

Министерство науки и высшего образования Российской Федерации
Владивостокский государственный университет экономики и сервиса (ВГУЭС)

ИНТЕЛЛЕКТУАЛЬНЫЙ ПОТЕНЦИАЛ ВУЗОВ – НА РАЗВИТИЕ ДАЛЬНЕВОСТОЧНОГО РЕГИОНА РОССИИ И СТРАН АТР

Материалы XXII международной научно-практической
конференции студентов, аспирантов и молодых ученых

апреля 2020 г.

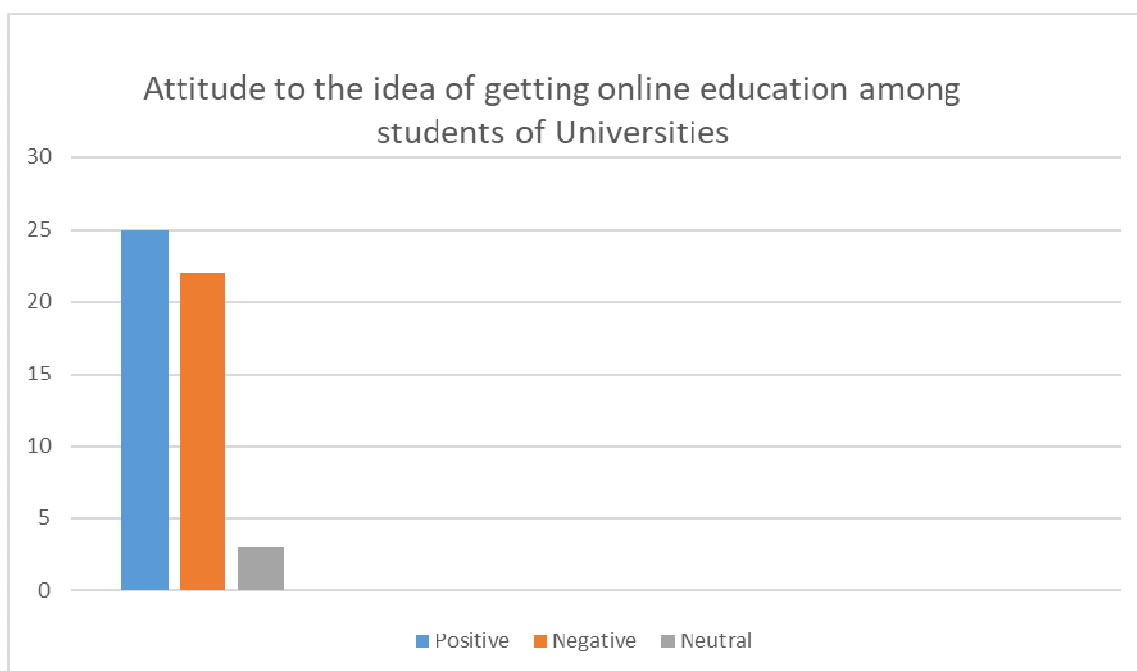
В пяти томах

Том 4

Под общей редакцией д-ра экон. наук Т.В. Терентьевой

Владивосток
Издательство ВГУЭС
2020

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Рубрика: Торговля. Международные экономические отношения. Мировое хозяйство
УДК 339

ВЛАДИВОСТОК НА СОВРЕМЕННОМ ЭТАПЕ ИНТЕГРАЦИОННЫХ ПРОЦЕССОВ. РАЗВИТИЕ ИЛИ СТАГНАЦИЯ?

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В ситуации, когда Владивостоку и Приморскому краю уделяют всё больше и больше внимания со стороны государства, мы наблюдаем большие финансовые вливания и создание условий для инвесторов России и зарубежных стран. В данной работе мы даём оценку эффективности использования ресурсов, затрачиваемых на развитие города и региона, и даём прогноз, касаемо будущего развития, с учётом нынешних внутренних и внешних факторов.

Ключевые слова и словосочетания: Владивосток, Приморский край, экономика Владивостока, Свободный порт Владивосток, Соллерс, Порто-Франко.

VLADIVOSTOK AT THE MODERN STAGE OF INTEGRATIONAL PROCESSES IN ASIA-PACIFIC REGION. DEVELOPMENT OR STAGNATION?

