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RMB 25.00 HKD 60.00 EUR 15.00
USD 20.00 GBP 12.00

ISSN 1009-7163 CN11-4557/GO

70



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亚欧非一体与长江经济带棋局

ASIA-EUROPE-AFRICA INTEGRATION AND THE YANGTZE RIVER ECONOMIC BELT DEVELOPMENT

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“一带一路”、京津冀协同与长江经济带 OBOR, Beijing-Tianjin-Hebei Regional Economic Coordination and the Yangtze River Economic Belt

今年“两会”所高度重视区域经济的布局，目的在于通过区域经济的布局实现国际和国内各大经济板块的协调发展，试图从治理上、政策上谋求发展红利，使经济发展更加畅顺、持续。在世界经济危机之后，中国就已推出各类经济区，从国土方面对各大区域进行了布局，在行政上容易协调的范围解决了国土次区域的一些协调问题。而今年的“两会”所重视的区域宏观经济布局是站在全球经济一体化的高度进行布局，视角更加宏大，更具战略性，重点在于通过政经一体来解决区域经济深层次的发展与协调，包含三方面内容：共建“丝绸之路经济带”和“21世纪海上丝绸之路”（简称“一带一路”），京津冀协同发展，长江经济带发展。

“一带一路”和京津冀协同战略是统筹国际和国内发展的两个重要抓手。“一带一路”牵动亚欧非大陆板块，重在政治和经济一体化，包含经济和地缘政治，站在全球高度构建亚欧非区域经济一体化，具有国际战略意义，是展望亚欧非一体的战略举措，未来世界版图也将是亚欧非和美洲两大板块；京津冀协同发展是以北京、天津、河北的区域一体化为切口，来解决目前首都发展中的一些问题。亚洲基础设施投资银行的举措奠定了共建“一带一路”的基础，“一带一路”战略基本明确了中国在世界版图中的地位和作用。呼应“一带一路”亚欧非共荣，应对全球化的战略，中国国内以京津冀协同、长江经济带建设、“一带一路”中国段进行布局，均衡全国发展。

长江经济带人口和GDP总量均约占全国一半，建设长江经济带偏重于经济与国内行政的协调，试图理顺发展空间。长江经济带梯度型、扩散式、整体化的发展方式，以上海为龙头，由东向西逐渐带动，之后沿长江向南北两侧拓展。以上海、武汉、重庆为增长极核，

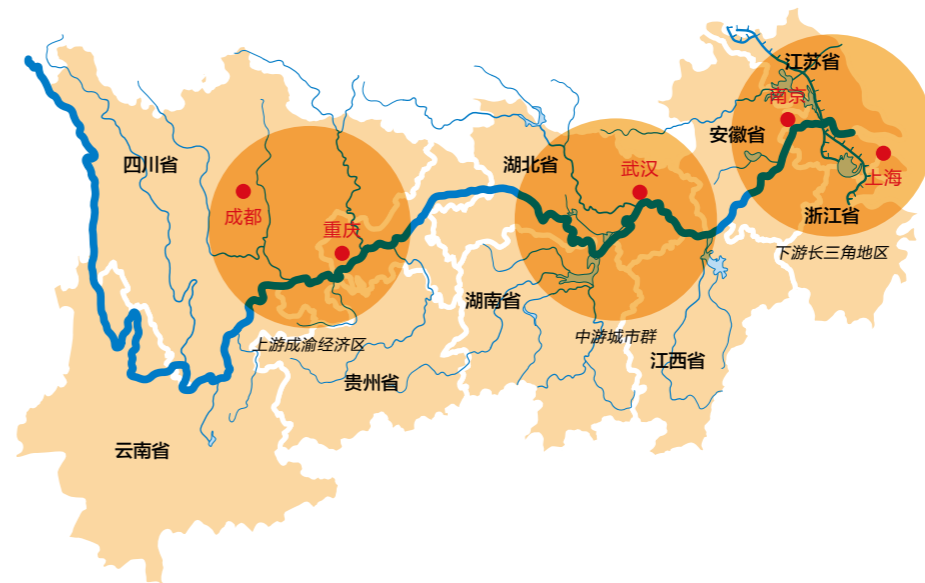
2015年“两会”高度重视区域经济的布局，意在通过政经一体来解决区域经济深层次的发展与协调，包含：共建“丝绸之路经济带”和“21世纪海上丝绸之路”，京津冀协同发展，长江经济带发展。“一带一路”和京津冀协同战略是统筹国际和国内发展的两个重要抓手，长江经济带偏重于经济与国内行政的协调，试图理顺发展空间。但依托内河航运兴起并一度繁盛的长江经济带，在全球经济一体化时代、后三峡时代、中国制造向中国创造转型时代，再依河运独取发展已不能满足现代城市的现代经济的需求。长江经济带整体运输效率升级应该完善水、铁、公、空多种运输方式综合发展多式联运，建设综合立体交通走廊才能真正使让长江经济带联动、发动起来。

