%	
Residence	Private residence	26	2.30%	7%
	Public housing	17	1.50%	
	Countryside homes	35	3.20%	
Commerce	Business and Office	5	0.50%	1%
Industry	Industrial land	7	0.60%	2%
	Science and Technology Park	3	0.30%	
	Warehouses and open storage	17	1.50%	
Institutions/rest	Government, institutional and community facilities	25	2.30%	5%
	Rest and recreation	28	2.50%	
land use	category	Area (km ²)	Percentage (%)	The percentage total
Transport	Roads and transport facilities	46	4.10%	6%
	railway	4	0.40%	

End of table 1.2

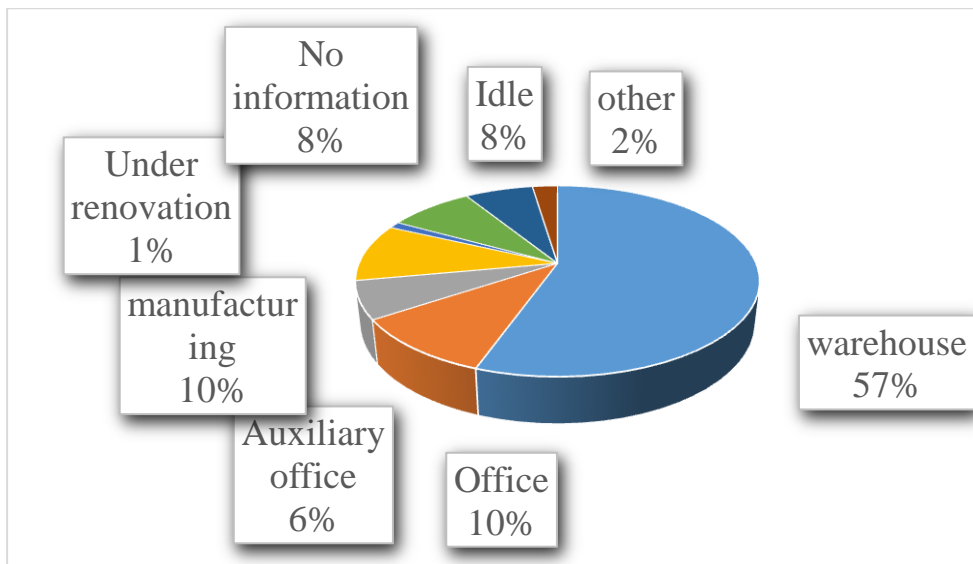
	aerodrome	13	1.20%	
	Port facilities	4	0.40%	
Other cities or land that has been built	Cemetery/funeral facilities	9	0.80%	4%
	Utilities	9	0.80%	
	Vacant/ongoing construction land	15	1.40%	
	other	12	1.10%	
Non-construction land area		836	75.10%	
Agriculture	Agricultural land	50	4.50%	6%
	Fish pond/base fence	16	1.40%	
Woodland/thicket/grass/wetland	woodland	276	24.80%	66%
	thickets	264	23.80%	
	grassland	187	16.80%	
	Mangroves/Swamps	6	0.50%	
Wasteland	bad ground	2	0.20%	1%
	Rock shore	4	0.40%	
Water	pond	25	2.30%	3%
	watercourse	6	0.50%	
Total		1111	100.00%	100%



Picture1.1 –The ratio of various types of land used in the Hong Kong Free Trade Zone to the total land use.

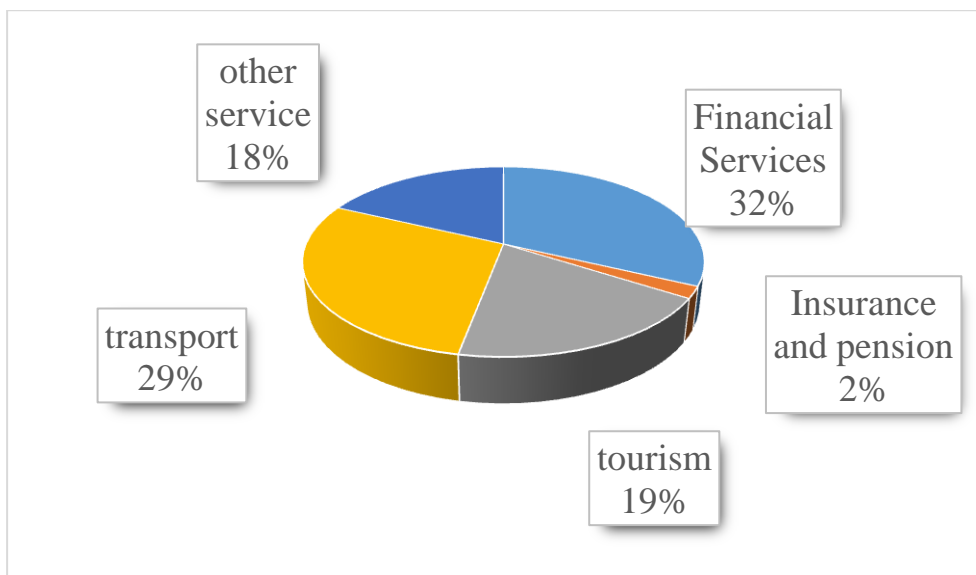


Picture1.2–Percentage of total construction land used for construction land in Hong Kong Free Trade Zone.