In the situation when Vladivostok and Primorsky Krai are receiving more and more attention from the government, we are witnessing large financial inflows and creating conditions for investors in Russia and foreign countries. In this research, we evaluate the effectiveness of the use of resources, involved in the development of the city and the region and make a forecast for future development, taking into consideration current internal and external factors.

Keywords: Vladivostok, Primorsky Krai, The economy of Vladivostok, Free port of Vladivostok, Sollers, Porto franco.

In order to give an adequate and objective evaluation of the current economic situation in the region and the city we should define the process of the genesis of the economics of Vladivostok as a free port, also known as porto-franco (free port, free zone, zona franco, bonded area, Freihafen, foreign-trade zone etc.). Originally, the term itself meant «a seaside harbor using the right of duty-free import of foreign and aboriginal goods». However, nowadays, this term got a little bit new definition. For instance, Fisenko A.I. and Khamaza E.A. in their research define porto-franco as «definite territory, inside which, the industrial and transport-logistical objects and the objects of social infrastructure are located. This infrastructure is commonly a special customs zone or customs area on which the simplified customs rules are functioning (or customs fees are completely absent), non-controllable transshipment is carried out and also other specific features of economic regulation agreed upon by relevant agreements and state regulations». [2] But, for example, The Federal Law of July 13, 2015 N 212-FL "On the Free Port of Vladivostok" gives the following definition «Free port of Vladivostok means a part of the territory on which in accordance with this Federal Law and other federal laws, state support measures for entrepreneurial activity are established.» [2]

Porto-franco, as fact, appeared not even in the 21st century. Yet in the year 1547, in Italy there was a first porto-franco opened in the city of Livorno, which in the atmosphere of the rapidly growing economics of the great sea-powers of XV – XVII centuries got its significance as an important place for storage and keeping a vast variety of goods for trade with Levant. In the period between XVI and XIX centuries, the regime of «porto-franco» was established in the certain port cities of some European countries, as it is shown in the spreadsheet 1

Spreadsheet 1

City	Year	City	Year	City	Year
Livorno	1547	Port-Maho	1718	Theodosius	1798
Genoa	1595	Trieste	1719	Odessa	1817
Venice	1661	Fiuma	1719	Bremen	1824
Altona	1664	Hamburg	1727	Lubeck	1833
Marseilles	1669	Ancona	1732	Vladivostok	1862
Gibraltar	1706	Messina	1732		

The first port of this kind in Russia was Odessa on the 16th of April, the year 1817 according to the decree of Emperor Alexander II. Before creating customs outside the town, Odessa was used for storage of European goods and their further sending to Sinop, existing until the year 1859. Thankful to the «porto-franco» regime, Odessa became the third most important city in Russian Empire, but in spite of scarcity of land for the further port's territory expansion and slow growth of city's economic development pace itself, country had high losses up to 400 thousands rubles a year that led to compelled closing of the port.

In the year 1862 in Vladivostok, the «porto-franco» regime was officially established.

The project of a free port itself was aimed to significant speeding up of integrational process of Vladivostok into transborder relationships with neighboring states, whereupon the transport infrastructure had to develop, the authority and relativity of Vladivostok and Primorskiy Krai's markets had to increase, introduction of privileges for investors and, therefore, Vladivostok's leading positions in Asian-Pacific region. Nonetheless, it met a certain amount of criticism, because its fulfilling may be followed by high risks of investments outcome by the end of the ten-year grace period, that could lead to pre-reform condition, lose of capital and general slowdown of development. However, during the period in which investments would come, many industries would develop, including a sphere of tourism, that seems to be the most important income source for some countries in the 21st century. And in order to strengthen the basis for development and to soften the possible consequences of the project's failure, it was decided to follow the world-used tendencies of creating a free economic zones. That is why Federal Law No. 473-FL «On Territories of Advancement of Socio-Economic Development in the Russian Federation» was created [3], the implementation of the provisions of which was the Federal Law "On the Free Port of Vladivostok". When substantiating the project for the free port of Vladivostok, based on expert estimates, a forecast, shown in the spreadsheet 2 was made.