辐射带动作用的主要依托长江支流和长江垂直方向的铁路干线、高速公路，向纵深发展。长江经济带向南北拓展，北侧将连接丝绸之路经济带的中国段，并依此作为支撑带动乌鲁木齐、兰州、西安、郑州一线发展，南北扩展带动山东、河北、河南，进而对接长江经济带。“21世纪海上丝绸之路”向西、向北延伸至河北、辽宁，以点带面到点线面结合，最终实现均好发展、和谐发展。

“一带一路”和长江经济带、京津冀协同三者并非割裂，而是交叉联系。21世纪海上丝绸之路的中国段就是沿海岸线，“一带一路”和长江经济带形成“一弓两箭”格局，京、津处于弓弦的起点，京津冀、长江经济带、“一带一路”形成了目前中国的经济版图。“一弓两箭”结合中蒙俄经济走廊和龙江陆海丝绸之路经济带，点串线，线张网，网汇面，覆盖全国。

长江经济带多式联运发展要求 Multimodal Transport Development Requirements of the Yangtze River Economic Belt

历史上，长江内河航运的发展促成沿江城市的兴起与繁盛，黄金水道航运的贡献在于培育了上中下游几大经济区。长江沿岸城市群的发展模式是核心城市的发展带动周边二级、三级城市的发展，以点带面。当前，发展长江经济带，是对原有城市群进行整合，目的是以线串点带面，扩大沿江流域的辐射影响，使东、中、西三部分更加协调，由东经中到西，逐渐带动，形成更好地发展局面。新时期新阶段，依长江河运而发展起来的城市群，再依水运独取发展，动力显然不够。特别是以长江航运为基础，依托上海、武汉、重庆三大航运中心发展起来的三大城市群，如今已是以前创新驱动为引擎发展现代经济的现代城市，追求高效、快速。简单地以传统河运为主的交通运输已经不能适应其当前的发展需求。后三峡时代，过坝时间太



长江经济带，覆盖9省市，以长三角、中游城市群、成渝三大经济区为主，辐射滇中、黔中经济区，形成长江经济带五大经济区。交通先行发展，完善水、铁、公、空多种运输方式的多式联运，以促进新的经济增长、促进新的区域经济联动。

长，时间成本太高，长江航运只适合一些低档的、大宗的、慢速的基础建材、原材料等运输。创新驱动，时间成本高于运输成本，现代经济的发展需要更加立体的城市交通，以适应现代人快速的交流、快递的可达。

国际化时代，长江经济带整体运输效率升级应该完善水、铁、公、空多种运输方式综合发展的多式联运。因此，建设长江经济带需要立体化的交通系统：一是在长江沿线增加空中运输比例，重视空运方向，实现核心城市与周边次级城市沟通、交流的快速可达，不仅上海到武汉，上海到合肥、长沙也同样便利高效。二是加强长江沿线的铁路联系，包括高铁和普铁。特别是利用高铁解决人和快件的可达性问题。三是平行长江建设高速公路，横向展开公路网。《长江经济带综合立体交通走廊规划（2014-2020）》非常精彩地指出长江经济带的发展问题，即不能只是简单依托黄金水道内河航运，全球经济一体化时代、后三峡时代、中国制造向中国创造转型时代，建设综合立体交通走廊才能真正使让长江经济带舞动、联动、发动起来。四是充分发挥城际铁在省内城市的连接上的作用，使沿江经济带沿各省内板块纵深辐射，同时促进省内沿长江垂直方向的公路网和小型机场的发展。五是完善快捷的换乘体系，实现多种交通设施的多式联运。要实现“铁、公、机”的快速高效换乘，需要建设大量的多式联运交通枢纽，如郑州，将高铁、城际铁、航空、高速公路结合在一起形成多式联运中心，加快各种交通方式之间的换乘。六是继续完善黄金水道的建设，大宗货物的运输不能放弃河运，要加强“水、铁、公、机”多式联运。长江经济沿线交通发展必然会对生态造成一定程度的破坏，所以长江经济带新一轮的建设，必须要按照新一轮的可持续发展要求和新型城镇化的要求落子，站在亚欧非一体化的高度对长江沿岸经济区进行统筹，以上海、武汉、重庆三个航运中心统领下游、中游、上游三个城市群，依托黄金水道辐射西部的黔中、滇中城市群以及长江支流流域。尊重自然，保护好长江流域的水系支脉和生态环境，使其成为活力充沛、看的山望的见水的区域经济带。