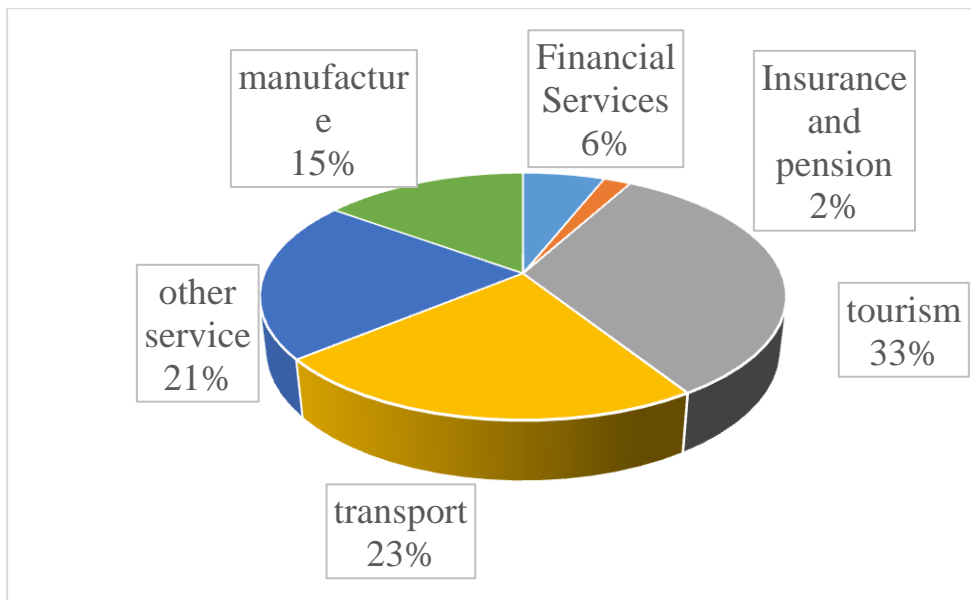


Picture1.3–Classification of Special Industrial Use in Hong Kong Free Trade Zone.

The proportion of service trade components in the Hong Kong Free Trade Zone in 2020:

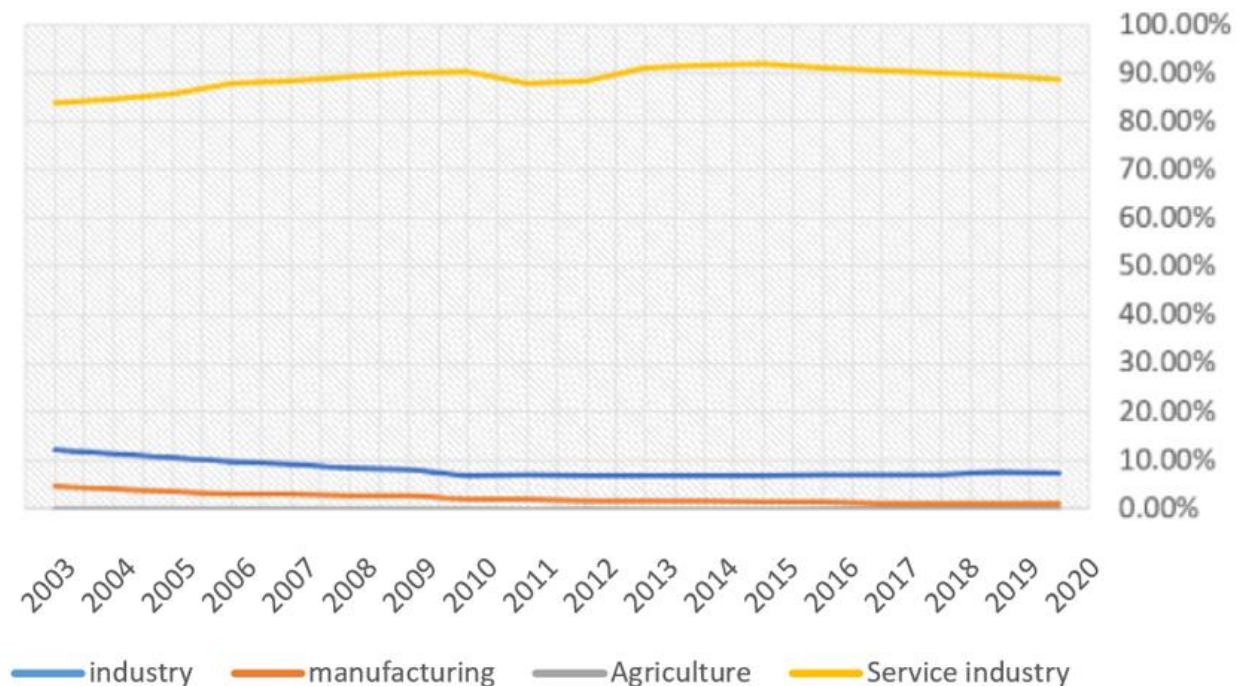


Picture1.4–Output amount.



Picture1.5 - Input amount

Limitations of the Hong Kong Free Trade Zone: Hong Kong is dominated by service trade. The service industry has an absolute advantage in Hong Kong's economic structure and has always been in a stable position. From 2003 to 2020, we can see that Hong Kong's service industry accounts for about 90% of Hong Kong's economy, while the proportions of industry and manufacturing are very low, indicating that Hong Kong's economy lacks solid industrial support.



Picture1.6 –The proportion of the added value of each industry from 2003 to 2020

Singapore Free Port: Port-Port Area Integration-Port City Integration-Cross-Border Regional Integration.

The development of Singapore's free port has roughly gone through four stages: a complete free port, a transition period, a development period, and a sustained prosperity period, from a port type, a port area type that combines a port and an industrial area, to a port city type that combines a port and a city.[27] Eventually develop towards a cross-border regional integrated free port.

In the stage of a completely free port (in Hong Kong): re-export trade has become the backbone of the national economy, but the industrial foundation is very weak, belonging to a typical colonial economic structure.

During the transition period (combination of port areas): labor-intensive, traditional handicrafts, textiles, wood ware, rubber, food, etc. Light industrial area outside the urban core area.

In the development period (port and city integration): capital-intensive, electrical assembly, shipbuilding, increased investment in technological research and development and training; technology-intensive, petrochemicals, computer accessories, aviation manufacturing, etc., to create the "Silicon Valley of Southeast Asia."

During the period of sustained prosperity (cross-border regional integration): technology-intensive, semiconductor, fine chemical, information industry, etc.; knowledge-intensive, high-precision industries such as finance, tourism, aerospace biotechnology and pharmaceuticals, and creative industries.

