

## The Influence of “Chengdu-Europe+” Strategy on Sichuan's Trade under the Background of the Belt and Road

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**Abstract:** Under the background of “the belt and road initiative” initiative, “CHENGDU EUROPE” Express Railway, as an important bridge to form interconnection between cities and countries (regions), has built the strategic self-confidence of the node city Chengdu, bringing new opportunities for the economic and trade development of Chengdu and even Sichuan. Taking the “CHENGDU EUROPE +” strategy as the research object, this paper deeply analyzes its influence on Sichuan's import and export trade under the background of “the belt and road initiative”. It is found that Chengdu is the starting point of “CHENGDU EUROPE” Express Railway, which not only promotes the growth of import and export trade in Sichuan Province, but also promotes the trade exchanges in the surrounding areas of Sichuan Province and the economic development along the line. With the continuous development of “CHENGDU EUROPE” express railway, the trade volume between Sichuan Province and the countries along the “the belt and road initiative” shows an increasing trend. At the same time, the logistics “lifeline” of the southern Asia-Europe continental bridge has also brought unprecedented business opportunities to Sichuan Province. Moreover, “CHENGDU EUROPE” Express Railway has attracted a large number of foreign-invested enterprises to continuously promote Sichuan's foreign trade cooperation and international development. Finally, this paper puts forward some suggestions on the complex international transportation environment and the competition of other routes between China and Europe in the development process of “CHENGDU EUROPE” Express Railway.

### 1. Introduction

In 2013, the country put forward the idea of jointly building the “Silk Road Economic Belt”. This formulation, together with the 21st Century Maritime Silk Road, constitutes the core concept of the the belt and road initiative Initiative [1]. In April of the same year, under the background of “the belt and road initiative” initiative, Chengdu seized the historical opportunity of a new round of industrial transfer, accelerated the construction of backbone international logistics networks such as aviation and railways, and officially opened an international railway freight train that directly transported freight to CHENGDU-EUROPE Express Railway. “CHENGDU EUROPE” Express Rail connects Chengdu, Sichuan, the capital city with the largest economic aggregate in western China, and Lodz, Poland, an emerging transportation hub in the European continent, and becomes an important channel for opening to the west and the national “the belt and road initiative” strategy. “CHENGDU EUROPE” Express Railway, which basically overlaps with the ancient Silk Road, has transformed Chengdu and Lodz from inland cities into inland port transportation hubs, and also made China and Europe hold hands closely [2]. Therefore, Chengdu, which is at the strategic intersection of “the belt and road initiative” and “Yangtze River Economic Belt”, will further exert its regional advantages and accelerate the internationalization of Chengdu in an all-round way. The opening of “CHENGDU EUROPE” Express Railway is an important measure to actively respond to the national “the belt and road initiative” initiative, and also plays a decisive role in promoting the opening up and foreign trade in the western region [3]. For Sichuan, the opening of “CHENGDU EUROPE” Express Railway has opened another window for the region's opening to the outside world, increased the degree of Sichuan's opening to the outside world, and promoted the development of Silk Road economy in this region. However, it is undeniable that there are still a

series of problems and challenges in the operation of “CHENGDU EUROPE” Express Railway, such as the changes in the global situation and the complicated international transportation environment, which will affect the stability of enterprise supply chain and train supply, lead to the impact of some lines of “CHENGDU EUROPE” Express Railway, and further hinder the pace of foreign trade in Sichuan Province. Therefore, under the current situation, it is of great significance to study the “CHENGDU EUROPE” express railway and its influence on promoting the opening up and foreign trade of Sichuan Province.

## 2. Literature Review

For the coastal cities in the central and eastern regions and the eastern regions, the economic development in the central and western regions lacks an important driving force. It is necessary to give full play to the opening-up forces and expand overseas financial markets, so as to promote the development of western China. With regard to the development of foreign trade in the central and western regions, Deng Xiang and others (2017) put forward the policy of “Rong-Europe+”, which effectively promoted the rebound of Chengdu's trade with Europe, and also enhanced its trade attraction to China-Europe trains (Chengdu). However, there are also some problems, such as intensified competition between routes, unreliable supply of round-trip goods, urgent need for further improvement of policy support measures and unresolved policy support system [4]. Fang Xingming and others (2020) analyzed the relationship mechanism between the total number of China-Europe economic and trade trains and the openness of urban trade. After analysis, they thought that the number of China-Europe trains in cities increased the openness of China's trade with cities in the central and western regions, and there was an obvious positive correlation between its economic degree and the total number of China-Europe trains in cities [5]. Wang Yamei (2019) believes that China's new round of western development and the national strategy of “the belt and road initiative” have created good opportunities and conditions for the development of the central and western regions of China. Taking the developing countries in Central and Eastern Europe as an example, he believes that there is great potential for bilateral investment cooperation between the central and western regions and Central and Eastern European countries [6]. Therefore, under the new round of western development in China and the national strategy of “the belt and road initiative”, we should seize the golden opportunity of the development of the central and western regions, solve and improve a series of problems existing in the policy under the drive of the strategy of “Rong Europe+”, give full play to the bilateral investment potential of the central and western regions and Central and Eastern European countries, promote the development of trade with Europe in the central and western regions, and provide impetus for the economic development of the central and western regions.

