

National Education Series for Geography Teachers (1): Overview of the Geography of Our Country

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1.1 Introduction: The Concept of Regions and Regional Geography

A. Region: The concept of “Region” in Geography

- Region: a particular area or part of the world; or any of the large official areas into which a country is divided.
- Scales of regions: supra-national (EU, NAFTA), sub-national (Pearl River Delta, Yangtze River Delta)
- Types of Regions: natural, human, economic, administrative.
- Regions have clearly defined boundaries, such as national boundaries and provincial boundaries.
- Some boundaries are more imprecisely defined, such as climatic regions, vegetation regions, and precipitation regions.
- Characteristics of Regions:
 - Administrative levels/scales
 - Differences
 - Integration
 - Evolutionary
 - Openness

B. Regions & Regional Geography

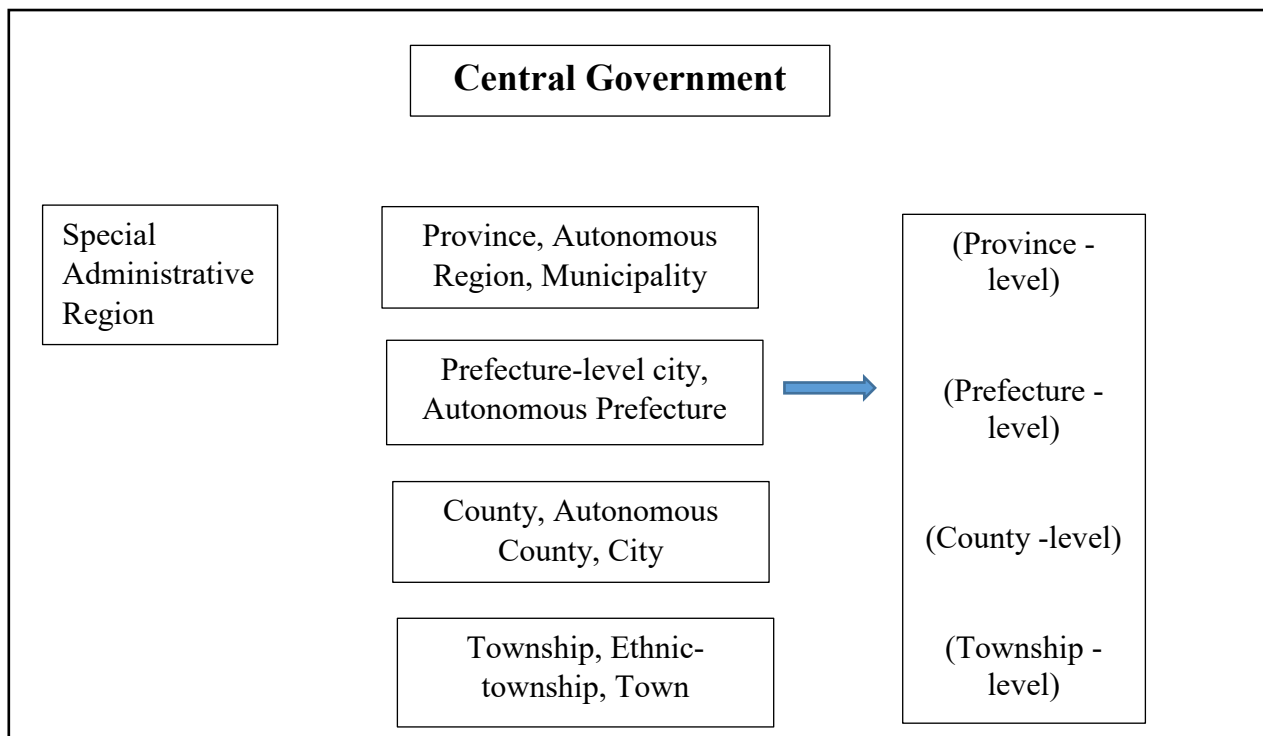
- How to define “Regional Geography” has been a contested question in the history of the Geography field. R.W. Dickinson defined it in the 1970s as the treatment of a variety of spatially distributed phenomena in a particular area, whether it is a local area, a country, or a continent thus implying that regional geographers should operate at all spatial scales.
- Regional geography is a major branch of geography. It focuses on the interaction of different cultural, natural, social, economic and political geo-factors in a specific land or landscape, while its counterpart, systematic geography, concentrates on a specific geo-factor at the global level (Wikipedia).
- New regional geography: A subfield of human geography focusing on the political-economic and sociocultural construction of regions, their meanings for individual and social identities, and on the power relations embedded in region-building processes.