长江经济带交通、产业和空间的耦合 Transportation, Industry and Space Coupling of the Yangtze River Economic Belt

区域发展中，交通、产业、空间的耦合其实是必然的。地区产业

经济发展到一定程度势必面临区域经济一体化的问题，导致产业在更大空间范围布局、分工、协同。经济一体化又会促成各经济体、经济区彼此之间的协同与互动，必然会产生点式向网络发展的交通支撑。空间是产业发展的载体和落脚点，一般来说，交通、产业、空间三者之间会形成城市交通一体化、产业城市一体化、产业交通一体化的耦合关系。城市交通一体化，理论研究和实践经验目前都已相对成熟；产业城市一体化，即产城融合，倡导复合利用、组团发展、职住平衡，产业和城市达到高度融合，实现产业的发展与人口支撑、空间对应的有效协调，这正是目前城市发展需要解决的重点。产业交通的一体化，重点在于因跨区域产业协作而需要的区域性交通支撑。

全球经济一体化背景下，中国的经济发展面临着在更大空间上的配置，经济协作需要更大空间的交通整合，达到产业之间的分工配置的优化目的。以往的交通发展是先有交通配置需要，再配以交通供给，以实现时间红利。就现阶段来看，如果交通先行发展，可能会促进新的经济增长、促进新的区域经济联动。某种意义上，交通的发展能够更好地带动区域经济的发展，甚至可以引动区域经济的引擎。区域发展中，交通与产业是相辅相成的，产业发展需要交通支撑，交通发展促进产业协作。

通过交通建设可直接增加商贸的便利，促进商贸发展，加强各区商贸的流通。同时在各个商贸节点，如上海、武汉、重庆等航运中心，可发展商贸会展业，促进贸易物流的发展，带动沿线商贸进一步的交流、交换、互通、共荣。长江流域，长三角、中游地区、成渝三大经济区为主，辐射滇中、黔中经济区，形成长江经济带五大经济区。上游巴蜀文化、中游荆楚文化、下游海派现代文化，特别是西部滇中、黔中、成渝地区汇集聚居了大量少数民族，风俗风情各具特色，民族文化多样，旅游资源极其丰富，历史文化博大精深，集中了中华传统文化的精髓，长江经济带形成了一条中国最具特色的旅游带，通过综合交通的支撑实现长江旅游带资源的整合，形成更具规模、更具系统、更加具有吸引力的旅游线路，促进文化的交流、互渗、传承、挖掘、研究，最终达到文化的大繁荣大融合。

在当前亚欧非一体化背景下，过度谈水运已显落后，单纯谈长江经济带稍觉尺度片面。因此分析长江经济带需要结合“一带一路”、京津冀协同，在中国区域经济宏观布局的整体框架下理解。本文抛砖引玉，以期引发关注长江经济带建设的各界人士共同探讨。☛

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Integrated Development of Transportation Urbanization and Industrialization Changes Riverside Cities

Text / KUANG Xiaoming [Chief Editor of Urban China]



A Typical Image of Yangtze River's Middle and Upper Stream. This is Yichang, the mouth of the Three Gorges. (Photographer / LI Ming)

Three Waves of Development

During the early days of the Reform and Opening up Policy, the Pearl River Delta led by Guangdong Province rose quickly. Some provinces and cities on the upper-middle reaches of Yangtze River chose the Pearl River estuary or Beibu Gulf as ports to ship goods overseas. The labor market and the commodity market had been significantly influenced by the south. In consequence, Yangtze Valley as an integrated valley economy had been influenced and partitioned by other regional sections. The interactive system among the provinces and cities on the upper and middle reaches of Yangtze River and those of the lower reaches of Yangtze River had not been formed.