The strategy of “CHENGDU-EUROPE+” has developed so rapidly that some scholars have summarized and explored its successful experience and reasons. Chenchen and Xu Jing (2019) proposed that Chengdu qingbaijiang district attaches importance to the economic efficiency of China-Europe trains. As the origin of the China-Europe train in Chengdu and the location of the international railway port, qingbaijiang district is committed to building a “Rong-Europe hub” and strengthening the construction of the functional platform of Chengdu International Railway Port, which has produced a strong industrial agglomeration effect and promoted the three-time industrial upgrading in qingbaijiang district. In addition, in order to improve the overload rate of trains, Chengdu has strengthened cooperation with neighboring cities, signed cooperation framework agreements with Zigong, Deyang and Neijiang, and formed a ““CHENGDU EUROPE+” radiation channel to provide more sufficient and stable supply for “CHENGDU EUROPE” Express Railway. In a word, “CHENGDU EUROPE” Express Railway has built an international logistics channel across Europe and Asia, accelerated the gathering, application and transformation of global material flow, capital flow, talent flow, technology flow and information flow in Sichuan, and promoted the construction of “the belt and road initiative” and the rapid economic development of Chengdu [7]. Li Yaohua (2015) also mentioned the advantage of shorter dedicated line time. Compared with the traditional “rail-sea combined transport” mode, the freight transportation from Qingbaijiang to

Hamburg (CHENGDU-EUROPE Banlie) can reduce the transportation time from the usual 35 days to 20 days and improve the transportation efficiency [8]. Behind the development of the ““CHENGDU EUROPE”+”strategy, it is the joint result of the support of Chengdu government and the cooperation of neighboring cities. Taking advantage of its short dedicated line, “CHENGDU EUROPE” Banlie further promoted the construction of the national “the belt and road initiative” and promoted the opening up and economic and trade development of western China. Li Keyi et al. (2020) proposed that CEIBS (Chengdu) will continue to develop an information-based, digital and integrated management and operation mode to improve the operation quality and efficiency; Continue to provide customized boutique services to meet customer needs and create customized boutique classes; Continue to expand international railway lines and expand the scope of railway transportation services [9].

### **3. Analysis of the Influence of “Chengdu Europe” Express Railway on Sichuan's Trade**

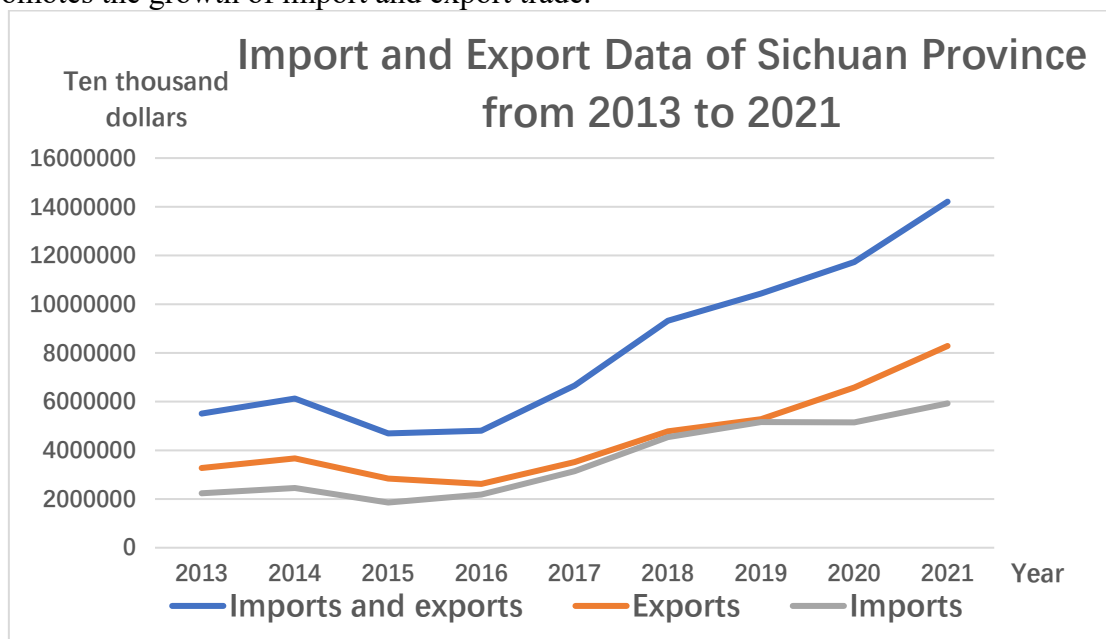
In April, 2013, “CHENGDU EUROPE” Express Rail was officially launched. From 31 trains in 2013, 45 trains in 2014 and 103 trains in 2015 to 46 trains in 2016, “CHENGDU EUROPE” Express Rail began to develop in the fast lane. In 2017, the number of trains has exceeded 1,000, and the overload rate has reached over 70%. In 2020, the number of outbound trips reached 1058, a year-on-year increase of 75.6%; There were 1373 return trips, a year-on-year increase of 43.6%. As of July this year, the number of banks has exceeded 10,000. In recent years, Sichuan has seized the new opportunities brought by the “the belt and road initiative” initiative, continuously promoted the development of international train interconnection and the construction of an international regional trade center, and strengthened the international cooperation of “Rong Europe”. With the increasing number of “CHENGDU EUROPE” express trains, the import and export trade of goods and services in Sichuan Province has been greatly increased. At the same time, Chengdu is the starting point of “CHENGDU EUROPE” Express Rail, which not only stimulates the trade activities in the surrounding areas of Sichuan Province, but also actively promotes the development of the areas along the line, and builds four channels with Chengdu as the hub and connecting the Pacific Ocean, the Atlantic Ocean and the New Eurasian Continental Bridge, injecting new vitality into the development of international trade between China and Europe.