Lessons learned from Singapore's free port: There are 9 free trade zones in Singapore, including 2 airport-type free trade zones and 7 seaport-type free trade zones. At the same time, there are 140 bonded warehouses. The free trade zone is a tax-free zone, mainly based on logistics transit and simple reprocessing. It operates in a typical corporate model. The industrial park develops physical industries. At the same time, universities cooperate with the decentralized layout of industries and practice "production, learning and research" integration. There is a close relationship between the construction of new towns and industrial development. Singapore will ensure that

each new town's industrial land accounts for 17%-20%, which can basically reach 57-138 hectares, which is in line with the scale of small industrial parks to medium-sized industrial parks. [28] New towns also include living quarters, core functional areas (commercial business, etc.), other supporting industries, supporting service facilities, reserved land, etc. Singapore's industrial development has a clearer evolutionary context, which is mainly manifested as: the traditional service industry dominated by a single re-export trade - manufacturing is the main development, and the service industry is a secondary position - the development pattern of both manufacturing and service industries - The modern service industry has become the highlight of the national economy.[29] It can be seen from the proportion of the added value of each industry from 1962 to 2018 that, unlike Hong Kong, the manufacturing industry in Singapore has always been maintained at 20%-30%.

Limitations of the Singapore Freeport: According to the Singapore Land Use Plan in 2030, the total land area will reach 766 square kilometers and the population will reach 6.3 million. Industrial and commercial land will account for 17% of the total land use and 20% of the total construction land. Singapore's construction land accounts for 86% of the total land use, while Hong Kong accounts for only 24.9%, and Hong Kong has a vast hinterland of the Pearl River Delta. Therefore, because Singapore's own territory is small and does not have a vast hinterland, development is subject to certain restrictions.

2.7.1 Trade effects

1) Commodity entering the zone and liberalization of economic and trade activities in the zone.

After the establishment of the Liaoning Free Trade Zone, international trade activities can be carried out freely in the zone. Commodities can be bought and sold. Customs generally do not interfere. The rights of enterprises in import and export operations are increased. The quantity of goods in and out is not restricted, and at the same time, the import the flexibility of business activities in the export zone. Goods can be freely traded and stored in the free trade zone. Only when the goods in the free trade zone enter the domestic non-free trade zone, customs declaration, tax payment and other

procedures are required.

2) Simplified customs clearance, inspection procedures and transportation procedures.

The Liaoning Free Trade Zone implements unified supervision and simplifies customs clearance procedures. The customs conducts targeted inspections on the characteristics of the types of goods and the place of production. When the basic characteristics such as the quality and shape of the relevant goods change, the customs can verify the filing records in a targeted manner during the supervision and management process, without requiring full correspondence, as long as they generally meet the standards.

3) Tax incentives and talent attraction.

In terms of export tax rebate in Liaoning Free Trade Zone, the circulation of goods between the bonded zone and overseas implements a real filing system. Goods and articles entering the bonded zone from a non-bonded zone are deemed to have gone through customs clearance procedures. Export tax rebates can be processed with relevant valid documents. There is no need to wait until the goods leave the country to go through the formalities, which greatly simplifies the formalities and improves the timeliness of handling. Implement relevant decisions to stimulate economic development, reward high-end talents and talents in short supply of enterprises in the free trade zone, and actively explore the formulation of tax policies that adapt to the development of overseas equity investment and offshore business.

4) Relaxation of supervision, while realizing the liberalization of financial circulation in the region.

After the establishment of the Liaoning Free Trade Zone, financial system innovation has enabled the free trade zone to realize settlement, the free exchange of RMB, and the free flow of domestic and foreign commodities. Enhance financial service functions, promote the full opening of the financial service industry to qualified private capital and foreign-funded financial institutions, and allow financial markets to establish international-oriented trading platforms in the free trade zone.

2.7.2 Investment effect

Analyzed from the total registered capital of enterprises, the Liaoning Free Trade Zone, with its large number of enterprises, drives a huge amount of registered capital, ranking first, reaching more than 286 billion yuan. After receiving the state's decision to establish a free trade zone in Liaoning Province, Liaoning Province immediately set up a leading agency and a free trade office related to the free trade zone, and implemented it in an orderly manner and effectively promoted the State Council's free trade zone in four provinces including Shanghai. More than one hundred reform experiences of the company have been replicated and promoted. Efforts will be made to improve the government's administrative management system, so that its functions will be transformed—from focusing on pre-approval procedures to focusing on high-level supervision systems and mechanisms during and after the event. Now, Liaoning Province is implementing active and reasonable measures, making every effort to reform and innovate, and strive to create a clearer, more thorough, and more international perspective investment and business environment, so that investors have ideas and willingness to stay.

2.7.3 Industrial structure effect

Analyzed from the industrial structure, most of the registered new enterprises are distributed in the secondary industry and the tertiary industry, mainly in the tertiary industry, accounting for about 90% of the total number of new enterprises. In terms of industry structure type, it is mainly concentrated in scientific research and technology enterprises and foreign trade import and export enterprises. The establishment of a large number of foreign trade enterprises will certainly play a huge role in enhancing the economic development tension and openness of Liaoning Province and the surrounding old industrial bases in Northeast China. The gathering of science and technology and R&D institutions has played a highly effective role in promoting the growth of the overall scientific and technological strength of the Liaoning Free Trade Zone, the improvement of the technological content of the equipment manufacturing industry and the transformation and upgrading of the economic structure, and the formation of a

scientific and technological innovation center in the Northeast.

2.7.4 Social effects

The opening of the free trade zone is of great significance. Its significance lies in the drastic transformation of the government's administrative functions, which means that administrative reforms must be matched with them. At this level, there may be huge resistance. After the establishment of the Liaoning Free Trade Zone, on the one hand, after the regulatory division model is opened, whether different regulatory agencies can accept the division and tolerate the loss of their own "interests" will be a severe test; on the other hand, the government is always accustomed to interfering in market freedom. The development order, how to change the market-based government-led economy model to a market-led model. These conditions will change in the free trade zone. The establishment of a pilot free trade zone means that it will gain overwhelming policy advantages in the process of regional competition and seize its inherent advantages. The area will innovate and develop a government management model that conforms to current events. In accordance with the requirements of internationalization, rule of law, marketization, and facilitation, actively explore the establishment of an administrative management system that is compatible with the international high-standard investment and trade rule system, highlighting government management from focusing on prior approval to focusing on service transformation, and highlighting government approval System innovation and overall efficiency improvement capabilities.