During 1980s and 1990s, Yangtze River

was proposed the "T" form integral spatial structure strategy which specified the coastal line as the strategic axis and the Yangtze River as the main axis. The 'team leader' of the lower reaches was Shanghai. The 'team leader' of the middle reaches was Wuhan and that of the upper reaches was Chongqing. The Fourteenth National Congress of CPC in 1992 also proposed to take Pudong as the leading project and develop Shanghai into a global economic, financial and trade center to drive the economy of Yangtze River Delta and the coastal areas. However, due to various reasons, the implementation of the strategy was not coherent enough. Later it had been replaced by regional strategies that emerged one after another such as Development of the West and the Rise of Central China. Till

mid 1990s, the regional economic development focused on Yangtze Valley had almost faded out of the view of people.

In 2013, National Development and Reform Commission compiled and issued the 'Guiding Opinion on Promoting the Transition of Yangtze Delta Economic Belt' which reformed Yangtze Economic Belt from six aspects: integrated traffic, industrial transformation, new urbanization, opening up, ecological corridors and coordination mechanism. The strategy relied on the three urban agglomerations of Yangtze River Delta, the middle reaches of Yangtze River and Chengdu and Chongqing, aimed to expand the three shipping centers of Shanghai, Wuhan and Chongqing, to promote the development of the hinterland and promote the opening up

of Shanghai and Yunnan to expand the most important space of growth of the future of our country. In September, 2014, The State Council planned to develop Yangtze River Economic Belt into an inland economic belt with global influence, a coordinating development belt between the east, the middle and the west, an internal and external opening up riverside zone and a pioneering paradigm zone of ecological civilization development. In 2015, a government work report proposed to fasten the construction of 'Yangtze River Economic Belt', promote major projects such as the Three Gorges Integral Transportation System and improve Yangtze River's function as the golden watercourse.

The goal of the new round of Yangtze River Basin development is to improve the integral transportation system, promote industrial transition and layout optimization, improve the quality and effectiveness of urban and ecological development, and reinforce the innovation of communicative and coordinative system. One characteristic of riverside economic development is the construction and urbanization of the riverside urban agglomeration, enhancing metropolitan zones. Another characteristic is to lower down logistic cost and to develop relevant industries. Such measurements will exert significant influence on the development of the hinterland of domestic production and distribution. They will also provide firm and reliable foundation for the outward extension of Chinese capital represented by 'One Belt And One Road'.

Comparison of Various Developing Strategies

If we place the strategy of Yangtze Economic Belt in a larger scale of time and spacial span, we will find that it has been influenced to a certain extent by European transportation strategic planning. Thanks to the well-developed network of canals constructed during the Industrial Revolution, and the long and twisted coastal line, the recent EU transportation integration plan tries to decrease road transport and implement it by railway transportation, inland waterway shipping and coastal shipping to reduce pollution in long-distance transportation. Such a strategy coincides with China's promotion

of water transport and the ideal of 'green, great traffic volume'. However, its attitudes toward transportation efficiency and construction cost are more practical. Mississippi River, which is admired by many Chinese scholars, takes an opposite strategy. Instead of digging deep river course to enable seagoing vessels to enter into rivers, it meets trick with trick by organizing barges into groups, like in railway transportation to supplement land transportation which experienced rapid development due to the prosperity of express delivery industry. The difference between two strategies calls for deep thought.

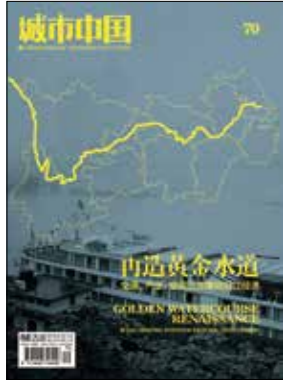
Moreover, there exist conflicts of interest or industries among riverside cities of the upper and lower reaches. It is not an exclusive problem. All major rivers in the world share the same dilemma. In the ages without macroscopic coordination, the conflicts of interest between the upper and lower regions could even trigger wars. Learning from history, can we predict how Yangtze River Economic Belt will coordinate the differed interests and requirements among the upper and lower reaches?

