

## **Predicament and ways of development for Chinese inland major cities - take Chongqing as an example**

### **1. The main characters and problems of Chongqing Municipality**

Chongqing has many important characters; the words such as “Mountainous City” “Foggy Capital” “Mini Hong Kong” can all express the characters of Chongqing. But it has following important typical characters and problems in the comprehensive standpoints of political economy and society.

#### ***The only municipality of middle-western areas of China***

Chongqing was set up as the fourth municipality after Beijing, Shanghai and Tianjin by Chinese Central Government in 1997, and it is also the only municipality in the Middle-western area of China. The four strategic intentions of setting up Chongqing municipality are as followings: assuming the tasks of migrating people and driving the developments of the reservoir area; driving the developments of western area of China through its independent administrations; extending the direct hinterland of central city through the direct control of Central Government, exploring a road of big city bringing developments of rural places; exploring the road of administrative management system reform and setting the foundation for improving administration efficiency and province-grade administrative management system reform through independent local administrations. In the same time, the Central Government gave Chongqing 4 arduous tasks: Three Gorge area migration, old industrial base reconstructing, supporting the poor, ecological environment protections. Chongqing has contributed a lot in aspects of settling million of Three Gorge area residents down and reducing the poor population etc in the 10 years of independent administrations, but it has to make further efforts if it want to accomplish the four strategy intentions by the Central Government.

#### ***The urban-rural structure of big city driving big rural places***

As the most populated metropolis in the world, Chongqing has about 31 million people and wide land area of 82 thousand square kilometers, so its land area is more than two times of the total area of Beijing, shanghai and Tianjin. In the wide land area the character of big city coexisting with big rural area is very outstanding. In the one hand, the central city has large population scale, the total persons in the 9 districts of the main city amounted 5.56 million in 2005, which shared 37 % of the total population of Chongqing. In the other hand, the rural population shares nearly 3/4 of the total population, and nearly half of 40 counties and districts are Poverty-stricken Counties.

### ***The inland city of the upper Yangtze River***

with obvious regional advantages, Chongqing is not so occlusive despite of being in the inland area. It can be seen from the whole China that the continuous mountains comprising of Taihang Mountain, Wu Mountain, Southern Mountain Range etc is the boundary of eastern and western China, and the Sichuan Basin lies in the south- north transportation center of western China, and the center lies just on the joint of west, east, south and north. As for the southwestern China, backing up against Sichuan Basin, facing Yantze River main route, Chongqing is then called as the Sichuan Throat which means the necessary passage for the Western Sichuan Plain to communicate with the middle and lower Yantze River, so it is also the central city of the upper Yantze River.

### ***Investment-oriented city***

Same to the most cities of western China, the economic developments of Chongqing depends on the driving of investment since its being municipality. The contribution rate of capital formation amount to the economic increase of whole city increase from 58.7% in 2000 to 89.7% in 2004, so it increased almost 31 percents in 4 years. The investments were mainly from state and governments. Utilizing these capitals to implement the basic equipment constructions, Chongqing has laid solid foundations for its hinterland extensions. Compared to the investments from the state and government, those from foreign and inner traders are much smaller.

### ***An arduous task of migrant reemployments***

Up to the end of 2005, Chongqing reservoir area had settled down 300.3 thousand moving and migrating rural persons in total, which shared 31.8% of the total migrants. Due to the poor production conditions of settling-in areas, the income of reservoir area rural migrants increased comparatively slow, so the difference of their incomes to the average one of farmers in the whole city began to enlarge. The increase speed of reservoir rural migrant incomes was 5.9% lower than that of average level of the farmers in the whole city in 2005. The average individual pure income was 2648 Yuan RMB, 161 Yuan lower than average level. They are hard to be employed and form hard burden to the society; with average 1.32 person employed in each family, so each employed has to support 2.44 persons in one family.

## **2. Imagined development plan of “One Circle and Two Wings” and “One Hour Economic Circle”**

Based on the cognition to the present development state of Chongqing, Chongqing City Government put forward the development plan of “One Circle and Two Wings”, the former refers to “One Hour Economic Circle” which covers 23 counties and districts with the urban area as the center and the distance reached within one hour by bus as the diameter, it intends to build a city group with obvious assembling effects, scale economy and competitive advantages. This area is about 30 thousand square kilometers, and it has constant residents

of about 16 million which shares nearly 60% of the whole population in this city. There are nearly 10 million urban populations, so the urbanization rate is almost 60%. It realized a regional gross production of over 200 billion Yuan RMB in 2005, which shared about 70% of that in the whole city. It is expected the regional gross production will be over 80% of that in the whole city after 10-15 years, and the population in the convergent towns will reach 20 million and the urbanization rate about 75%. The latter refers to the Chongqing Northeastern Three Gorge Reservoir Area centralized with Wanzhou and the Chongqing Southeastern Folk Area centralized with Qianjiang. With the complicated and poor ecological environments and low suitability of land exploitations, these two regions should rather fulfill the task of protecting the environments.