Chapter summary: This chapter mainly discusses the problems faced by the free economic zones of the world, and explains each problem in detail. At the same time, in the individual problems, the problems are presented more clearly through examples. At the end of the chapter, through four different From the perspective of trade, investment, industrial structure and society, a detailed analysis of the social effects of free economic zones.

3 THE CONSTRUCTION OF WORLD ECONOMIC INTEGRATION

3.1 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 (table1.3).

Table 1.3 – 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	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 1.3

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 Zone		2008	

End of table 1.3

	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 Hemisphere
Uruguay	Freeport of Montevideo	Re-export trade	1992	

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, [30] 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.

3.2 International experience in the construction of free trade ports

1) 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 Centre was 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.[31] 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.

2) 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.

3) 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.

4) 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,[32] 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.

5) 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 MorganStanley, 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.

6) 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.

7) Encourage innovation and development through differentiated tax

arrangements.

High-level free trade port on the one hand with a simple and clear tax system and lower tax rates to attract international capital, on the other hand, actively formulate differentiated tax policies to promote scientific and technological innovation, the development of high-end industries. The World Tax Index 2018, jointly released by the World Bank and EY, assesses the tax environment for medium-sized private companies in 190 economies, with the UAE, Hong Kong and Singapore ranked first, third and seventh respectively. Dubai's 2018 government budget, which accounts for 21% of the tax revenue, is low globally, reflected in: First, the tax is small, only social security tax, customs duties, sales tax, municipal tax, corporate income tax; Dubai has also introduced more preferential policies in free zones, such as allowing 100% foreign ownership by enterprises in the region, allowing companies to move freely in each free zone, 50 years of income tax exemption, full conversion of capital items,[33] 100% repatriation of profits, and no restrictions on foreign employees. There are only three direct taxes in Hong Kong and a tax allowance, and according to the Chief Executive's 2017 policy address, the profits tax rate for enterprises receiving \$2 million will be further reduced from the proposed 10% to 8.25%, while the first \$2 million in eligible research and development expenses will be subject to a 300% tax deduction and a 200% tax deduction on the balance. Singapore's corporate income tax rate is 17% and the top marginal personal income tax rate is 22%, and the preferential policies are based mainly on encouraging investment, promoting technological innovation and increasing employment opportunities, such as tax exemption for capital gains to attract capital inflows and exemption from inheritance tax for the development of wealth management.

8) To use the rule of law to conduct business environment to stabilize investment confidence.

The "domestic and foreign" of free trade ports needs to be protected by the rule of law in the business environment. Article 114 of the Basic Law of the Hong Kong Special Administrative Region of the People's Republic of China clearly states that "the Hong Kong Special Administrative Region shall maintain the status of a free port and

shall not impose customs duties unless otherwise provided by law", and Article 115 stipulates that "the Hong Kong Special Administrative Region shall adopt a policy of free trade and safeguard the freedom of movement of goods, intangible property and capital". Under "one country, two systems", Hong Kong maintains a tradition of the rule of law and judicial independence, and according to a 2015 survey by Queen Mary University of London and the LAW Firm of Waikai, Hong Kong is the third most popular arbitration place in the world and outside Europe. The Free Trade Area Act, passed in 1969, is the normative source of Singapore's enforcement of the Free Trade Area. In 2003, Taiwan announced the implementation of the Regulations on the Administration of the Establishment of Free Trade Port Areas, and also formulated a series of management measures for the customs clearance, business operation, application setting, entry, departure and residence of goods in the port area. With regard to the Cologne Free Trade Area, the Government of Panama has legislated separately by Decree No. 18 of 1946 to make the operation and management of the FTZ legally available and to fully safeguard the legitimate rights and interests of enterprises and personnel.

3.3 The main lessons of the construction of a free trade port

1) The underlying conditions are insufficient.

Judging from the development course of many free trade ports, location choice, infrastructure, economic hinterland and so on to a large extent determine its success or failure. The port area is generally connected to a sea and air transport hub, adjacent to a densely populated area, and has a well-equipped infrastructure, such as Rotterdam to continental Europe and Singapore to the Asia-Pacific region. Russia has made the revitalization of the Far East a priority for economic development, and in July 2015 established a free port in Vladivostok and its surrounding areas to provide preferential policies in the areas of taxation, customs and quarantine, but the current investment in the project is not satisfactory. [34] As of November 15, 2017, only 25 companies had started construction, with an actual investment of 16 billion rubles and 1,736 jobs created. The reason for this is that Vladivostok is located in the Far East Federal District,

a sparsely populated and cold climate, the Federal District covers an area of 6.18 million square kilometers, accounting for more than one-third of Russia's total area, the population is only more than 6 million, accounting for less than 5% of the total population of Russia, and is still losing. Second, the transport infrastructure is underdeveloped, the port container throughput is less than one million cases, and the other end of the Trans-Siberian Railway capital Moscow is more than 9000 kilometers away. Third, the implementation of policies is not in place, federal-level legislation also needs local governments to elaborate implementation, because the project and land planning does not match, most investment projects on time cannot start construction. For example, the Okinawa Free Trade Area in Japan is also an unsuccessful case due to poor location, vague positioning and lack of competitiveness.

2) Business innovation lags behind.

