

ECONOMIC AND SOCIAL IMPLICATIONS OF CHINA-DPRK BORDER

TRADE FOR CHINA'S NORTHEAST

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EXECUTIVE SUMMARY

This paper assesses the economic and social implications of China-DPRK border trade for China's Northeast region.

Main Argument

A large portion of China's trade with the DPRK is done through ports in China's northeast region. This border trade has led to broader infrastructural links between the two nations, and is viewed as highly important to both China's northeast and North Korea for the following reasons:

- Border trade helps stimulate market demand and helps to revive the local economies in China's northeast.
- Border trade has played an important role in helping alleviate North Korea's grain crisis and energy and raw materials shortages.
- Border trade contributes to the security of the borderlands, especially owing to its role in easing North Korea's commodity shortages.
- Border trade has brought an unintended consequence of increasing the market awareness of North Korean border residents. This may facilitate the economic reform and opening-up of the DPRK.

Policy Implications

- Trade with Northeast China may help promote economic and structural reforms in North Korea, especially as North Koreans grow accustomed to practices associated with market economies.
- North Korean trade may be of great benefit to China, and as North Korea's economic recovery progresses Northeast China's exports to the region will also expand.

Introduction

Economic cooperation between China and the Democratic People's Republic of Korea (DPRK) takes such forms as trade, aid and investment, among which trade is the most important one. In 1989 DPRK's foreign dependence accounts for 28% of its GNP, 49.9% on the former Soviet Union and only 11.7% on China. However in the 1990s, the demise of the former Soviet Union and the socialist countries in Eastern Europe led to the sharp decrease of the trade between DPRK and these countries, which gave China more prominence in DPRK's foreign trade. By 1993 trade with China had increased to 34.1% of DPRK's total foreign trade. It was only since 1992 when bilateral trade between the two countries began to be settled in hard currencies that the volume reduced somewhat because of DPRK's lack of foreign currency. Bilateral trade hit its record of 899 million USD in 1993 but slipped downward constantly, and finally to 370 million USD in 1999. Since 2000 bilateral trade began to bottom up. The trade volume reached 739 million USD in 2001, up 51.6% over the previous year. China's export was 573 million USD and import 167 million USD, up 27% and 348% respectively. In 2004 bilateral trade hit 1.385 billion USD, up 35.4%. Among it export was 586 million USD and import 800 million USD, up 48.2% and 27.4% over the previous year. Trade with China accounted for 48.7% of its total foreign trade, showing a pattern of increased dependence on trade with China. As border trade features prominently in the China-DPRK trade, the essay is aimed at analysis the border trade between China and DPRK and its implications on the economy and society in China's northeast.

Development of Border Trade between China and DPRK

China and DPRK share a border of 1400 kilometers of Yalu River and Tumen River. The two countries have a 400-year history of border trade. Border trade is a special type of trade on DPRK's border with China, which includes unofficial commodity trade within a certain scope in the border areas between the two countries and official border trade between trading companies sanctioned by the local governments with the approval of the Central Government. Border trade accounts for a large proportion in the bilateral trade as China adopts a preferential policy of imposing a 50% reduced import tariff and value-added tax on products from DPRK.

China began to give green light to the Yanbian Korean Ethnic Group Autonomous

Prefecture to conduct border trade with DPRK in August 1954 and a Contract of Barter between China and DPRK was officially signed the same year. The Contract includes:

1. the two sides barter in the form of mutual exchange of materials;
2. the two sides settle the accounts with RMB;
3. The site of barter is in China's Tumen and DPRK's Nanmyang, Hoeryeong, Khyongwon and Mosan.

In the 1950s border trade between China and DPRK once reached as high as 7.56 million RMB. DPRK bartered for grain, textile, clothes, paper, soap and etc., mainly with sea products and apple. In the 1960s the two sides still conducted border trade in the form of barter but RMB was changed to Ruble in settling the accounts. Trade volume from 1960 to 1961 was 2.61 million Rubles and 8.23 Rubles from 1962 to 1969. Then trade had suspended because of the Cultural Revolution until a new Border Contract was signed in 1982 between China and DPRK, which set Swiss Franc as the currency for settlement on account. Since then China-DPRK border trade increased rapidly and the trade between Jilin Province and DPRK alone reached 1.03 million Swiss Francs. Trade volume amounted to 11.99 million Swiss Franc in 1983, 100 million in 1985, 160 million in 1988, and 150 million in 1990. With the increase China expanded the former three border trade areas to 13 and DPRK from 3 to 6 areas.

