

1. Abstract

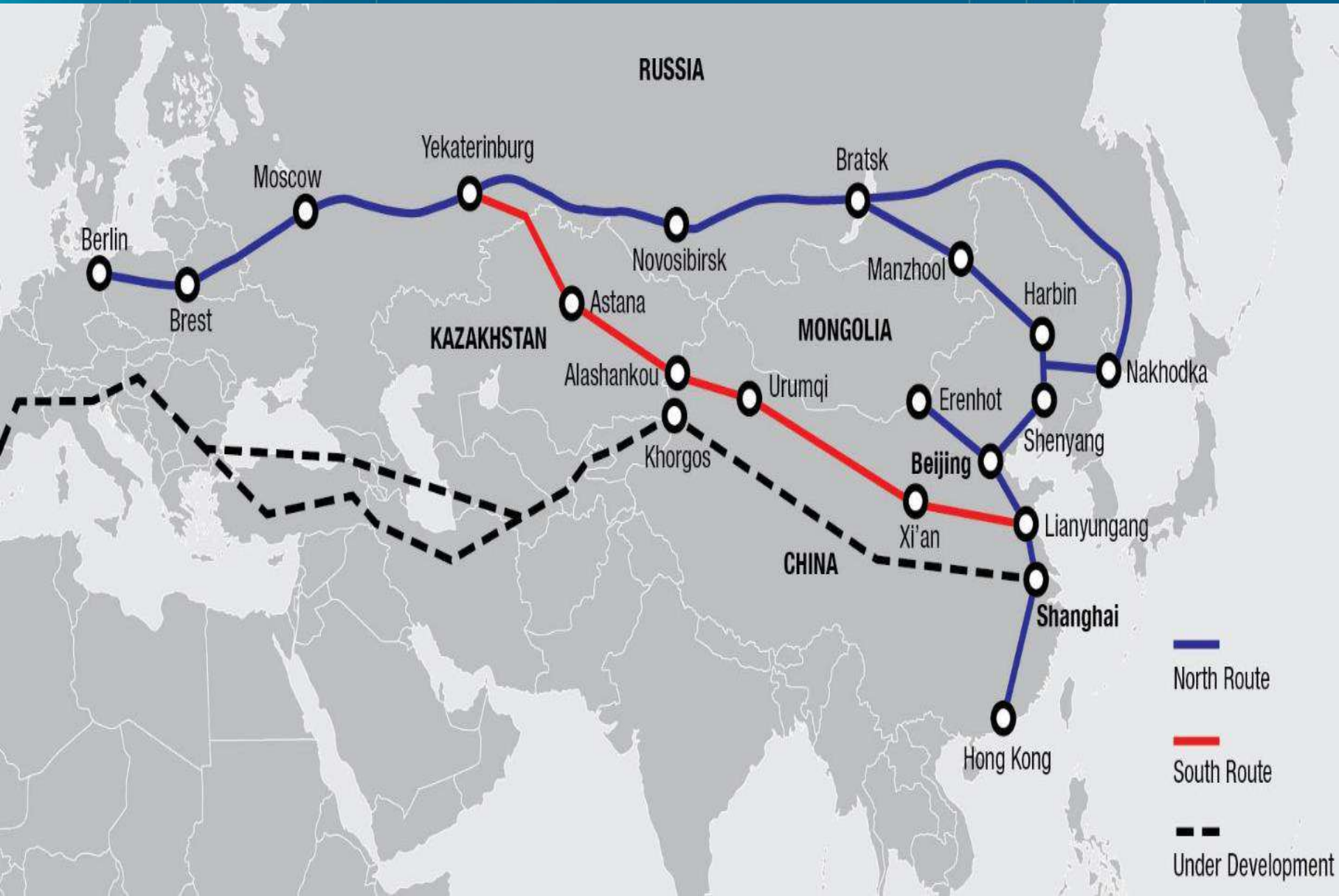
- As international exchanges in Northeast Asia expand, international logistics networks are rapidly changing and developing. In particular, regular flights between Sokcho port and Donghae port in Korea, Zarubino port and Vladibostock port in Russia and Niigata port in Japan are operated, and regular routes between Donghae port and Sakaiminato port are operated. In this way, the transportation of goods between the local governments is rapidly increasing
- China's policy as a one-to-one policy and the government's TKR and TSR connection policy are strategic for entering Eurasia
- Logistics in the East China Sea is rapidly changing in Northeast Asia through railway lines and maritime transportation linking South Korea's Gangwon Province, China's three northeastern provinces, Japan's west coast, and Russia's Far East