1.2 Geographical Regions/Divisions of Our Country: Background & Geographical Factors

A. China's region

- China's vast scale and regional diversities has made regional analysis a difficult task
- There is no commonly accepted division of the Chinese territory into regions
- Different periods of state plans have generated different divisions of regions
- Different researchers with different objectives have produced very different regions

B. Administrative Divisions of Our Country



C. Hierarchical Administrative Divisions

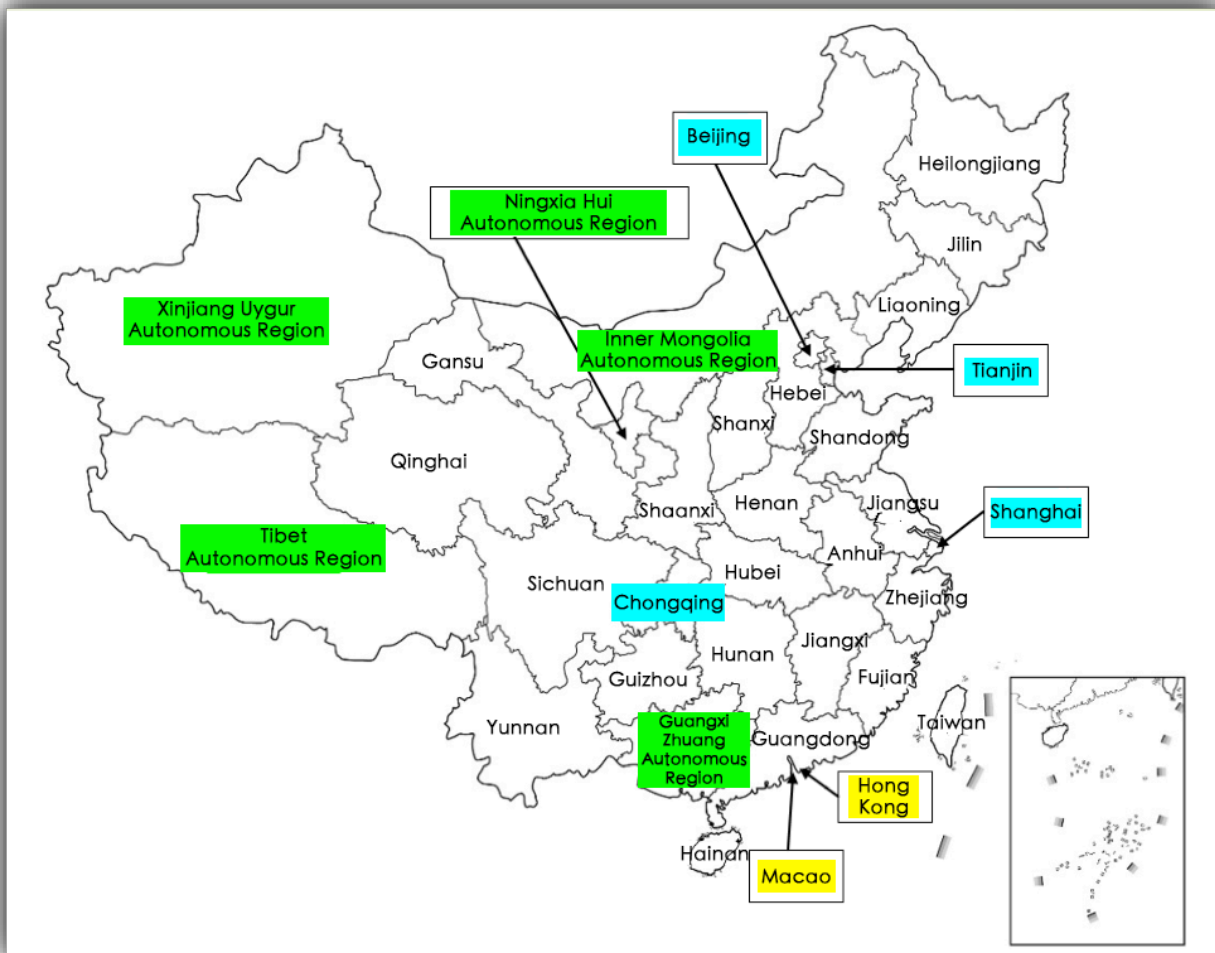
- Hierarchical organisation:
 - Provinces
 - Prefectures
 - Counties/city districts
 - Townships and villages
- Provinces
 - 23 provinces
 - 5 autonomous regions
 - Guangxi Zhuang Autonomous Region
 - Xinjiang Uygur Autonomous Region