This issue took some riverside cities along Yangtze River as examples and analyzed the various development history in different geographical environments, and tried to sum up in a few ways and attitudes of the cities that 'rely on water for a living', as well as the

opportunities and challenges brought by the integral development of several transportation methods to urban transition. Yibin, 'the first city on Yangtze River' will become the channel of the Chengdu-Chongqing economic zone to output capital and mobilize the development of former revolutionary base areas. With a tradition of opening port in the 19th century, Chongqing focuses on financial industry. Yichang devotes itself to reducing the effect of the bottleneck of the Three Gorges and increasing transportation volume and efficiency through water-land-water transportation. Located on Hanjiang River, the tributary of Yangtze River, Xiangyang is surrounded by several provincial capitals. Its resources were drained during a time when neighboring provinces competed maliciously and focused exclusively on regional production. However, the city will once again become a trade hub in an age of highly developed commodity economy and trade. Provinces in the middle reaches represented by Jiangxi Province are faced with the problem of lacking driving force for development. On the contrary, after 'a sleep of ten years,' Yangzhou unexpectedly 'turned its back to Yangtze River' and chose an unconventional way of development. The decisions of these cities, especially second-tier and third-tier cities, will once again profoundly change the economic geography of the riverside region along Yangtze River. ☞



Inland water transportation is to be developed. Now its capability is not competitive comparing with road and railway in China. (Photographer / LI Ming)



城市中国 Urban China

再造黄金水道
交通、产业、空间
三方推动沿江经济
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RMB 25 / HKD 60 / USD 20
EUR 15 / GBP 12
出版日期: 2015年06月



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[主办] 中国对外翻译出版公司
[出版] 中国出版期刊中心
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[发行部] 杨碧瑶 (北京) 010-65263057

ISSN国际标准刊号: ISSN 1009-7163
CN国内统一刊号: CN 11-4557/G0
广告经营许可证号: 京朝工商广字D8041号

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[Publishing] The Center of China Periodical Press
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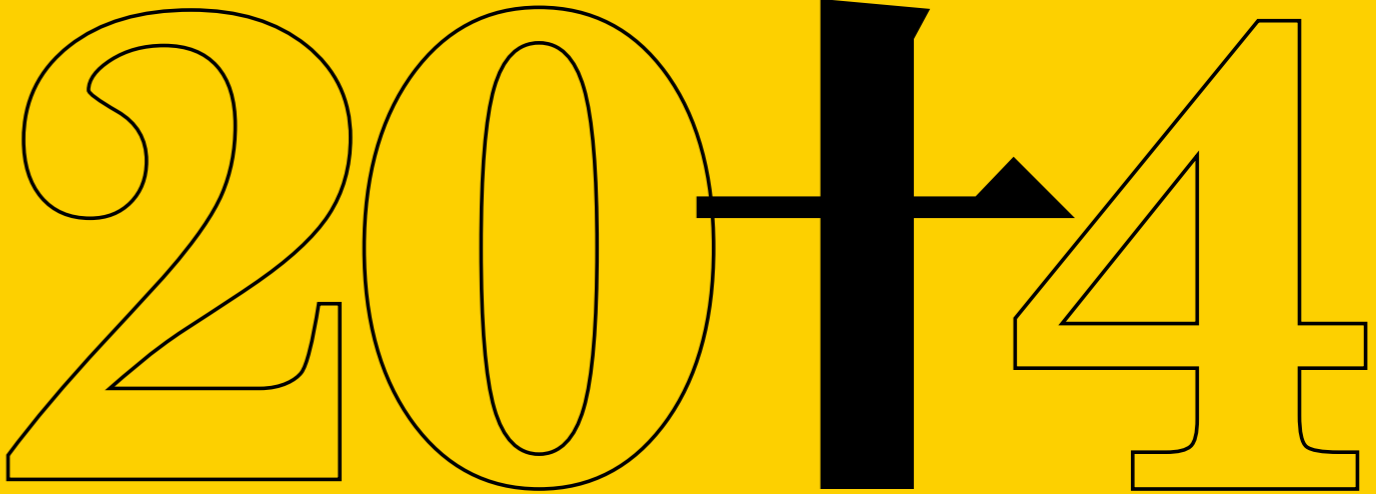
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