2. Economic cooperation of North East Asia

환동해권항로도



3-2. Connection TKR-TSR



3-3. Connection TKR-TMGR-TSR



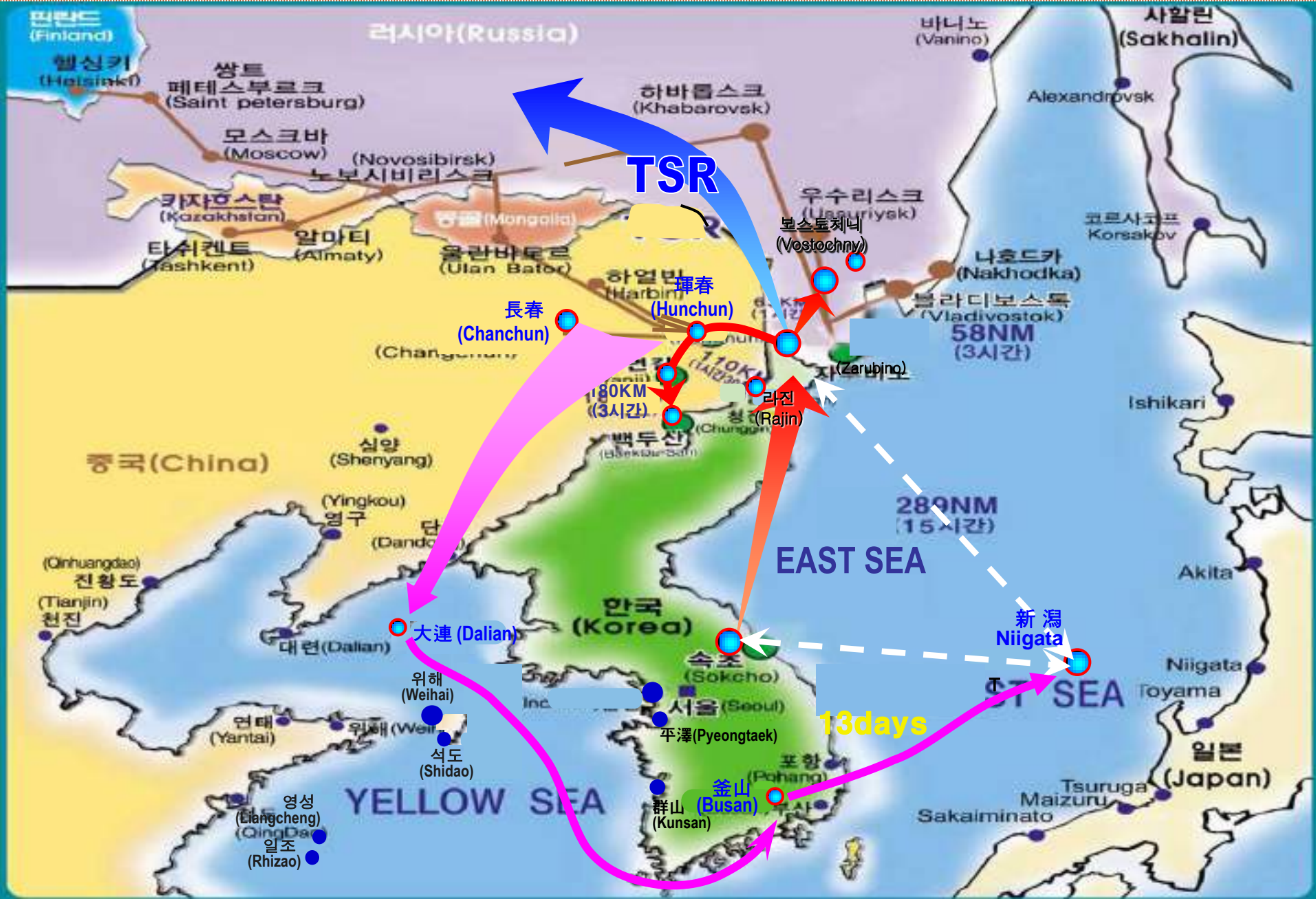
4. Logistics Transportation Network in the East Sea Region

– Port connection at Sokcho port and Donghae Port in Korea, Zarubino Port and Vladivostok Port in Russia

– Port connection at Niigata Port and Sakaiminato Port in Japan, and Vladivostok Port and Zarybino Port



5. Logistics transportation route between China and Japan



7. Entry into China's east coast area (Najin Port) and economic effect

- Interchange is expected to be activated as a logistics center and trade center between the East and the North.
- Investment for economic cooperation and real cooperation between the East China Sea region
- Import of Russian energy resources (natural gas, Siberian oil, etc.)
- It is easy to attract foreign capital investment for China's Jilin province region and North Korea's cheap labor force
- Promotion of economic cooperation and mutual exchange between local governments in Jilin province through GTI (Regional Tumen River Development Plan) promotion
- Possible to establish a cooperation system between the energy resources of Russia, the capital and technology of Korea and Japan, and the local government using the cheap labor of China and North Korea

10. Why Russia is pushing the Arctic Route?

1. Tours Cruise sightseeing in the Arctic Ocean
2. Activation of logistics industry linking East Sea and Europe
3. Development of energy resources in the Arctic Ocean

11. Conclusion

- 1** Joint construction of international logistics transportation network including railway port between local governments
- 2** Elimination of legal and institutional barriers between countries (simplification of pass-through visa)
- 3** Construction of "Logistics Center" in the East Sea and the Pacific Rim (Hunchun or Najin area)
- 4** GTI Development and Foreign Investment Promotion Plan and Free Trade Zone in Hunchun(Free Trade Zone)
- 5** The connection between TSR and TKR should lead to Eurasia and create a new economic growth engine