- Ningxia Hui Autonomous Region
- Inner Mongolia Autonomous Region
- Xizang Autonomous Region
- 4 centrally-governed municipalities
 - Beijing
 - Shanghai
 - Tianjin
 - Chongqing (1997)
- 2 Special Administrative Regions
 - Hong Kong
 - Macao

D. Definition & Classification of Cities by Our Country

- The four levels of administrative divisions of Chinese cities are:
 - Centrally-governed municipalities
 - Prefecture-level cities
 - County-level cities
 - Administrative towns
- Cities and towns are often classified as 「城鎮」 in Chinese.
- “Cities”: the city as a level of government
- Economic activity tends to concentrate in cities in our country:
 - Capital, labour, and other factors of production are concentrated in cities.

E. Our Country's Territory & Geographical Location



1.3 The Geographical Regions/Administrative Divisions of Our Country in Different Periods

A. The Four Geographical Regions

- Due to the vastness of our country's territory, there are various types of geographical regions based on topographical, climatic, human, economic, and political traits.
 - The 4 Geographical Regions: Our country is divided into four major geographical regions, taking into account characteristics such as geographical location, physical geography, and human geography.
 - The North-South Boundary
 - The Qinling–Huaihe Line is a reference line to divide the north and south. Areas north of the Line are referred to as Northern China, while areas south of the Line are referred to as South China.
 - The north includes the areas of Northeast China, North China, and Northwest China (also known as the “Three North”).
 - The south includes the areas of Southwest China, South Central China, and East China.
 - The East-West Boundary
 - The Heihe–Tengchong Line is a reference line to distinguish between eastern and western China. Areas east of the Line are referred to as Eastern China, while areas west of the Line are referred to as Western China.
 - The east includes the areas of Northeast China, North China, South Central China, and East China.
 - The west includes the areas of Northwest China and Southwest China.
 - Differences between the East and the West: relief, population, and level of economic development.
1. Northern China refers to the areas north of the Qinling–Huaihe Line, and east of Daxingan Mountains, Yin Mountains, Heilan Mountains, and Wuqiao Mountain. The Bohai Sea and the Yellow Sea lie on its east, it is the northern part of China’s monsoon region, it lies on the north of the 0°C January isotherm and the 800-mm isohyet.
- It includes all or most of the three northeastern provinces, the five provinces and two cities in the middle and lower reaches of Huang He, as well as the southeastern part of Gansu, and the northern parts of Inner Mongolia, Jiangsu, and Anhui.
 - It accounts for approximately 20% of our country's area, and approximately 40% of our country's population. The majority of the population here is Han Chinese, while the majority of ethnic minorities include the Manchu and Korean Chinese living in the northeast region.
 - The Northeast Plain, the North China Plain, and the Guanzhong Plain located in this region are all important agricultural production areas in our country. Agricultural activity in the region is mainly dry farming. Due to the climate, the main crops produced north of the Great Wall are spring wheat, corn, sorghum, soybeans, potatoes, and beets, while crops such as winter wheat, corn, cotton, buckwheat, and sweet potatoes can be grown south of the Great Wall.