In May, 2020, the “Several Opinions on the Instructions for Promoting the Development of the Western Region under the New Situation” clearly stated that “the belt and road initiative” should be established in cooperation as a traction to continue to enhance the regional opening capacity of landlocked countries and actively promote Chongqing, Beijing, Xi 'an and other places to accelerate the construction of global gateway cities. In January, 2016, Chengdu took the in-depth implementation of the development strategy of “Rong-Europe+”as a major decision and included it in the report of the People's Government. With the help of China-Europe train, it actively incorporated itself into the development strategy of “the belt and road initiative” and actively launched open investment activities in Europe. Under the background of the great development of rural areas in western China in the new era, Chengdu has achieved the corresponding demonstration role through the preferential policies of opening investment in Europe, and has gradually positioned itself as an open area for the customer market in the central and western regions of China, and has become the main vanguard of the country in implementing the proactive opening layout strategy.

### **4. Promote the Rapid Growth of Import and Export Trade in Sichuan Province**

As can be seen from Figure 1, since the official opening of “CHENGDU EUROPE” Express Railway in 2013, Sichuan's foreign trade (by domestic destination and source of goods) has generally shown an upward trend. During 2013-2014, Sichuan's total import and export volume, total import and export volume all showed an upward trend, of which the total import and export volume rose from US\$ 55.095 billion to US\$ 61.237 billion, and the total import volume rose from US\$ 22.334 billion to US\$ 22.34 billion. In 2015 and 2016, there was a downward trend due to the global economic downturn. However, with the gradual recovery of the global economy, after 2016,

Sichuan's foreign trade generally showed a continuous upward trend. In June 2016, CHENGDU-EUROPE Express Rail was officially renamed as China Europe Train (Chengdu), and CHENGDU-EUROPE Express Rail started a new journey of China Europe series. In 2016 and 2017 alone, the total import and export trade of Sichuan Province rose from 48.057 billion US dollars to 66.618 billion US dollars, which exceeded the import and export level in 2014 when the economy was not affected by the global economy. Although affected by the global epidemic in 2020, the overall import and export trade still shows a steady upward trend. According to the information of Sichuan Provincial People's Government, on May 24, 2020, CEIBS (Chengdu) successfully delivered the first special train of epidemic prevention materials to Europe. During the epidemic, CEIBS (Chengdu) continued to exert its efforts to actively maintain the stability of the global industrial supply chain. At present, “CHENGDU EUROPE” Express Railway provides an important force for the development of foreign investment and foreign trade in Sichuan Province, and promotes the growth of import and export trade.