With the development of the world economy, the free trade port is also constantly upgrading and changing, even the European free trade port, which is relatively adhered to the function of logistics distribution, also maintains the competitive vitality through advanced port facilities, efficient collection and dredging system and developed port-facing industry. Founded in 1948, the Cologne Free Trade Area covers nearly 800 hectares and is the largest free trade port in the Western Hemisphere, located at the mouth of the Panama Canal at the Atlantic Ocean, with the advantages of a shipping hub that is alongside the Canal and the financial sector as the three pillars of Panama's economy. Since its establishment, the Cologne Free Trade Area has been based on re-export trade as its core business, and the industrial settings in the region have been carried out around, including warehousing logistics, distribution, exhibition, finance and so on. Since Cologne has not been transformed into an integrated free trade port, as Hong Kong and Singapore have done, to form a strong capacity to pool and allocate global resources, its development is heavily dependent on the hinterland region of commodity transshipment. Dragged down by Colombia and Venezuela, South America's two largest markets, the Cologne Free Trade Area has been in poor shape in recent years, with trade volumes falling for four consecutive years, with trade volume falling by

\$10,874 million, or 36%, in 2013-2016. Among them, Venezuela's macroeconomic collapse, inability to repay its debts, resulting in a large number of debt disputes, Colombia's export of textiles and footwear re-exports to the Cologne Free Trade Area, the punitive tax also seriously affected its exports to neighboring countries.

3) Too many area cloth points.

Free trade port is different from free trade Park, generally is regional or global trade, shipping, financial center, in the radiation to drive regional development, but also on the surrounding resources will have a "siphon effect." If based on the coordinated development of various regions or the consideration of foreign vote politics, too many points, the positioning of various free trade ports is difficult to distinguish, will inevitably lead to increased competition, resources dispersed. Since 2003, South Korea has established eight economic free zones, but developments have been uneven. The outstanding problems include: insufficient planning of construction, lack of environmental differentiation, lack of necessary connectivity between free economic zones and large cities, social contradictions caused by unbalanced development between regions, and improper setting of differentiated development strategies. There is a view in South Korea that only Busan and Incheon have the strength to build free trade ports. In 2016, foreign direct investment in Korea's Economic Free Zone was reported at \$2.42 billion, the highest since 2012.[35] By region, Incheon is 1.57 billion and Busan Zhenhai is 460 million; China's Taiwan Island dense distribution of six seas and one empty a total of 7 free trade port areas, Hualien Port Free Trade Port Area is also under preparation, the distance between the various ports is not more than 100 kilometers, the former government pushed to upgrade to a "free economy demonstration zone" is not ended, in fact, the port area is a low-level competition. Take the most competitive Kaohsiung Free Trade Port Area, for example, the import and export trade volume in January-November 2017 was 109.96 million tons, with a total value of only NT\$74.8 billion, although a record high, but difficult to compare with the world famous free trade port.

3.3 The enlightenment and reference of the construction of free trade port

1) Clear functional positioning, according to local conditions to promote.

Free trade port function is constantly evolving, from logistics gathering to function, network gathering development, service trade plays a more important role. The construction of a free trade port should not only serve national strategies, meet the highest standards, conform to the changing trend of the content, subject and mode of international trade, but also respect the development reality that cannot fully replicate the highly liberal and comprehensive open policies of small economies. Facing many high-level free trade ports around us, China should build a new era of free trade port with Chinese characteristics with Chinese characteristics, and build a "Belt and Road" to build an important node, a core growth pole for regional development and a gateway hub for opening up to the outside world at the highest level. In the implementation of regional selection, to avoid multi-block setting, push the idea of coordinated regional development, to choose the best natural human conditions, the development potential of several regions. [36] First, project-driven, focus on breaking through trade facilitation policies, giving full play to cross-border e-commerce advantages, the development of re-export trade; We will upgrade the level of consulting, accounting, legal and other related services for enterprises' overseas investment and cross-border operations, and finally form an offshore trade and offshore financial-driven development trend with global resource allocation capabilities.

2) International advanced, beyond the policy concessions.

Free trade port construction cannot be separated from the superior geographical location and natural environment, but stand out also rely on facilitation, rule of law, international business environment, China's Hong Kong, Singapore and so on many times in the global business environment, comprehensive competitiveness and other authoritative rankings. Unlike the free trade test area focusing on system innovation and replication promotion, the most important thing of free trade port is to compete against the standard, which is not only the target of preferential policies, but also to enhance

China's global resource allocation capacity and voice in global economic governance through high-level competition. Free trade ports need to provide a set of competitive preferential policies in the early stages of construction, such as allowing 100% foreign ownership of enterprises in the region, the implementation of a simple tax system and low tax rates. But more importantly, we should build a convenient regulatory system, promote "decentralization" reform, and establish more efficient, safe, free and relaxed institutional arrangements in the areas of transit trade, foreign investment, customs and border management, labor, intellectual property rights, environmental protection, and reduce transaction costs. In order to create a business environment governed by the rule of law, do a good job in cleaning up laws and regulations, and legislate separately on the construction of a free trade port, we should learn from Dubai's independent legal system of implementing rules for international trade and investment in the free zone, so as to relieve investors of their worries.

3) Complement the financial short board, pay attention to risk prevention.

Finance is the core of modern economy, and the allocation of financial resources is an important guarantee for free trade ports to participate in international competition. In the past, the status of free trade ports was determined by the size, infrastructure and throughput of ports, and now professional services such as finance and shipping play an increasingly important role. China's Hong Kong, Singapore, Dubai and other integrated free trade ports have turned the financial industry into a pillar industry, HafenCity, Busan and other transit distribution free trade port shipping finance developed, Panama, Mauritius and other small countries of the rapid development of offshore finance. According to the 23rd Global Financial Center Index released in March 2018, Shanghai, Beijing, Shenzhen, Guangzhou and Qingdao have all entered the global top 50 in terms of comprehensive financial competitiveness, but compared with foreign advanced cities, there are still financial trading platform radiation is insufficient, high-end financial talent concentration is not high short board. In the future, we should build a financial service system that meets the trade and investment needs of free trade ports and serves

the real economy, optimize the free trade account system, actively carry out cross-border RMB business innovation, improve financial services in commodity supply chains, build offshore futures trading markets for crude oil, metals, agricultural products and other products, and vigorously develop shipping finance represented by ship financing, shipping insurance, capital settlement, shipping index derivatives, etc. At the same time, pilot financial comprehensive supervision, promote the construction of free trade port financial risk prevention and control big data system, strictly adhere to the bottom line of risk.

4) Solid development base, enhance radiation drive.