2. South China, refers to the areas south of the Qinling-Huaihe Line. It is bounded by the Qinghai-Tibet Plateau in the west, and the Yellow Sea, East China Sea and South China Sea in the east and south respectively. The length of the coastline of this region accounts for more than 2/3 of our country's coastline.
 - It includes six provinces and one city in the middle and lower courses of Chang Jiang, most area of the cities along the south China coast and the four provinces of Southwest China.
 - It accounts for approximately 25% of our country's area, and approximately 55% of our country's population. The majority of the population here are Han Chinese.
 - The relief is high in the west and low in the east, with plains, basins, plateaux and hills located across the landscape. The region is sufficiently warm and enjoys abundant rainfall, and is equipped with favourable conditions for agricultural activities.
 - The Chengdu Plain in the region is known as the "Country of Heaven", while the middle and lower courses of Chang Jiang are known as the "Land of Fish and Rice".

3. Northwest China is roughly located west of the Daxingan Mountains, and north of the Great Wall, Qilian Mountains, Altay Mountains, and Kunlun Mountains. It includes Shaanxi, the Inner Mongolia Autonomous Region, Xinjiang Uygur Autonomous Region, the Ningxia Hui Autonomous Region, and the northwestern part of Gansu Province.
 - The region shares a long border with countries such as Russia, Mongolia, and Kazakhstan, which facilitate cross-border trade.
 - The region accounts for approximately 30% of our country's area, but only makes up 4% of our country's population. The majority of the population here is Han Chinese. It is a vast and sparsely populated region.
 - Han Chinese account for about 2/3 of the population in the region, while ethnic minorities - mainly Mongolians, Hui, Uyghurs, and Kazakhs - account for the remaining 1/3 of the population.
 - The region is located deep in the inland of northwest China and has a temperate continental climate. It is arid and water-scarce, and has a vast area of sand desert. It is an ecologically sensitive and sparsely populated area, and so, while it is rich in natural resources, it is difficult to develop.

4. The Qinghai-Tibet region is located in the southwest of our country, west of the Hengduan Mountains, north of the Himalayas, and south of the Kunlun Mountains, Altay mountains, and the Qilian Mountains. It includes Qinghai, Xizang and the western part of Sichuan.
 - It accounts for approximately 25% of our country's area, but only makes up 1% of our country's population.
 - It is often referred to as "the Roof of the World", and is the source of most of the major streams and rivers in surrounding regions, such as Huang He, Chang Jiang, Lancang River, and Yarlung Zangbo River. Therefore, it is also known as the "Water Tower" of our country.
 - The Qinghai-Tibet region has an average altitude of over 4,000 meters, and it has an extremely cold climate. This area is where Tibetans mainly reside, and major cities here include Lhasa, Nyingchi, and Yushu.

B. History of the Different Administrative / Economic Regions

- The transformation of regional development policy in our country:
 - 1949: The 6 administrative zones
 - 1958: The 7 administration-based geographical regions
 - 1964: The Third Front Movement
 - 1986: 3 Belts / Regions
 - 2006: 4 Plates

1. The 6 administrative zones: 1949-1954 (六大行政分區)

- The People's Republic of China was established on October 1, 1949. Six administrative zones were then established: North China, Northeast China, Northwest China, East China, Central & South China, and Southwest China, and they were referred to as the "greater administrative zones (大區)".
- North China was under the direct control of the central government, people's governments were established in Northeast China, while military and administrative committees were established in other greater administrative zones. The people's governments (人民政府) or military and administrative committees (軍政委員會) in the greater administrative zones were considered as the first-level local government, and they were in charge of a number of provincial administrative units.
- In 1952, administrative committees (行政委員會) were set up in the six administrative zones, they were only dispatched by the central government to supervise the local governments, and were no longer considered the first-level local government.
- To strengthen centralised and unified leadership, the greater administrative zones were abolished in 1954, and the respective provinces, autonomous regions, municipalities, and prefectures were under the control of the central government.