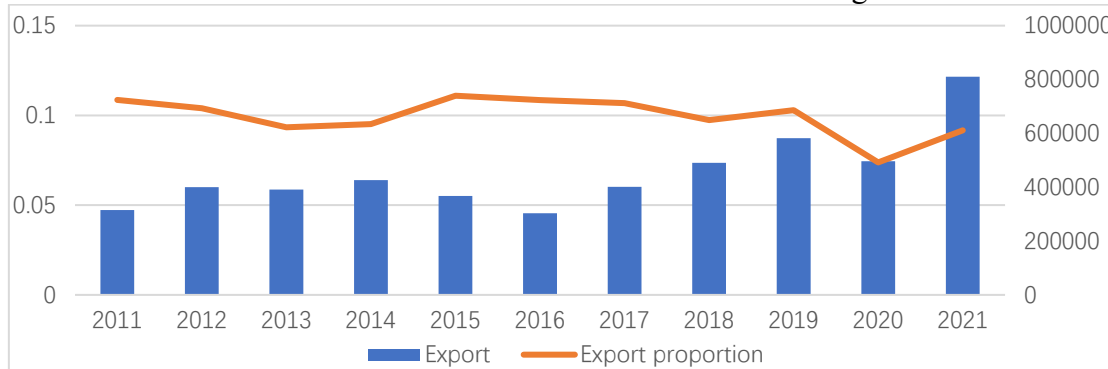
Source: National Research Data-Macroeconomic Database

Fig.1 Import and Export Data of Sichuan Province from 2013 to 2021

## 5. The Influence of “Chengdu Europe” Express Railway on the Trade between Sichuan Province and the Belt and Road Initiative Countries

In order to further explore the overall trade scale between Sichuan Province and the countries along the “the belt and road initiative”, this paper counts the trade volume of Sichuan Province exported to 58 countries along the “the belt and road initiative” from 2011 to 2021 and the proportion of this trade volume in the total export of Sichuan Province, as shown in Figure 2. Since the official opening of “CHENGDU EUROPE” Express Railway in 2013, the export volume of Sichuan Province to the countries along the “the belt and road initiative” has generally shown an upward trend, with a large increase. However, during 2015-2016, the export volume showed a downward trend, which was due to the global economic downturn and insufficient demand motivation. In 2019 -2020, the decline was due to the impact of the COVID-19 epidemic. Under the cover of the COVID-19 epidemic, the global economy stagnated and the trade demand was greatly reduced. It can be seen that after the opening of “CHENGDU EUROPE” Ban Lie, Sichuan's exports to countries along the “the belt and road initiative” have developed rapidly. From the analysis of the proportion of Sichuan's export volume to 58 countries along the “the belt and road initiative” and Sichuan's total export volume, it can be seen that the overall proportion of Sichuan's export volume shows a downward trend, which can reflect that the total export volume of Sichuan Province is relatively large and the growth rate is relatively fast, and it can also show that the trade potential

between Sichuan Province and countries along the “the belt and road initiative” needs to be tapped. From a local perspective, the proportion of Sichuan's exports to 58 countries along the “the belt and road initiative” and Sichuan's total exports increased year by year from 2013 to 2015, which shows that the opening of CHENGDU-EUROPE Ban Lie has promoted the trade between Sichuan and countries along the “the belt and road initiative”. In 2018 -2019 and 2020 -2021, its proportion is on the rise, which also shows that the development of CHENGDU-EUROPE Ban Lie has a certain positive effect on the trade between Sichuan Province and countries along the “the belt and road”.



Source: National Research Data-Foreign Trade Database.

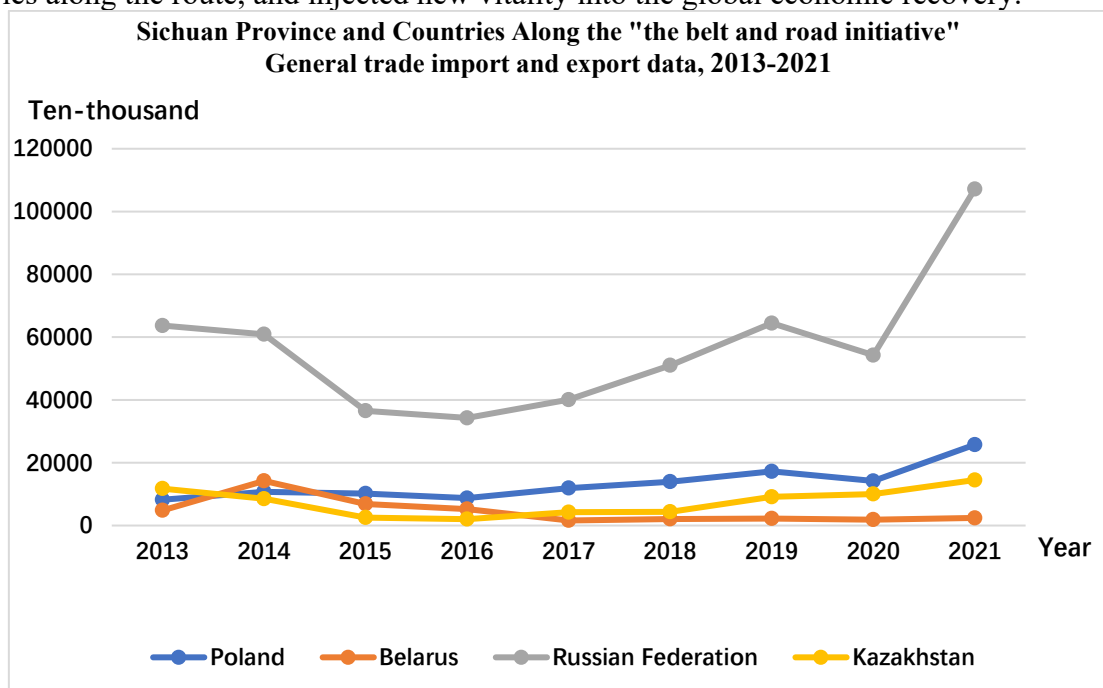
Fig.2 Data of Sichuan's Exports to 58 Countries Along the “the Belt and Road Initiative” from 2011 to 2021.