Across the globe, the construction of free trade ports needs strong infrastructure and dredging systems to support Singapore, Hong Kong, Dubai, Busan, Rotterdam and so on rely on the world's largest port, natural port, container throughput ranked among the world's top (table 1.4), Hong Kong, Singapore, Dubai, Incheon also has an international hub airport. In order to maintain competitiveness, the ports continue to expand the terminal, improve the level of automation of operations, logistics information, and strengthen the function of transit port. In the face of the siege of the Malaysian ports of Kuala Lent and Tanjung Parapas, Singapore has embarked on the construction of a new port near the Western Industrial Park, which is expected to increase port throughput to 1.5 times the current level when it is operational by 2025.[37]Compared with other free trade ports, the major domestic ports have the foundation and potential to build integrated transportation hubs by sea, land and air, and should speed up the construction of port infrastructure, especially the construction of high-speed and dredging railways, improve the multimodal transport system such as iron and water, river, sea and air, and improve the radiation capacity of ports and the level of convergence and conversion. It is necessary to adopt the reform of mixed ownership to effectively integrate port resources, build a multimodal customs supervision center, build a modern, information-based air and sea port management and operation system, and form a port linkage mechanism.

Table 1.4- Port container throughput in 2017

Rank		port	2017 (ten thousand TEU)	2016 (ten thousand TEU)	Year-on-year increase%
2017	2016				
1	1	Shanghai	4023	3713	8.3
2	2	Singapore	3367	3090	8.9
3	3	Shenzhen	2521	2398	5.1
4	4	Ningbo-Zhoushan	2464	2157	14.3
5	6	Busan	2047	1946	5.2
6	5	Hong Kong	2076	1981	4.5
7	7	Guangzhou	2037	1885	8.1
8	8	Qingdao	1830	1805	1.4
9	9	Dubai	1537	1447	4.0
10	10	Tianjin	1506	1452	3.7
11	12	Rotterdam	1373	1239	10.9
12	11	Klang	1198	1317	-9.0
13	14	Antwerp	1045	1004	4.1
14	16	Xiamen	1038	961	8.0
15	13	Kaohsiung	1027	1046	-1.9
16	15	Dalian	971	958	1.3
17	18	Los Angeles	934	886	5.5
18	17	HafenCity	882	891	-1.0
19	19	Tanjong Palapas	835	828	0.9
20	20	LAEM CHABANG	778	723	7.7

5) Implement intensive management to strengthen the "single window".

Regardless of Dubai's government-enterprise integration model, Singapore's government planning, business operation model, but also Europe's port authority management model, in the free trade port to establish an authoritative and efficient management institutions, and through the "single window" operating platform to

achieve intensive, one-stop efficient management. Singapore pioneered Trade Net, a single window into international trade in the 1980s, and the construction of NTP, the national trading platform, further strengthens its position as a center for international trade, supply chain management and trade finance. The construction of a single window of international trade has been included in the national "13th Five-Year Plan", the current platform has realized the declaration of goods, transportation declaration, license application, enterprise qualification processing and other 9 basic service functions, the future in the free trade port to take the lead in achieving its functions to deepen or expand, covering the international trade chain The business and services of all stakeholders not only connect import and export enterprises and government regulators, but also realize the information sharing of carriers, terminals, financial institutions, freight forwarders and inspection agencies, integrate dynamic information on transportation tools, cargo and container operations, and promote the interconnection and interoperability of trade data with foreign platforms. The management of the port area can separate the supervision and investment operation functions, set up the investment operation institutions led vertically by the central government, led by the local government and involved in the social capital, integrate the supervision functions and processes of customs, inspection and quarantine, maritime, border inspection, external control, industry and commerce, taxation, etc. and minimize the administrative intervention of the enterprise operation under the premise that the risks are controllable.

3.5 The development trend of free economic zone

3.5.1 Advantages of building a free trade port

The so-called free trade port is a port area located within the borders of countries and regions and outside the customs management checkpoints, allowing free entry and exit of foreign goods and funds. Free trade ports are generally set up within countries and regions, and outside customs checkpoints.

The characteristic of a free trade port is that it can provide convenience to people and enterprises in many aspects.[38] The establishment of a free trade port is of great benefit to the development of regional economy and regional construction.

1) Freedom of trade.

Trade in goods implements a "zero tariff" policy. In service trade, the policy of "allowing both entry and operation" is implemented. Both policies can attract tourists to come to spend, and increase the local consumption income level and economic income.

This means buying millions of luxury cars and yachts, paying hundreds of thousands of taxes, and now you can buy them with only a few hundred thousand. If one wants to buy the latest brand-name watches and brand-name bags from abroad, they can go directly to the free trade port to buy them.

2) Freedom of investment.

The free trade port will open up capital investment projects to ensure fair competition and strengthen the protection of property rights. It is conducive to the introduction of domestic and foreign capital investment, speeding up the development of local industries and economy, and promoting regional economic prosperity.

If a project of yours requires very cumbersome approvals all over the country, and it cannot be approved for a long time but you go to a free trade port, your project can go directly without approval. In addition, if a foreigner invests and builds a company in a free trade port, he can be a legal representative himself.

3) Free entry and exit of personnel.

Multiple policies to attract talents, various welfare policies for talents in various fields at home and abroad, transform talent advantages into economic advantages, thereby promoting local economic development

For example, if the annual salary of an employee of a large company is over one million, the individual tax may be several hundred thousand, but if the employee works in a free trade port, then he has to pay very little personal income tax, so that the employee can make more money. Talents are also retained.

4) Freedom of transportation.

Implement a free and open shipping system to promote the construction of international shipping hubs and aviation hubs. Convenient transportation can attract international cargo ships and aviation to stop, become an important regional

transportation hub and economic transfer station, and promote the development of the transportation industry.

The free trade port area will build an international shipping and energy trading hall. When the mail ships, cargo ships, and airplanes entering and leaving the free trade port area need to refuel, they will find that the fuel fee is zero tariff, low tax rate, and the fuel price is almost normal. About one-third, which greatly reduces the transportation cost of the enterprise.

5) Open data field.