The development strategy of "One Circle and Two Wings" meant to develop with differentiation and imbalance while take the "One Hour Economic Circle" as the main carrier of economical activities. After strengthening "One Hour Economic Circle", Chongqing will transfer more financial aids to the back-developmental areas and absorb the remnant labor forces from the two wings to come here to be employed and inhabit here, accelerating the process of farmer urbanization. It will transfer 4 million persons with the helps of the two wings till 2020.

How to strengthen the constructions of One Circle, "Chongqing One Hour Economic Circle Spatial Development Strategy" put forward three very important development strategy: internationalization, regionization and urban-rural Total Planning. The question of how to internationalize Chongqing, this inland city should be discussed from the view of global economy unification and combination of domestic development to the foreign assistants. The regional work-division and orientation of Chongqing, and the way of driving the total developments in the whole region should be also discussed from the view of uniting the regional developments. The development approaches of big city driving the big rural area in Chongqing should be argued from the view of unification of urban and rural developments.

### **3. The internationalization strategy of inland city**

#### ***(1) The mode of Chongqing attracting FDI***

The important approach is attracting the capital from the whole world to centralize in this region and forming the industry-groups if this region wants to develop as soon as possible. The foreign capital is the driving power to form industry group, and the relations of global urban regions to FDI resulted in 3 kinds of modes in present days.

First kind of mode: FDI mode with orientation of imported processing. Taking the international trades and capital fast back-circulation as main methods, it buy the raw materials with low prices and process them, then sell them quickly to the places of the whole world with high prices. This kind of regions depend on ports and international cities, the Pearl River Delta in China is a typical one.

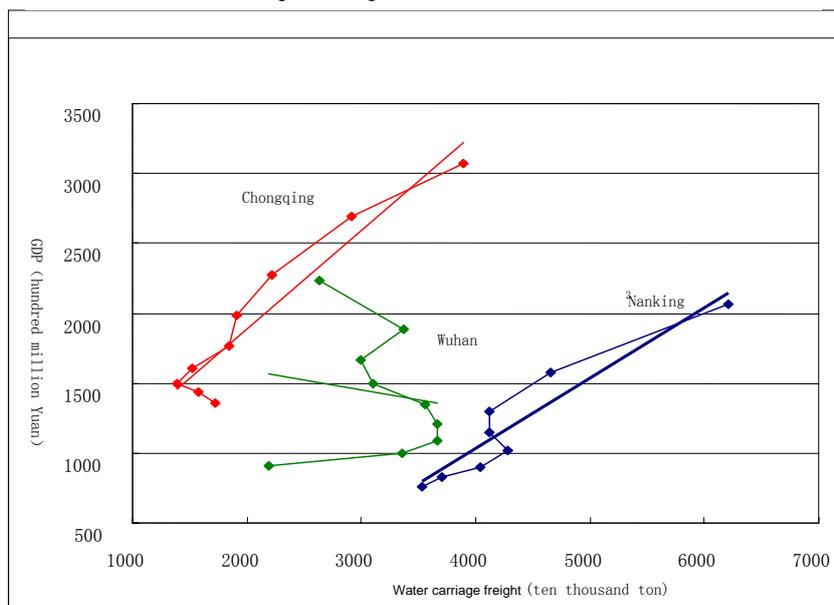
Second kind of mode: FDI mode with orientation of “domestic productions and sales”. It invests to the large scaled and technology intensive industries such as automobile and heavy engine etc rather than depend on mainly international trades. It mainly works in domestic markets to occupy the market share. Although this kind of foreign trade investment mode is very popular in developed countries, it is not the mainstream in China. But we can see the trend of gradual increasing in China, and this trend also centralize in cities of provincial capitals. The third kind of mode shows the integration of former two kinds of mode, and Yangtze River Delta is a typical one.

As a inland city, Chongqing is sure to mainly produce and sell in domestic markets, exert the advantage of old industrial base, strengthen the consumption capacities of local region, in the same time it should utilize positively the port conditions of Yangtze river, link with Yangtze River Delta, develop the imported processing industries.