As an important part of “China-Europe Train”, “CHENGDU EUROPE” Express Railway actively promotes the construction of national “the belt and road initiative” and promotes the opening up and economic and trade development of western China. In recent years, “CHENGDU EUROPE” Express Railway has actively promoted the trade between Sichuan Province and countries along the “the belt and road initiative”. Among them, Poland, Belarus, Russia, Kazakhstan and other countries, as important partners of “the belt and road initiative” and major countries along the “CHENGDU EUROPE” express railway, have close ties with the trade development of Sichuan Province.

Since the opening of “CHENGDU EUROPE” Express Railway in 2013, Sichuan Province has maintained active trade with countries along the “the belt and road initiative”, and with the continuous development of “CHENGDU EUROPE” Express Railway, the trade volume has shown an increasing trend. As can be seen from Figure 3, the trade trend between Poland, Kazakhstan, Belarus, Russia and other important countries along the route and Sichuan Province is improving. Among them, in 2015, 2016 and 2020, due to global environmental factors, there was a downward trend, but the overall trend showed an increase.

As can be seen from Figure 3, the total import and export volume of Sichuan Province with Russia, Poland and Kazakhstan showed an overall upward trend, while the total import and export volume of trade with Belarus showed a trend of substantial increase at first, then a substantial decline, and then a steady development. In 2015 and 2016, affected by the global economy, all four countries showed a downward trend, but with the gradual adjustment of countries, the trade situation improved. After 2016, Russia began to show an upward trend, rising from \$342,790,100 in 2016 to \$644,400,200 in 2019. In 2020, it declined due to the global epidemic, from \$644,400,200 in 2019 to \$542,510,500. However, in 2020-2021, it regained sufficient growth vitality, and the total import and export volume reached 10,000. After 2016, Kazakhstan showed a sustained and substantial growth trend, from \$20,276,200 in 2016 to \$144,985,900 in 2021, with strong growth momentum. Poland also showed an upward trend after 2016, from 87,375,100 in 2016 to 172,517,000 dollars in 2019. However, in 2020, affected by the epidemic, there was also a downward trend. Compared with 2019, the total import and export volume in 2020 decreased by 30,566,000 dollars, a year-on-year decrease of 17.72%. After 2021, there was a substantial increase, from \$141,951,000 in 2020 to \$257,526,700. Belarus resumed its upward trend after 2017, rising from \$16,121,800 in 2017 to \$22,277,500 in 2019. However, in 2020, it also showed a downward

trend due to the epidemic situation, from \$22,277,500 in 2019 to \$18,809,900. In 2021, through adjustment, the growth momentum of Belarus's import and export was strengthened, reaching 23,999. At present, the global epidemic has not yet ended. “CHENGDU EUROPE” Express Railway has overcome difficulties, actively promoted the trade economy of countries along the “the belt and road initiative”, maintained the stable trade development between neighboring regions and countries along the route, and injected new vitality into the global economic recovery.