The opening up of the data field will help the region develop high-tech enterprises and improve the regional technology level

It is more convenient for enterprises to obtain regional big data, and the development of related products is also easier to pass, which is conducive to enterprises to find business opportunities and avoid risks.

The establishment of a free trade port can promote the development of local tourism, high-tech industries and modern service industries.

The convenience and freedom of the free trade port and the zero-tariff policy can promote the development of tourism. Very conducive to the development of regional tourism, culture, medical and health care industries

The free trade port can bring in international advanced technology and advanced talents in many ways. The opening of the data field is conducive to the development of artificial intelligence, block chain, digital trade, and the Internet of Things, and creates a number of high-tech enterprises.

The free trade and investment freedom of the free trade port can attract enterprises to settle in, build the company's regional headquarters, and build it into an international shipping hub, thereby building an international aviation and shipping service system. Realize the development and growth of the modern service industry.

Free trade port is also a springboard for domestic enterprises to go global

The opening of the free trade port attracts foreign investment. [39] In the free trade port zone, advanced foreign-funded products and services compete with domestic

enterprises, which is conducive to the transformation and upgrading of Chinese manufacturing.

The free trade port is a development platform. Here, domestic enterprises can introduce foreign talents and technologies at a lower cost, improve the technical level of their products and services, and then export their products to the world through the trade and investment advantages of the free trade port, thereby improving their own technical level. And the scale of capital, realize the adjustment and upgrading of the industry, and occupy the most profitable industrial link in the world trade.

3.5.2 Development Trends of Free Trade Zone

The development of the free trade zone can be roughly divided into four generations. Intergenerational evolution is a holistic institutional change, manifested in scope extension, function expansion, industrial transformation, and policy adjustment and so on.

From the perspective of scope extension, the free trade zone integrates ports, ports (sea, land and air ports) with industrial parks, then merges with ports and cities, and finally develops towards regional integration. The spatial form of the free trade zone has also developed from a traditional park type to an urban type, with the scale gradually expanding without clear physical supervision boundaries.

From the perspective of functional expansion, the functions of the free trade zone continue to be superimposed, moving towards integration and regional resource allocation, to respond to national and urban development demands. It not only has the main service functions of the free trade zone, but also has urban service functions such as housing, leisure and entertainment.

From the perspective of industrial transformation, from the initial shipping transit, to processing and manufacturing, and then to the development of high-end products such as service commerce and technological innovation.

The fourth-generation free trade zone has two development trends [40]: First, the free trade zone exhibits the characteristics of being physically separated but connected through public operators or management departments, and has developed into a port,

port industry and urban functions. Port city or network port group formed by the combination of multiple ports. Second, individuals in the free trade zone were replaced by the inter-port alliance in the FTA, and the special preferential policies of the free trade zone were exclusively enjoyed in the entire region, resulting in the cancellation of the individual free trade zone. For example, Hamburg in Germany lost the free trade zone due to the high degree of economic integration of the European Union. Positioning.

3.5.3 Forecast of Free Trade Zone

1) The characteristic industry zoning system of the free trade zone with the main zone as the core can not only avoid homogeneity, but also can radiate the hinterland from point to area, and realize the strong integration of the free trade zone and the economic hinterland.

In the development process of the free trade zones in Dubai, Singapore, the United States and other free trade zones, on the basis of ensuring the main functions of the free trade zone, such as industry and trade, logistics, etc., establish the main-sub-industry zone that carries different industrial functions, and even the comprehensive layout of multiple industrial zones , Effectively expand the industrial carrying space of the free trade zone, move from ports (sea, land and air ports) to inland, and form a regional industrial interaction system in the free trade zone. This has become an important means for the free trade zone to give full play to the diverse and leading roles of industries.

2) The overall trend of adjustment of the industrial structure of the free trade zone from processing and manufacturing to service commerce is obvious.

Comparing the development of Hong Kong and Singapore, Hong Kong lacks the support of physical industries, while Singapore has never given up on manufacturing.

For China, the free trade zone should pay more attention to the development of the industrial base, especially high-end manufacturing and high-tech industries. [41] China's respective trade zones have clear hinterland orientations. The development of high-end manufacturing will provide a strong foundation for the free trade zone. Support. Therefore, China's free trade zone is mainly based on physical industries, driven by trade in goods and services, to promote the transformation and upgrading of

local industries, which in turn promotes trade development.

3) The layout of the extended industrial chain centered on logistics in the free trade zone has become an important trend, and the construction of transportation hubs, infrastructure, and multimodal transportation should be strengthened.

Most of the world's free trade zones rely on the construction of ports (sea, land and air ports). In the industrial system, logistics and warehousing have always been an important main line. By strengthening the energy level of logistics and warehousing functions, the free trade zone gathers a large number of logistics-related industries in the region to form a related industrial chain system. This feature is mainly due to the full utilization and efforts to upgrade the function of the port element circulation hub in the free trade zone. Therefore, for China's free trade zone, attention should be paid to the optimization and improvement of transportation and transportation services. On the one hand, it should be rationally distributed, strengthen the transportation capacity of sea, land and air ports, and extend the transportation service industry chain; on the other hand, it should strengthen cooperation to realize sea, land and air ports. Multimodal transport.

4) High-end industrial development in the free trade zone, and interactive integration with areas where innovative elements are concentrated.

After the 1990s, with the continuous expansion of globalization, in order to enhance competitiveness, the free trade zone gradually explored the development of knowledge-intensive industries based on high-precision industries, and paid attention to the injection of innovative elements and the layout of innovative industries. Especially in the international airport area, because it has the function of rapid transportation of high value-added goods, relying on the aviation free trade zone, it has established an innovation center area for high-tech enterprises and a high-tech park in its surroundings. Under this trend of injecting innovative elements, the industrial structure of the free trade zone has gradually shifted from manufacturing and trade to the integrated development of related industries of the knowledge economy.

3.5.4 Reference to the development experience of the free trade zone

1) Highlight the development of hub cities and aviation and logistics industries.