Forecast growth of economic indicators of Primorsky Territory [6]

Indications	2021	2025	2034
Gross Regional Product (GRP), billion rubles	1 106 000 (1,7 times growth reg. 2015)	1 402 100 (2,2 times growth reg. 2015)	2 157 700 (3,4 times growth reg. 2015)
GRP growth, billion rubles	+440,1	+766,2	+1521,8
Number of newly created places, thousand units	84,7	169	468,5
Fixed investments	1,6 times	2,5 times	5.3 times
The expenses of the federal budget to compensate for shortfalls in state revenue off-budget funds, billion rubles	13,84	31,716	34,751
The increase in tax revenues to the budgets (VAT, PIT), million rubles.	32950,49	97417,42	530146,32

Considering the economic content and the economic nature of the free port, it is worth noting that at one time it was one of the first forms of a free economic zone (FEZ). At present stage, due to the intensified development of integrational processes, free economic zones began to turn from economic systems of production and distribution type, international cooperation and division of labor into economic systems of integrational orientation, taking the form of customs unions, international free trade and even whole economic unions. [3] We consider creating such zones on the territory of Primorsky Krai to be important and, no doubts, necessary decisions at the intense globalization processes and integration, which in turn should raise the authority of Russia and, in particular, of Vladivostok.

However, having analyzed the experts' prognoses and the data of Primorsky branch of the Federal State Statistics Service from the year 2016 to the year 2018 (spreadsheet 3), we made our own forecast to identify the error.

Indications	2016	2017	2018
Gross Regional Product (GRP), billion rubles	739,2	776,3	834,02
GRP growth, % (reg. 2015)	+3%	+8%	+16%
The average annual number of employees of organizations in the Primorsky Territory Avg. per year, people	575148	558523	562852
Fixed investments, million rubles	105100.3	96533.9	111071
Number of unemployed people	14702	10700	8937

According to our calculations, in the conditions of stable development of GRP at 8% per year, by 2021 GRP will amount to 1004.7 billion rubles, which means that the growth index will be 1.4. From here we see a discrepancy in forecasts expressed in a difference of 30% relative to 2015, which amounts to 287 billion rubles, which is even higher than the GRP of the Smolensk region for the year 2017.

Thus, speaking about the prospects for the development of Primorsky Territory and Vladivostok, in particular, one can observe some growth, which, at the conditions of its stable development, will undoubtedly positively affect the level of favorable investment environment of Primorsky Territory as a whole.

On the other hand, there are some other factors, having a direct impact on integration of Primorsky Krai and Vladivostok into international and cross-regional economics. These factors are so called «the territories of advance development» or TADs.

Initially, territories of advanced development (hereinafter – TORs) were the fulfilling of the construction of a multimodal transport and logistics complex, the development of mechanical engineering,

food, pharmaceutical and light industry, the production of building materials, including production logistics. The draft federal law “On Territories of Advance Social and Economic Development and Other Measures of State Support to the Regions of the Far East” gives the following definition to the territories themselves: “The territory of advanced socio-economic development refers to the territory of the constituent entities of the Russian Federation located in the Far Eastern Federal District in which special legal regimes of entrepreneurial and other activities are taking place.”[4]

In essence, they are similar to FEZs, but the difference is that the TADs were created because of the request of the region itself, as well as the request of certain investors who could use them even for mining. The developers of the Federal law draft “on special economic zones in the Russian Federation” also highlight the following significant differences [6]:

- the draft law contains a significant number of legal measures designed to solve various types of problems of advanced social-economic development of the Far East regions;
- the scope of the draft law is limited by the territories of the subjects of the Russian Federation located in the far East;
- the order of creation and the model of the TAD differ significantly from the order of creation and types of special economic zones;
- special legal regimes for conducting business activities in the TAD in order to create a business-oriented barrier-free environment for residents of the TAD, the possibility of establishing other technical and sanitary-epidemiological regulations on export-oriented TAD, the ability to invite key staff;
- the model of functioning of the TAD, in contrast to the FEZ model, includes zoning of the territory of the TAD to ensure the full range of its life as an integral system, which includes various territorial zones;
- the draft law contains a more comprehensive approach to the development of the TAD than the regulation of the FEZ, which is expressed in the possibility of establishing various measures of state support for residents of the TAD and the development of the regions of the Far East. [6]