In the early 1990s, border trade between China and DPRK was very active. At that time Yanbian's trade with DPRK depended on *entrepot* trade and 2 *triangular* trades. The *entrepot* trade refers to the fact that foreign trade companies in Yanbian exported Chinese-made canned food to Cuba through customers in DPRK in exchange for tinplate to meet the crying demand in China due to a rush in infrastructure. Another example was the import of 7000 Skoda from Czechoslovakia through DPRK customers to be sold in the China market. One of the *triangular* trades referred to *Yanbian-DPRK-Russia* trade in which DPRK sent 15,000 lumbermen to Russia's Far East since 1980s and one third of their salary were paid in steels, timber and other materials that were later bartered for grains in Yanbian; the other *triangular* trade referred to *Yanbian-DPRK-ROK (Japan)* trade in which DPRK exported in the 1990s magnetite and other mineral resources to the ROK or Japan in exchange for second-hand automobiles and steels which were later bartered for corn, clothes and light industrial products. The two extremely active *triangular* trades resulted in

327.32 million USD of Yanbian's border trade with DPRK, accounting for 50% of the total 690 million USD China-DPRK trade in that year.

Since 1995 with its increasingly grave economic difficulty DPRK's overall foreign trade dropped sharply and the *Yanbian-DPRK-ROK (Japan) triangular* trade was in a halt because of the reduced production of minerals due to food crisis and electric shortage coupled with reduced mineral price in the international market and the appreciation of the Japanese *Yen*. After 1995 the *Yanbian-DPRK-Russia* triangular trade halted because Russia withheld DPRK's lumbermen's salary as DPRK had to return its 3 billion Rubles debt to Russian before 2001. The *entrepot* trade stopped as a result of China's shortage of capital due to its tightened loan policy. Therefore in the late 1990s border trade between China and DPRK decreased dramatically.

In 1999 DPRK's overall foreign trade was 1.48 billion USD (4.59 billion in 1989) and 370 million USD was with China (890 million USD in 1993). In the same year Yanbian's border trade with DPRK was 50.72 million USD, only one sixth of that of 1993.

Since 2000 DPRK's foreign trade has begun to recover with the recovery of its economy and international aid. The total volume of foreign trade in 2000 was 1.97 billion USD, up 33% over that of 1999. And correspondingly its trade with China also has also recovered.

China-DPRK trade reached 1.023 billion USD in 2003 despite the impact of SARS on China, up 38.7% from 2002. Border trade took up an important position in the China-DPRK trade. In 2001, its volume accounted for 50% of the two-way trade.

Value of China-DPRK Trade and Border Trade in 1997-2004

(Unit: million USD)

Year	Total DPRK Trade	China-DPRK Trade	Border Trade	Share	Exports from China to DPRK	Imports from DPRK to China
1997	2170	650	210	32.0%	530	120
1998	1440	410	130	31.6%	350	60
1999	1480	370	100	27.0%	320	50
2000	1970	480	130	27.0	450	30
2001	2270	737	369	50.0%	570	160
2002	2260	733	352	48.0%	460	270
2003	2900	1023	450	44%	630	390
2004	3100	1300	463	35.6%		

Source: Chinese Customs <http://www.chinayearbook.com>

ROK Korea "DPRK's Economic Express" 2004.01.20

Analysis of the China-DPRK Border Trade

Changes in the Mix of Imports and Exports in China-DPRK Trade

In the 1990's, China mainly exported in its border trade with the DPRK grain, charcoal and light industry products. Since 2000, with the economic recovery of the DPRK, apart from grain and light industry products, the volume of machinery products, second-hand engines, aluminum alloy doors and windows, paints and other construction and decoration materials have noticeably increased. According to China's customs statistics, at present there are over 1400 kinds of commodities exported from China to the DPRK in state trade and over 900 are exported by ways of border trade while there are only over 70 kinds of commodities imported from the DPRK to China in state trade and over 1200 imported by way of border trade.

In the border trade in 2004, leading Chinese exports to the DPRK were charcoal, machinery equipments, gains such as rich and flour powder, and household appliances. China mainly imported steel and iron, alloy steel, iron ore, non-ferrous metals, timber and its semi-processed products, maritime products such as frozen squids.