***the significance of Yangtze River and port to Chongqing***

Comparison to the relation of water carriage freight amount of Chongqing, Wuhan and Nanking in the upper, middle and lower Yangtze River respectively to the GDP can show that the relations of ports to the urban economies differed among each other. The results of calculation and comparison to the data from 1997 to 2005 showed that the relation of water carriage freight amount of Nanking to its GDP was linear, that of Wuhan failed to show regressive. The driving power of water carriage freight amount to GDP in Chongqing was stronger than that in Nanking, each ten million ton of water carriage freight have driven GDP to increase about 70 billion Yuan RMB in Chongqing, but it was 50 billion in Nanking. This shows that the economical developments of Chongqing depend much more on port, and an important aspect of Chongqing internationalization is to fully exert the fresh river shipping potential of Yangtze River and develop imported processing industries.

Relation of water carriage freight amount to the GDP in the cities along the Yangtze river (1997-2005)



Sources: CAUPD, Chongqing One Hour Economic Circle Spatial Development Strategy, 2007

***airport is another important equipment of inland city internationalization***

Chongqing Jiangbei International Airport is a 4E civilian Airport now; it has a total area of 100 thousand square meters and a capability of 8-10 million person-time/year. In 2006, Chongqing Jiangbei International Airport yearly throughput went over 8 million person-times at first time, and that was the first time for it to be the top 10 big Airports in China and top 100 Airports in the whole world.

The over 8 million yearly throughput is a start for Chongqing to build itself into an aerotropolis. Chongqing can utilize the continuous developments of airport international freight lines to form an aerotropolis since now, and focus on developing the high manufacturing industry with the supports of airport cause it is the important carrier of Chongqing internationalization. In the same time, Chongqing will form various kinds of industrial groups relevant to airport in airport urban area such as business parks, logistic parks, industrial parks, wholesale centers, information communication technology industry integration groups, retail centers and living areas etc.

**4. Regionization strategy**

The supports of regional direct hinterlands are necessary for the developments of cities, and the boosts of urban regionization developments are the necessary path of total competitiveness of Chongqing. So the continuous developments and strengthening of Chengdu-Chongqing city group can be seen as the important drive to boost Chongqing one hour urban economical circle and the important regional base for Chongqing to continuously improve its strengths.

As for the economical index, with the low GDP total index of Chengdu-Chongqing, Chongqing has average individual GDP less than half that of Beijing-Tianjin-Hebei, Shandong Peninsula, Middle-Southern Liaoning and Taiwan Strait Western Bank Economical Zone. But Chengdu-Chongqing Economical Zone has 99.56 million population, with the developments of social economy, the potential market capabilities and the potentials of resource exploitations will continuously appear, this is the important dependent power to extend the domestic demands and boost economy developing continuously. Hence Chengdu-Chongqing Economical Zone will have qualification to be the fourth polar of Chinese regional economical developments.

Indexed economic zone	Total population(ten thousand)	GDP (100 million Yuan)	Average individual GDP(Yuan)	imports(100 million dollars)	Productivity(Yuan )
Pear River Delta	3922	24200	61701	3493	201463
Yangtze River Delta	9477	21200	22369	978	116228
Beijing-Tianjin-Hebei	6510	9544	15687	355	66029
Shandong Peninsula Area	3980	6228	15674	126	66331
Middle and southern Liaoning	2670	3671	13744	114	65758
Taiwan Trait Western Bank Area	4679	6569	18646	348	—
Chongqing, Chengdu Area	9956	7089	7120	37	67991

Data from: 《China Statistic Annual 2004》、Chinese Competivity Development Report 2003, the data of Taiwan Trait Western Bank Economic Zone are from 2005 statistic.

Chongqing and Chengdu are the double center of Chengdu-Chongqing Economical Zone, so the boosts to the joint developments of these two cities are the important duty of Chongqing regionization. The present two cities have different but mutually complementary industries. In the aspect of 3<sup>rd</sup> Industries, the comparative advantages of Chongqing are finance, insurance, medical services, logistics, original industries, science and technology etc, those of Chengdu are food, wholesale and retail, high education etc. In the aspect of 2<sup>nd</sup> Industries, Chongqing depends mainly on automobile, motorbike etc, and Chengdu electronics, information, medicine, and engine products. This kind of obvious function mutually compensating relation will be very beneficial to the after developments of these two cities.