The 6 administrative zones

Please refer to:

<https://zh.wikipedia.org/wiki/%E4%B8%AD%E5%9C%8B%E5%9C%B0%E7%90%86%E5%A4%A7%E5%8D%80>

2. From the 6 administrative zones to the 7 administration-based geographical zones (1958-1961) (從六大行政分區到七大行政地理分區)

- In the 1950s of the 20th century, to gradually improve the situation of an unbalanced distribution of labour force, and better utilise the manpower and material resources of each region, the central government considered the establishment of local industrial systems at different levels and with different areas of speciality, so as to establish a complete industrial system.
 - In 1958, to strengthen regional economic planning, the national planning department divided the country into seven economic cooperation zones, also known as seven

administration-based geographical zones. They were built upon the Northeast, North, Northwest, East, Central and South and Southwest regions - which were created at the beginning of the establishment of the People's Republic of China.

- The central government required the respective zones to establish large-scale industrial infrastructure and economic centres as quickly as possible, to form a number of economic zones with relatively complete industrial systems.
- “Central & South China” in the 6 administrative zones was split into Central China and South China.
- The provinces Henan, Hubei, and Hunan were grouped into Central China while Guangdong province (including Hainan) and Guangxi were called South China.

The 7 administration-based geographical zones

Please refer to: https://www.researchgate.net/figure/Administrative-divisions-of-China-at-the-province-and-county-levels_fig4_330758294

3. The Third Front Movement (1964-1980) (三線建設)

a. Background

- Cold War mentality
- A regional Industrialisation process, based on national defence considerations.
- The Third Front region includes: Sichuan (including Chongqing), Guizhou, Yunnan, Shaanxi, Gansu, Ningxia, and Qinghai provinces, and parts of Shanxi, Hebei, Henan, Hunan, Hubei, Guangxi, and Guangdong provinces.
- Followed the principle of “close to the mountains, dispersed, and hidden”.

b. The Third Front Movement (1964-1980)

- Large-scale investments in defence, science and technology, basic industries (including manufacturing, mining, metal fabrication, and power generation), transportation, and other infrastructure have made significant contributions to the industrialisation of central and western parts of our country.
- Between 1964 and 1980, our country invested 205 billion yuan in the Third Front regions, accounting for 39.01% of the national investment in basic industries and infrastructure.
 - The total investment percentage is greater than the investment in the "Go West" strategy launched in 2001.
- Enterprises such as Chengdu-Kunming Railway, Panzhihua Iron & Steel, and Second Auto Works have boosted the previously impoverished agriculture-based economy of the southwest and northwest regions.
- Ten cities including Sichuan Province’s Mianyang, Deyang, Panzhihua, Guizhou Province’s Guiyang, and Hubei’s Shiyan became key industrial towns.

Distribution of Basic Infrastructure Investment in 1952-75 (%)

Period	Coastal Areas	Interior Areas
Second Five-Year Plan (1957-61)	42.3	53.9
1962-1965	39.4	58.0
Third Five-Year Plan (1966-70)	30.9	66.8
Fourth Five-Year Plan (1971-75)	39.4	53.5
1952-1975	40.0	55.0