Import and Export Ports in the China-DPRK Border Trade

The China-DPRK border trade is done mainly by 10 ports such as the Dandong port of Liaoning Province and Yanbian, Ji'an and Changbai Prefecture of the Jilin Province which all lie in the border areas. In the Yanbian area alone there are seven ports for trade with the DPRK.

The port of Dandong is the largest port in the border trade which connects the DPRK with both roads and railways. It was built in 1943 and 80% of the goods were transported by railway bridge. The bridge was renovated in 1973 and the load of each lorry was limited to 10 tons in consideration to its load-bearing capacity. In 2003 Shenyang Railway Bureau invested 2 million RMB to renovate it and when it was finished by October the load was increased to 20 tons.

In order to further enhance economic exchange and trade between China and DPRK, the Chinese side is preparing to build a new railway bridge in the lower reaches of the Yalu River, 10 kilometers away from the current Yalu River Bridge. Investment by the Chinese government will be 600 million RMB, accounting for 80% of the total.

From 20 January 2004 shuttle bus was introduced between Dandong and Pyongyang. Buses will go from Dandong and Pyongyang, both at 4 pm each afternoon (Monday to Friday, five times a week) and take 5 hours to reach the other side. Bus fare is 200 RMB per person and each passenger is allowed to bring 25 kilo luggage on board and 2 RMB per kilo for extra amount.

Geographically Dandong port faces directly Pyongyang, Nanpo and other centers which are with good industrial base and concentrated population. The Sinuiju City, just across the border with Dandong, has a large population of overseas Chinese, who play an important role in China-DPRK border trade. In recent years the DPRK side has worked actively to promote foreign trade. It is reported that there were 56 DPRK ships, mostly over 500 tons, which engaged in China-DPRK border trade last year on the Yalu River, 18 times more than the figure of 2002. “The Dandong government has actively supported those engaging in border trade to facilitate it and there are currently 126 companies that have obtained license.”

Yanbian is oriented directly towards the Rajin-Sonbong Free Economic and Trade Zone, the first ever in DPRK. It is also located in the center of development areas of Tumen River. This region will be the logistic center of the North East Asia through which many goods from China’s northeast will be shipped to the ROK and Japan via Rajin Port. North Hamgyong, which borders Yanbian, is an important black metal production area. With its economic recovery, DPRK will need many equipment, coal and raw materials. And the market for daily necessities will be huge since this region has 10% of DPRK’s total population. Yanbian is also the concentrated area for ethnic Korea minority in China who share much in common in terms of language, customs and ways of living with their fellowmen in DPRK. Yanbian has 7 ports with relatively good infrastructure and nearly all of its counties and districts have ports oriented towards DPRK, which is good for them to arrange goods for border trade.

Quanhe Port, among the 7 ports of Yanbian, is the major one. It is located in Quanhe Village, Jingxin County, Huichun City. It is 42 kilometers from Huichun City, 51 kilometers from Rajin Port in DPRK, connected with North Hamgyong across the Tumen River by a road bridge. The port was built in 1937 and renovated and expanded in October 1995 in order to facilitate trade with the Rajin-Sonbong Free Economic and Trade Zone. Official operation started in September 1996. On 17 December 1998 the Quanhe Port was upgraded as the Category A port and nationals from a third country is allowed through with valid ID. Improvement of the

infrastructure began in November 1999 and finished in December 2000. At present the total land area of the port is 2913.86 sq meters with a designed capacity of 600,000 tons and 600,000 person/time. It is the only and best channel to go directly to the Rajin-Sonbong Free Economic and Trade Zone in the DPRK. Yanbian Xiaotong Group has opened regular a Yanji-Rajin-Sonbong container shipping business by using this port. The port is the major channel for Yanbian's border trade with DPRK and has played an increasingly important role in developing economic relations, trade and tourism with DPRK.