The Korean Free Economic Zone generally relies on the construction of international transportation hubs such as seaports and airports, and focuses on the development of the aviation industry and the complex logistics of land, sea and air transport. For example, the Incheon Free Economic Zone relies on the airport and seaport to build an aviation industry base and logistics park.

2) Urban construction is the main trade and supplemented by the creation of an internationally influential area.

The Korean Free Economic Zone places more emphasis on comprehensive regional development as the main goal, and international trade services as a secondary goal. It is hoped to promote the development of cities and regions where the free trade zone is located by gathering international investment and attracting international friends to settle, and is committed to building a highly influential region in the world.

3) First-class environment, quality life, production and service space.

Korea Free Economic Zone is committed to increasing its international influence and attractiveness by creating a first-class environment. Therefore, in addition to basic logistics ports, export processing and other functions, it places more emphasis on high-end manufacturing, productive services, cultural tourism, and quality residential life services. And starting from the industrial environment, trade environment, living environment, natural environment, urban environment and other aspects, we will create a first-class international environment in all aspects.

4) Supervise enterprises and goods, and the region is relatively open and independent as a market.

The customs supervision method is relatively more free and open, there is no physical fence, and the management is carried out in the way of supervising enterprises and bonded goods. The Korean Free Economic Zone generally relies on the construction of international transportation hubs such as seaports and airports. The space is relatively

independent from the mother city, and its functions are integrated. Most of them take the form of "islands". Moreover, its scale is large, with strong carrying capacity, and can even reach the scale of a medium-sized city with 500,000 people.

Chapter summary: This chapter mainly focuses on the construction of world economic integration. First, it describes the current situation of free trade ports in the world. At the same time, it summarizes the experience of free trade port construction through the current development of free trade ports. At the end of the chapter, from a personal point of view, the development forecast and trend of the free economic zone are put forward.

CONCLUSION

My master's thesis is mainly divided into three parts. The first part is an analysis of the development status of the world economic zone, mainly expounding the reasons for the emergence of free economic zones in the world, the concept and classification of the existing free economic zones, and the nature and functions of the free economic zones. In the end, it is through two aspects of supply and demand. , Gives the evaluation method of the free economic zone. The second part mainly discusses the problems faced in the development of free economic zones today. Through the analysis of different economic zones, explain the problems that exist in them. What kind of obstacles these development problems will cause to the free economic zone, and consider at the same time possible solutions. In addition, in order to describe the development status of free economic zones in detail, I compared the settings of economic zones in different countries, analyzed their economic indicators, summarized the advantages and disadvantages of each economic zone, and provided references for the construction of free economic zones. The third part is mainly an explanation of the construction of multi-economic integration. It first introduces the key free trade ports in the world, summarizes the experience of free trade ports, predicts the development trend of free economic zones, and evaluates the effectiveness of free economic zones. Perform analysis.

The first is the development process of free economic zones. Free economic zones were originally created to expand trade. For the transition from capitalism to monopoly, more free economic zones appeared after World War II, mainly for foreign trade and entrepot trade. With the rapid development of the world economy and international relations and the intensification of international competition, many developed capitalist countries have opened up some commodity trade-oriented free ports and free trade zones. At the same time, some developing countries have also begun to build free trade zones. In the 1960s, industrial export zones and processing zones appeared, which were characterized by having a large amount of cheap labor, providing preferential conditions, attracting foreign capital and technology, and improving industrial facilities. Nowadays,

the functions of free economic zones are gradually diversifying, so that the functions of various free economic zones and the economic and technological structure are mutually infiltrated, and they continue to develop at a high level.

All free economic zones have an important feature. Through the establishment of customs, taxation, finance and other administrative benefits in the region, a favorable investment environment is created. At the same time, political stability, investment security, infrastructure quality, and labor quality are also important factors. The localization of these free economic zones is considered to be an important part of the national strategy and the main means to develop regional policies in a certain region. In addition to creating appropriate conditions for modern technology, it is also the organization of production, especially the production of high-tech products, which are directly transferred overseas. One of the successful forms of investment and development of related economic regions. The free economic zone is an important means of regional development. In this regard, the free economic zone is closely related to the regional economy.

In the construction of a free economic zone, the construction goals of the free economic zone are first clarified: trade development, industrial development, scientific and technological development, and regional development. (1) Create foreign exchange income and improve the balance of payments; (2) Attract foreign investment to make up for the country's insufficient funds; (3) Alleviate and solve the employment anchor period; (4) Learn foreign technology to promote the improvement of domestic technology, thereby driving The development of the entire national economy. Conditions for the establishment of a free economic zone: stable political environment; simplified, unified and efficient free economic zone management institutions; operating environment also refers to the investment environment, mainly including personnel quality, labor price level, raw material resources and infrastructure conditions, etc.; international market The environment, including the trade channels of processed products exports and re-exports, and the market conditions of processed products and re-exports; the fiscal and financial environment, mainly including preferential measures

in tax reduction and exemption, land use to energy and water use in order to attract foreign capital inflow and rational use ; Legal environment. Mainly refers to the impact of a country's foreign trade policy and related policies and regulations on the market. We need to evaluate the constructed free economic zone under suitable construction conditions. Changes in the total trade volume, the total export value of the free economic zone is an economic indicator, compared with the historical development status, and compared with other free economic zones. The second is the evaluation and analysis of investment, which mainly involves newly registered companies, currency transfer and cross-border direct investment, and the opening of the capital market. In terms of industrial structure, the free economic zone is mainly for the introduction of foreign technology, so it needs to pay attention to the proportion of manufacturing enterprises in terms of scientific research and technology. Research on the social environment in the economic zone, government intervention, and administrative processing capabilities.

Economic integration can be seen as an inevitable trend under the background of economic globalization. Economic integration will develop towards higher goals under the stimulus of globalization, but it will also conflict with economic globalization. Although economic integration is more political and colorful, its trade system will also provide an important reference for economic globalization and help further standardize the development of globalization.

Of course, while economic integration promotes the development of economic globalization, it will also bring certain obstacles to globalization, such as the exclusivity of regional integration, trade barriers, and imbalances in regional economic development.

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