According to economic forecasts, the TADs, as well as the FEZ, should have positive effects on the economic and social spheres, as well as create many jobs, which would mean an increase in tax revenues to the budget. In addition, the inflow of finance to the budget would mean, as we have already mentioned, a large-scale development of the tourism sector, improvement and reform of the transport and logistics systems. It was assumed that the improved functioning of the agro-industrial complex would reduce the price of meat and agricultural products. The development of the port of Vladivostok itself should increase consumer demand and, as a result, trade turnover. But since this project was supposed to work in synergy with the Free port, which, as we have already found out earlier, does not meet the forecasts of its effectiveness, we can observe that against the background of this discrepancy, total corruption, mass outflow of funds from the sphere of real business, other problems have a direct impact.

The main problems are:

- Weak development of the transport system, which is not prepared for increased traffic flow;
- A duty-free regime that can trigger an increase in exports of raw materials;
- Uneven distribution of powers between local authorities and the management company of the free port of Vladivostok on land management issues;
- Facilitated import of imported products may lead to increased competitive pressure on the local agricultural sector;

In its modern form, unlike the ports of South Korea, Hong Kong, Singapore, etc., the port of Vladivostok can't accept modern cargo ships, due to its area, the expansion of which requires considerable investment. [1]

We would also like to highlight the problem of unavailability of infrastructure, which is expressed in the fact that residents of the TAD can't start full-scale implementation of their projects due to the fact that only one of the four events to form the infrastructure of the TADs has been completed as of October 19, 2018-the construction of highways and main lighting. This has created obstacles for potential investors, as well as forcing existing ones to make adjustments to their project implementation plans. In general, this shows that the region is not ready for unhindered development of the investment environment.

A particular example of the influence of the above-mentioned negative factors is Mazda-Sollers project, created in 2011 in Vladivostok under a joint project of Russia and Japan based on the Nadezhdinsky TAD. The main obstacle was the cancellation by the Ministry of industry and trade in 2020 of subsidies for the transportation of cars produced in the Far East. The government justified this

decision by saying that there should be no targeted support for individual companies, especially since Mazda-Sollers special investment contract (SPIC), which provides tax incentives in exchange for investment, will continue to operate in any case. Sollers believes that this reform may lead to a loss of investment, confirming that:

The actions of the Government and local authorities do not always correspond to their statements and declared intentions;

Residence in the TAD "Nadezhdinsky", where the largest number of residents is located, has increased risks for them.

Based on the previous information, upon closer examination of the project of TAD, there are similar projects in FEZ and Free port of Vladivostok factors affecting the stable economic development of Vladivostok and Primorsky territory. They are expressed in high risk of loss of revenue for investors and residents.

As a result, we came to the following conclusion that based on the information we have analyzed, the current activity of FEZs in Vladivostok does not fulfill its main role, which is to give an impetus to the economic development of the Primorsky territory and the Eastern region as well. In addition, the contribution of these zones to the economic and social-economic development of the entire country is extremely small. We see the same situation with TADs, where even positive aspects (for example, a significant increase in cargo turnover) result in negative ones (unpreparedness for large cargo volumes), since the vector of development of TADs is directed in a direction that does not contribute to the development of integration. After all, even in the case of «Sollers», cars are not delivered to the Asia-Pacific market, but to the European part of Russia, which in itself is an incorrect decision.

In our opinion, for the successful integration process, it is necessary to produce high-tech products that are in demand in the Asia-Pacific market. However, not all the information above means that these Federal projects are unnecessary and unsuitable in the economic and other conditions in modern Russia. The significant amount of resources that the state still invests in these zones shows, on the one hand, the direct intention of the state to develop and not abandon this idea. On the other hand, these intentions are minimized because of widespread corruption, which causes some of the resources to be wasted. Therefore, we conclude that only with the right selective approach, responsibility and full control of regional authorities, FEZs and TADs, being a promising form of foreign trade activity in Russia, can bring our state to the modern stage of market relations, as well as contribute to a more effective and rapid process of introducing Russia into the world economy and the Asia-Pacific region, as the most promising region.

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