10 Major Ports in China-DPRK Border Trade

(Unit: 10,000 tons)

Chinese Port	DPRK Port	Category	Capacity
Dandong (Road/Railway)	Sinuiju	A	
Tumen (Road/Railway)	Namyang	A	275
Shatouzi (Road)	Saibier	B	10
Nanping (Road)	Mosan	A	20
Guchengli (Road)	Samchang	B	10
Sanhe (Road)	Hoeryeong	A	15
Kaishantun (Road)	Onsung	B	10
Quanhe (Road)	Unchengli	A	60
Changbai (Road)	Heasan		
Ji'an	Manpo		

Source: Encyclopedia on Development of China's West – Jinlin's Yanbian, Yanbian People's Publishing House, 2003, pp 173

In current China-DPRK trade, Dandong deals with border trade as well as state-to-state trade while the rest mainly border trade. By the first half of 1990s, ports of Yanbian had figured prominently in China-DPRK border trade. In 1993 Yanbian's border trade with DPRK was 327.32 million USD, half of the 690 million USD total trade between China and DPRK, which meant that all most all of China-DPRK border trade were done through Yanbian.

From the second half of 1990s, DPRK's foreign trade dropped considerably due to its economic difficulty, so did its trade with China. Coupled with the fact that many border trade companies in Yanbian closed down, Yanbian's trade with DPRK dropped by a large margin as well. From 2001 onward, thanks to the efforts to strengthen border trade with DPRK by the Yanbian Prefecture government in order to develop

foreign-oriented economy and by some privately owned companies, border trade with DPRK increased a lot from 2000. In 2004 Yanbian's import and export with DPRK stood at 215 million USD, up 85% annually.

Yanbian and Dandong's Border Trade Volume in China-DPRK Overall Trade

(Unit: 10,000 USD, %)

	1998	1999	2000	2001	2002	2003	2004
Total China-DPRK Trade	41300	37036	48800	73700	73300	102300	130000
Dandong	7480	5585. 2	11827	20100	25800	27000	18000
Yanbian	3163	5073	4872	6833	9459	11656	21582

Source: Statistics by China's Customs <http://www.chinayear.com>. ROK's Kotra/ DPRK's Economic Express, 2004.01.20

Frontier Trade by Inhabitants of the Border Areas of China and DPRK

Frontier Trade refers to barter of daily necessities by inhabitants of the border areas in places approved by the governments within 20 kilometers of the border line. Barter within 3000 RMB daily is exempted from tariff.

A 30,000-sq meter frontier trade market was built in DPRK's 元汀里, opposite Quanhe, Huichun, at the request of border inhabitants in June 1997. It is opened 4 times a week. Visitors increased from the early 50 to 150 on each side and 500 on the Chinese side at most. Trade volume reached 400,000 to 600,000 RMB daily. It used to bring considerable revenue to the border inhabitants. In May 1999 DPRK began to restrict transaction in foreign currencies in the market for fear of outflow of foreign currencies. Inhabitants from DPRK gradually reduced because of its shortage of supply and the market finally closed down.

Economic and Social Implications of Sino-DPRK Border Trade in the Border Areas

Border Trade is of Major Importance for the Development of the Export-oriented Economy of the Border Areas

Border trade is an important avenue for economic development and increasing the income of residents in border areas. In the foreign trade of Yanbian in the first half

of the 1990's, trade with the DPRK took up a significant share, making for 42.9%、38.9%、62.8%、55.9%、30.1% of its total exports from 1991 through 1995. The two-way trade volume of its border trade in 1993 exceeded 300 million USD, which added greatly to the dynamism of the local economy. Since 2000, Yanbian's border trade with the DPRK has been growing at an annual rate of over 20%, reaching 215.82 million USD in 2004 or 50% of the entire prefecture.

In recent years, the municipal government of Dandong has taken border trade as an important pillar of the city's economy. Both the government and the business community have rallied around the consensus and worked hard to promote the border trade.

At present the economy of the DPRK is in the process of recovering and thus requires lots commodities for production and consumption, whereas many Chinese businesses, worried about market for their products and the piled-up inventories, have either stopped production or producing at less than full capacity. Border trade and expanded exports are an important way to stimulate market demand and the revive the local economy.