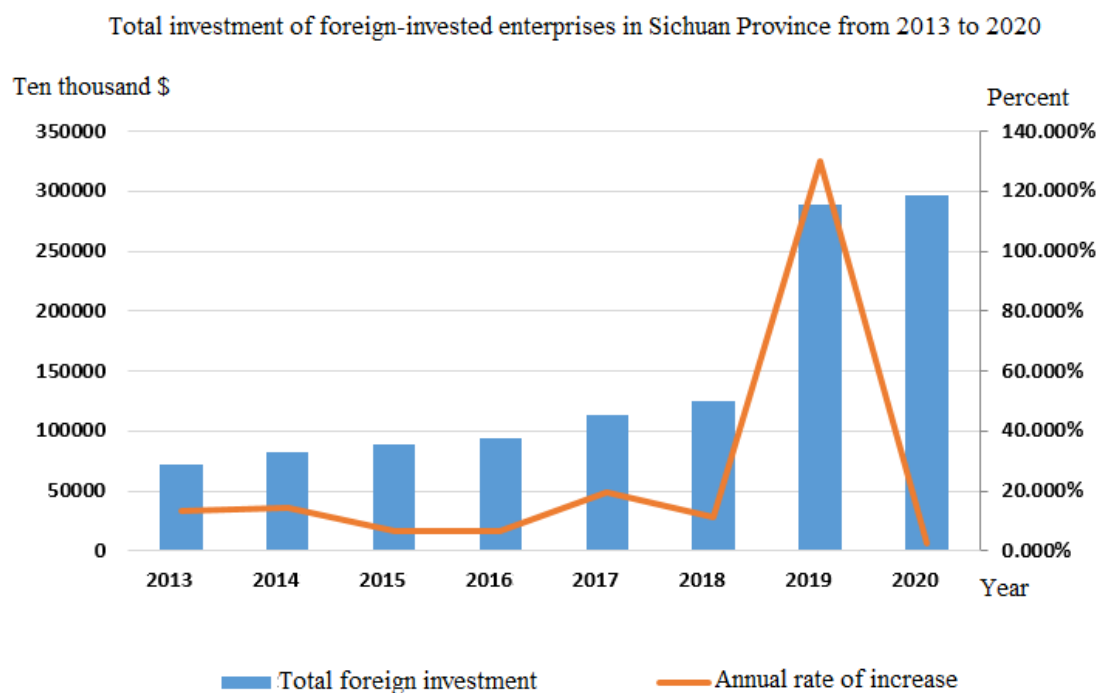
Source: National Research Data-Foreign Trade Database.

Fig.3 Import and Export Data of Sichuan Province and Countries Along the “the Belt and Road Initiative” Part from 2013 to 2021.

## 6. “Chengdu Europe” Express Railway is Conducive to Attracting Investment and International Development in Sichuan

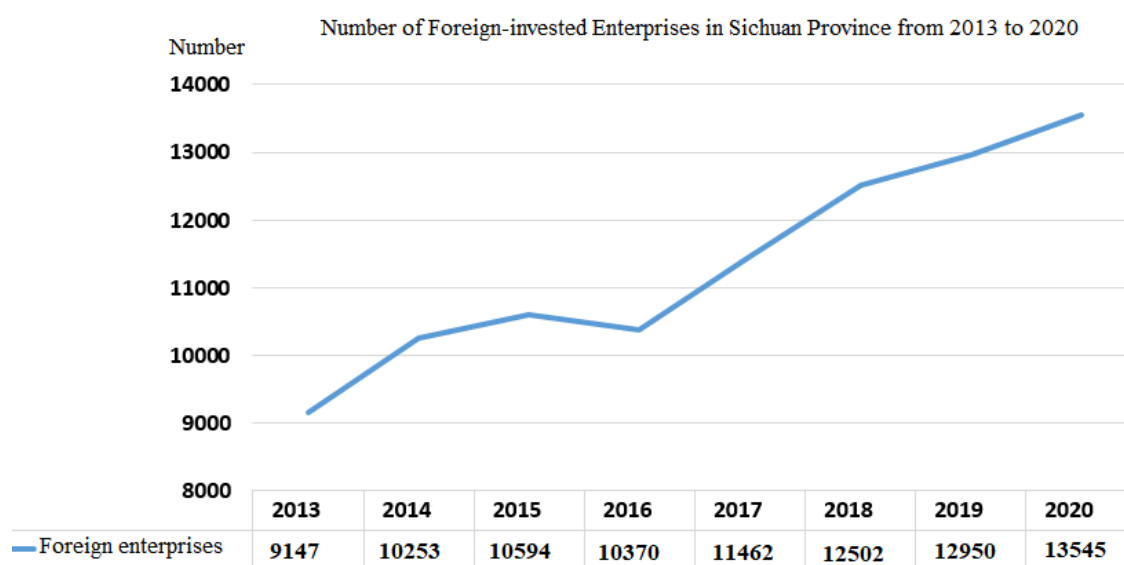
The continuous deepening reform of “CHENGDU EUROPE” Express Railway has provided enterprises with a stable international trade channel and strong trade support. The constantly improving and upgrading market investment environment has attracted many foreign investors. The development of foreign-invested enterprises is not only conducive to the construction of an open cooperation platform in Sichuan Province and the strengthening of international exchanges and cooperation, but also conducive to promoting the transformation of foreign affairs resources into the advantages of open cooperation and enhancing the industrial competitiveness of trade exports.