But Chongqing and Chengdu have not formed a trend of cooperated developments in the aspect of spatial pattern. The development direction of Chengdu Urban Circle is “Chengdu-Dechang-Mianyang Area” along the northeast-southwest and the southern Meishan and Leshan Areas. Chongqing urban area mainly develops its circle layer and regional spreading. There are some empty undeveloped regions in Suining and Neijiang Districts between these two cities.

Therefore these two cities should emphasize on the cooperation of basic equipments and spaces to drive the developments of surrounding areas on the base of industry mutually compensating.

## 5. Urban-rural wholly planning strategy

In order to realize “one hour urban economical circle” urban-rural wholly planning strategy, the spatial base of wholly-planned developments should be constructed at first, which is to realize the extensions of urban basic equipments and public service equipments to the rural areas, to

construct the network spatial development base of urban-rural unification. There are three contents: basic equipment regionization, public service uniformization, and resident living circumstance equalization.

Basic equipment regionization intends to construct the regional comprehensive transportation network, set up city-boundary fast transportation network, strengthen the connectivity of two cities, and strengthen the key town-rural area road system constructions of many counties. In the same time, it intends to construct the regional water supply network and regional electricity supply network and regional telecommunication network.

Public service uniformization means to wholly arrange the public service equipments according to the principle of service unification, including the education, training, medical sanitation, culture, physical training, fiancé, post. It will form a public service equipment network system along the direction of “city-town-rural community”

Resident living circumstance equalization is to wholly control the urban and royal social security (providing for the aged, unemployment, medical service, work injury, bearing insurance, lowest living security), provide the social security service to the urban and rural residents with the same quality. It intends to wholly control the urban-rural house constructions, strengthen cheap renting-house constructions, and guarantee the housing demands of flowing population. It intend to wholly arrange the public services such as education, training, medical sanitation, culture and gym etc, guarantee the urban and rural residents can enjoy the public service equally.

## **6. spatial development strategy**

The holistic strategy of Chongqing one-hour urban economy circle spatial developments is to support the realization of social, economical, environmental protection development goals. It will support Chongqing internationalization, regionization and urban-rural wholly planning to provide the spatial and material carriers to the regional developments. So there are following eight principles in the aspect of spatial development: identify the strategy resource spaces, cultivate the regional function centers, build industry development corridor, lead the formation of industrial group, perfect the town spatial system, boost the developments of different areas, protect the ecological environmental safety.

In detail, the intending spatial structure of Chongqing can be depicted as “One Axis, Four Belts, and Multiple Centers”. The “One Axis” is the Yangtze River-Chengdu Chongqing Town Development Axis; the “Four Belts” include Yangtze River Traditional Town Function Extension Belt, Southern Special Town Function Extension Belt, Northern Chengdu-Chongqing Town Function Extension Belt, and Jialing River Ecological Town Function Extension Belt.

As the most important development corridor, Yangtze River-Chengdu Chongqing Town Development Axis is the most important carrier of economical activities. This axis is both the

central space of assembling the important resources in the one hour urban economic area and improving the regional radiation effects, and the main area to boost the Chongqing Regional Eastern and Western Districts development and resource element circulations. One Axis should reduce the time cost of regional developments and shorten the spatial and time distances through highly effective and modern transportation service systems, strengthen the connections between the towns and multiple transportation systems in eastern and western districts. As the subordinate development corridor, the Four Belts will boost the whole developments of this region.

As for the constructions of multiple centers, Chengdu should strengthen the developments of urban main centers at first, then cultivate many secondary centers with competitiveness in the surrounding area of city. As the places to fulfill the task of spreading partial functions of the main city areas, the regional secondary centers are also the strategic joints of boosting regional developments and social developments. The selective and emphasized cultivations and improvements to many regional secondary centers are of important significances to the regional developments of one-hour urban economic circle.

This planning offered 5 secondary centers including the Xiyong dominated with high-tech, Airport New City centralized with Airport, Yongchuan dominated with professional education, Changshou with Heavy and Chemical Industries and Fuling with circulation services.

## **7. Brief summary**

In present days, the developments of Chinese inland major cities face many problems such as low total level of economic developments, the high proportion of rural population, deficient consumption capability, weak developments of surrounding towns, etc. as for the intending developments, these inland major cities should change the former development approach of highly depending on the national capitals and comparatively closed economic developments. They should join the global economies completely, take the development approach of internationalization, regionization and urban-rural wholly planning. But the internationalizations of inland cities should be different with those of seashore cities; they should lead a new development road with their own characters with combination of their own social, economic and basic equipment conditions.

### References

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