Border Trade Plays an Important Role for Alleviating the Grain Crisis and Energy and Raw Materials Shortage in the DPRK

Border trade is an important component of the state-to-state trade. In the 1990's the DPRK was plagued by the three crises, i.e. grain, energy and foreign exchange. By border trade, the DPRK imported large quantities of grain, light industry products as well as charcoal, machinery and various kinds of means of production that were needed for its economic recovery, from China. As 50% duty exemption is applied to border trade, the trade played a major role in defusing the grain crisis and shortage of daily necessities for the DPRK population. As is known to all, the grain crisis in the DPRK was still quite serious after 1995. The population needed at least 4.1 million tons of grain for food, while the DPRK's annual grain output was in the range of 2.5 – 3.5 million tons after 1995. The shortfall was one third. Every year the DPRK imported at least over 0.5 million tons of grain via the various land ports of China, a considerable portion was imported by way of border trade. The DPRK also imported by border trade charcoal, which is used for steel production, various types of machinery and equipment and light industry products. The above suggested that the border trade played an important role in the economic recovery of the DPRK.

Border Trade is also Important for Border Stability

North Hamgyong Province and Yanggang-do that border on China are mostly mountainous with low grain output but a high population density. In the 1990's, in DPRK, as a result of grain shortage, starvation was serious and some even starved to death. Following the mage-floods that the DPRK suffered in 1995, grain provision to these border areas were less than to other areas. However, apart from Pyongyang, the livelihood of the residents in the border areas was better off than the hinterland, which can be attributed to the fact that the border areas imported, through border trade, grain and daily necessities from China and increased market supply. Many Chinese reside in Sinuiju and they took advantage of their unique position in engaging in border trade. Commodities were directly shipped to major cities such as Pyongyang and Nampo and contributed greatly to eased shortage in the western parts of the country. As the border areas imported large volumes of commodities from China, cities in the hinterland of the DPRK also came to these areas on procurement missions. Border trade became an important channel for the DPRK in expanding supply in its domestic market and easing commodity shortage. Food is the top concern of the populace. The easing of the grain crisis is thus of strategic importance in stabilizing the border areas.

Border Trade is Conducive to the Reform and Opening-up of the DPRK

As early as in the 1980's when the commodities economy in China just took off, a weird hype for "doing business" swept across the country. People of all ages and both genders plunged into the business activities, which peaked in the mid-1980's. As many of 100 thousand person times every year went abroad through the ports of Yanbian alone, which had some impact in terms of raising the awareness of the DPRK border residents about the commodities economy. At present, the majority of the leading businesspeople in the DPRK border areas entered into business at that time. Their example has prompted most of the border residents to engage in business activities. They tided over difficult times on their business income by purchasing over-priced grains when state rationing was stopped. An unintended result is the increased market awareness of the DPRK border residents, which would facilitate the reform and opening-up of the DPRK.

Outlook of the Sino-DPRK Border Trade

The Sino-DPRK Border Trade will Hit a Fast Track

Since 1999, thanks to the efforts of the Labor Party and the people of the DPRK and the economic assistance from the international community, the DPRK economy embarked on recovery. With expanded foreign trade, its overall trade and border trade with China also increased. In 2004, the border trade volume stood at 1.3 billion USD. In 2004, Yanbian's border trade with the DPRK increased by 85% from 2003, exceeding the average growth margin of its foreign trade.

The Scope of Import and Export Products will Enlarge and Go Up the Value Chain

It will take some time for the DPRK economy to recover to the level of the late 1980s. During the recovery agriculture, electric power, transportation and metal industry have been taken as the priorities.

In the foreseeable future China will remain the supplier for DPRK of such strategic materials as grain, crude oil, charcoal and machinery. As a result these materials will continue to be the main goods in China-DPRK trade including border trade. Recent signs also show that need for daily necessities will increase with the economic recovery, with increased import for consumer products including household electric appliances and the enhanced level of consumer products. Foreign trade companies should see the changes in the DPRK market, organize goods as well as follow closely changes in DPRK's domestic and foreign policy. Local governments in the border areas should, in accordance with the overall direction of DPRK's economic development, establish overall border trade strategy that are both consistent with national interest and the development of local economy.

Large-scaled Private Border Trade Companies Will be the Main Carriers of China-DPRK Border Trade

In the first half of 1990s, most companies engaging in border trade collapsed because of their untrustworthy DPRK counterparts, overstock of commodities in the DPRK and failure to repay the bank debt. By economic restructuring of the foreign trade companies over the years, private companies with certain strength began to grow and became the main force in border trade.

In recent years DPRK have made great efforts in rectifying the foreign trade entities especially those that are grave lose-maker in accordance with the economic rule. The have also stressed the scale of the entities. The Chinese side should taken corresponding measures, focusing on supporting foreign trade companies with good export results, encouraging the foreign trade companies to operate on a scale and go private and adopting measures to create a favorable trading environment for private border trade companies.