As can be seen from Figure 4, the total investment of foreign-invested enterprises in Sichuan Province has increased year by year since 2013. Among them, the growth was relatively stable in 2013-2018, but it exploded in 2018-2019, from \$125,557 million in 2018 to \$289,060 million, with an annual growth rate of 130.22%; In 2020, the growth rate dropped sharply, but it is still on the rise, from \$289,060 million in 2019 to \$296,279 million. In recent years, Sichuan Province has actively built a “Rong-Europe+” strategic demonstration zone, further promoted structural reform on the supply side, accelerated international development, and attracted a large number of foreign enterprises to invest. Among them, in 2019, Qingbaijiang district attracted tens of billions of investment in industries including e-commerce logistics, new materials and intelligent equipment [10]. At present, the continuous development of “CHENGDU EUROPE” express railway is conducive to attracting investment from Sichuan and attracting more foreign-invested enterprises to invest.



Source: National Bureau of Statistics.

Fig.4 Total Investment of Foreign-Invested Enterprises in Sichuan Province from 2013 to 2020



Source: National Bureau of Statistics.

Fig.5 Number of Foreign-Invested Enterprises in Sichuan Province from 2013 to 2020

As can be seen from Figure 5, the number of foreign-invested enterprises in Sichuan Province from 2013 to 2020 showed an overall upward trend, from 9,147 in 2013 to 13,545 in 2020. In recent years, the rapid development of “CHENGDU EUROPE” express railway has not only contacted the logistics “lifeline” of the southern Asia-Europe continental bridge, but also brought unprecedented business opportunities to Sichuan Province. Accelerating the expansion of China-EU economic and trade has attracted a large number of foreign-invested enterprises and continuously promoted Sichuan's foreign trade cooperation and international development.

## 7. Problems and Challenges Faced by “Chengdu Europe” Express Railway

### 7.1 Competition of Other Routes in China-Europe Trains

At present, the influence of “CHENGDU EUROPE” Express Railway on Sichuan's economic

and trade development is increasing, but with the rapid development of China-Europe series, the competition between trains is becoming increasingly fierce. How to “break through” has become a challenge for “CHENGDU EUROPE” Express Railway and Sichuan's economic and trade development. At present, China-Europe train lines have expanded to 82 operating lines, with transportation reaching 24 countries and 200 cities in Europe. The rapid development of China-Europe trains has provided more new platforms for the trade development along the routes. Therefore, more and more regions have created their own competitive advantages through different means in order to win more goods and markets. The competition between trains for supply and market will become more and more fierce.

## **7.2 The Limitation of Border Transportation Needs to Be Improved**

There are many countries that take the CHENGDU-Europe express rail route, which provides a huge international market for Sichuan's economy and trade. More efficient transportation efficiency provides conditions for the rapid and sustained growth of trade. However, at present, the infrastructure equipment and human resources allocation at border ports in different countries are different, and the differences in infrastructure and the strength of the two sides' changing capacity will cause some trains to stay. In addition, the infrastructure and human resources allocation in some areas can not meet the needs of the sustained growth of “CHENGDU EUROPE” express railway, which may not only cause problems such as jumbled trains and limited operation, but also reduce the operating efficiency and stability of “CHENGDU EUROPE” express railway. At present, in order to meet the needs of the rapid development of trade in Sichuan Province, the timeliness of port border docking and transportation of “CHENGDU EUROPE” Express Railway needs to be improved.

## **7.3 The International Transportation Environment is More Complicated**

1).International railway transportation rules are not uniform.

At present, the international railway transportation rules have not been unified, and “CHENGDU EUROPE” Express Rail needs to follow the railway transportation regulations of each country every time it enters different countries. Among them, there are many formalities and complicated procedures, and customs declaration, inspection, release and supervision all take time and expenses, which not only increases the uncertainty of freight time, but also affects the efficiency of train operation. This has brought inconvenience to the import and export trade and transportation in Sichuan Province.

2).The impact of the global situation

At present, the changing international situation and the continuing conflict between Russia and Ukraine have brought uncertainties. There are many countries along China-Europe trains. Conflicts between different countries and regions and the tension in the international situation will undoubtedly aggravate the instability of global industries, thus affecting the stability of enterprise supply chains and trains. This will also affect some lines of “CHENGDU EUROPE” Express Railway, thus affecting the import and export trade of Sichuan Province.

## **8. Conclusion and Policy Suggestions**

“CHENGDU EUROPE” Express Railway is a golden channel between Chengdu and Europe. In the face of the critical moment when the epidemic swept through, it took the initiative to provoke the heavy responsibility of land transportation and became the “life channel” and “destiny link” for countries to join hands in fighting the epidemic.