Border Trade is an Important Means for Accelerating the Building of the Trans-National Tumen River Free Economic Zone

Since the UNDP proposed the development of the Tumen River in the 1990's, due to various reasons, the process has been pretty slow. It is the view generally held by those in the academic circles that trans-national free economic zone is the ideal paradigm for economic cooperation of the riparian states. Trade between border residents is a primitive form of such a zone. In this sense, the development of the trade between the residents is of strategic importance for accelerated development of the Tumen River transnational free economic zone. The local Chinese governments in the border areas need to talk to the DPRK side so that the while the residents trade at Unchengli may be resumed as early as possible, new residents trade sites on the DPRK side of the border ports of Sanhe, Tumen, Kaishantun and Helong along the Tumen River may be established so that the people-to-people trade in the border areas may be promoted and such trade may operate on a scale, be normalized and market-based to the benefit of the bilateral and plurilateral trade in the Tumen River basin.

In the 1990's, the residents trade with Vietnam and Myanmar in China's western border areas was quite active. Conditions were also in place for the residents trade along the Sino-DPRK border line. Such trade shall be established not only on the other side of the border of the ports of Yanbian, but also in DPRK's Heasan opposite the Changbai County of China's Jilin Province, Manpo opposite Ji'an and Sinuiju opposite Dandong so that residents trade may make up an important part of the border trade.

Of course, it would take time to officially kick off these sites of residents trade along the Sino-DPRK border line. The duration of the time needed would mainly depend on the smooth resolution of the DPRK nuclear issue and the pace of the

DPRK's reform and opening-up.

The Possible Impact of the Reunification of the Korean Peninsula on China's Northeast

Chinese President Hu Jintao again indicated clearly on November 17 2005 at ROK's Congress that "the Chinese government will support as always the efforts of the two sides of the Korean Peninsula in improving their relations, fostering mutual trust and eventually realize independent and peaceful reunification via dialogue." The reason that the Chinese government consistently adopts such a position is first, China has always pursued the five principles of peaceful co-existence in dealing with its foreign relations, and secondly, it is based on China's policy of friendship, peace and prosperity towards its neighbors. In addition, the independent and peaceful reunification of the Korean Peninsula is of special significance for China as it will exert a major impact on China in political, economic and security terms and bring immense economic benefits to China, its northeast region in particular.

The independent and peaceful reunification of the Korean Peninsula will surely rapidly turn around the backward economic situation in the northern part of the Peninsula and at the same time further accelerate the economic development of the south, which would greatly hasten the pace of the Peninsula in becoming a world-class economic power and the centre of north east Asia. According to Korea National Statistical Office (KNSO) and the Yonhap Yearbook, by 2011 political reunification may be achieved on the Korean Peninsula, and both political and economic integration will be achieved by 2021. By the year 2011 the combined population of the Peninsula will reach 78 million, close to that of Germany. The GDP will reach 990 billion USD by that time and 2000 billion USD by 2020. The Korean Development Institute (KDI) is of the view that ROK will become one of the economic centers of the world following the reunification in the 21st century and play the role of a central country in all political, economic and security aspects of East Asia. It forecast that by 2010, the then reunified ROK will rank among the top five countries in the world in the main industrial sectors and be admitted into the G-10, enlarged on the basis on the G-7. Of course, these are aspirations of the ROK and may not turn into realities. However it is certain that a reunified and advanced Korean Peninsula would bring immense economic benefits to China's northeast.

Now, the administration of Roh Moo-hyun is pondering over the possibility of setting up an energy transmission network and a continental railway network with ROK at their core. The biggest barrier to the realization of such a conception is the division and confrontation on the Korean Peninsula. If the independent and peaceful reunification is realized, then the barrier would be removed and the conception would be turned into reality. This would forcefully propel the economic development of China's northeast. First, logistics of China's northeast and the Korean Peninsula would enable the "one-stop" shipment from the place of origin to the place of sale. Secondly, the northeast would derive huge economic benefits from the transit logistics. Thirdly, energy pipe works and rail links would help to lift the economic activities adjacent to them. Besides, the independent and peaceful reunification will also help to advance and accelerate the pace of plurilateral economic cooperation in Northeast Asia.