As an ancient city with a long history of more than 2,000 years, its cultural heritage is rich. Therefore, Chengdu should also make use of its urban cultural competitiveness to promote the economic growth of Chengdu and the whole Sichuan region. At the same time, “CHENGDU EUROPE” Express Rail should also shoulder the heavy responsibility of exporting cultural products and further promote foreign trade and cultural exchanges. Chengdu should also seize the opportunity to build an inland open economic highland, improve the transportation network, and



promote the rapid development of “CHENGDU EUROPE” express railway [11]. Expand Chengdu's transportation network in an all-round way, make full use of its speed advantage, create customized quality services, continuously expand international railway lines, and promote the further development of Sichuan's economy and trade with the help of the “the belt and road initiative” initiative. In view of a series of problems and challenges faced by “CHENGDU EUROPE” Express Rail, we put forward the following suggestions:

### **8.1 Strengthen the Construction of Its Own Competitive Advantage of “Chengdu Europe” Express Rail**

Because enterprises mainly rely on policy subsidies to cut costs in trade and transportation, they often choose regions with greater subsidies to deliver goods, which leads to the phenomenon of different classes competing to open sites at low prices. More and more regions try to gain more goods and build their own competitive advantages through different means. In view of this phenomenon, “CHENGDU EUROPE” Express Rail should promote its market-oriented operation, gradually reduce its dependence on government subsidies, realize the development of “CHENGDU EUROPE” trains by strengthening its hard power and marketization, and bring healthy competition to China-Europe trains. At present, among all China-Europe trains, CHENGDU-Europe trains have the advantages of short time, superior geographical location and low freight. CHENGDU-Europe trains should make full use of their advantages such as high speed, good price, fast customs clearance and excellent service to discuss cooperation with some export enterprises in a targeted manner and seize market opportunities.

### **8.2 Improve the Transportation Efficiency of “Chengdu Europe” Express Railway**

There are many countries passing through the “CHENGDU EUROPE” express railway, and the infrastructure and human resource allocation in some areas can't meet the needs of the sustained growth of “CHENGDU EUROPE” express railway. The port border docking and transportation timeliness of “CHENGDU EUROPE” express railway need to be improved. In view of this situation, “CHENGDU EUROPE” Express Rail should continue to develop an information, digital and integrated management and operation mode. Take advantage of its superior geographical location, enhance the competitiveness of “CHENGDU EUROPE” Express Rail, deeply integrate with “internet plus Supply Chain”, promote efficiency improvement and cost reduction through informationization, and provide foreign trade enterprises with standardized one-stop online services for the whole supply chain process based on big data, so as to improve the quality and efficiency of “CHENGDU EUROPE” Express Rail's operation and ensure that “CHENGDU EUROPE” Express Rail maintains a leading position in all lines.

### **8.3 Constructing International Standards and Enhancing Recognition**

At present, the international railway transportation rules are not uniform, which hinders the development of China-Europe trains. On the basis of normalization, standardization and large-scale operation, it should attract the recognition and participation of countries along the route to improve the right to speak. And cooperate with countries along the route and international organizations to establish international standards, discuss with countries the solutions to the difficulties faced in the operation of “CHENGDU EUROPE” express railway, and cooperate with international organizations to solve various problems in the operation channel of “CHENGDU EUROPE” express railway.

Faced with the changes in the global situation, especially the uncertain factors brought about by the conflict between Russia and Ukraine, some lines of “CHENGDU EUROPE” Express Railway have been partially affected. In order to solve this problem, we can use alternative routes to further tap the transportation potential and actively explore alternative routes in all directions to cope with the possibility of continuous deterioration of the situation.

## 8.4 Excavate and Enhance the Trade Potential between Sichuan Province and Countries Along the “the Belt and Road Initiative”

Based on the current situation that the potential of Sichuan's export to countries along the “the belt and road initiative” has yet to be tapped and enhanced, we should first focus on long-term, extensive, mutually beneficial and win-win inter-governmental exchanges and cooperation, and accelerate the construction of Sichuan International Friendship City Pavilion. Secondly, we should stick to the foundation of connecting people's hearts, vigorously promote open, inclusive and multi-interactive cultural exchanges, push Bashu culture to the world, and build a Bashu cultural tourism corridor with three gold-lettered signboards of “Sanxingdui”, “Jiuzhaigou” and “Giant Panda”. Not only that, we should also give priority to the construction of infrastructure connectivity and accelerate the construction of a comprehensive and three-dimensional international open channel. Finally, actively solving and perfecting a series of problems existing in the “CHENGDU-Europe+” strategy can also provide a strong impetus for Sichuan Province to export to countries along the “the belt and road initiative”

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