4. Three Belts/Regions (1986) (三大地帶)

- The disparity in economic development between coastal and inland provinces has increased after the reform and opening-up.
 - The Seventh Five-Year Plan (1986-1990) advocated spatial division of labour and regional specialisation and cooperation.
- Thus, the central government proposed the three-region in its policymaking:
 - Objective: To reduce regional disparity by shifting development centres from coastal areas to regions in the central and western part of our country.
- The three belts (also known as the three major regional economic belts) are divided according to the differences in natural conditions, economic resources, level of economic development, transportation conditions, and economic efficiency of each region in the country.
 - Areas in the eastern part of our country generally performed better, while areas in the western part of our country performed weaker in terms of economic development, economic efficiency in production and construction, infrastructure, science, technology, and management; from the east, the country's pace of development gradually declines the further west it goes.
 - Areas in the western and central parts of our country generally possessed rich natural resources such as land, mineral deposits and water power, while areas in the eastern part of our country generally lack in such resources; from the east, the country's natural resources gradually increases the further west it goes.

Economic Belt	Areas
Eastern Economic Belt	Eleven provinces or cities, including: Beijing, Tianjin, Hebei, Liaoning, Shanghai, Jiangsu, Zhejiang, Fujian, Shandong, Guangdong, Guangxi
Central Economic Belt	Ten provinces or autonomous regions, including: Heilongjiang, Jilin, Shanxi, Anhui, Jiangxi, Henan, Hubei, Hunan, Shaanxi, Inner Mongolia, Central and Eastern Sichuan
Western Economic Belt	Seven provinces or autonomous regions, including Xinjiang, Tibet, Qinghai, Yunnan, Guizhou, Ningxia, Gansu, Western Sichuan

a. The Three Belts: Natural Characteristics

Areas	Location, Terrain, Landform Feature	Climate & Hydrology
Eastern Economic Belt	Located on the third step of the three-step ladder-like topography of our country, facing the ocean and set against the mainland, has a gentle relief.	Moderate climate and abundant rainfall.
Central Economic Belt	<p>Located in the hinterland of our country, on the first and second of the three-step ladder-like topography of our country. The terrain varies greatly.</p> <p>Landform features from north to south: the Loess Plateau, the North China Plain, the Middle and Lower Yangtze Valley Plain and the Southeast Hills.</p>	<p>As the Central Economic Belt straddles the north and south of the country, the sunshine duration, climate and environment vary greatly within the region.</p> <p>For example, Anhui in Eastern China is a transitional zone between the warm temperate climate and subtropical climate; while Hunan has a subtropical monsoon climate.</p>
Western Economic Belt	Located in the remote area in the west and inland; accounts for 70% of our country's border, has a high relief and vast territory.	<p>There are disparities in the natural conditions between the southwest and northwest:</p> <p>The southwest region has abundant rainfall, many climatic zones, and animal and plant resources. The northwest region is arid with little rainfall, and abundant sunshine. The Qinghai-Tibet Plateau has the unique natural climatic conditions of a plateau.</p>

Belt	Resource Distribution	Weaknesses
Eastern Economic Belt	Lacking power resources and raw materials.	Severe environmental pollution and floods in the lower courses of rivers.
Central Economic Belt	Resources are abundant. The proven reserves of coal, petroleum, copper, aluminium and other minerals account for a large proportion of the country's reserves. Also has abundant water power and forest resources.	<p>Soil erosion on the Loess Plateau.</p> <p>Excessive deforestation in the northeast.</p> <p>Risk of floods and sandstorms.</p>
Western Economic Belt	Energy and mineral resources have a promising future; The southwest has sufficient water resources.	Severe desertification in the northwest.

b. China's Five-Year Plans (五年計劃)

- The Five-year Plans are a series of economic development initiatives.
- Planning is a key characteristic of centralised, communist economies, and one plan established for the entire country normally contains detailed economic development guidelines for all its regions.
- As planned China economy has transitioned from Soviet Union-style planned economy to a market economy termed socialist market economy, following reforms under Deng Xiaoping.
- Five-year plan: key indicators of the directions and changes in development philosophy at the highest level of Chinese leadership
- The name for the 11th five-year program was changed to "guideline (visions)" (規劃) instead of "plan" (計劃).

http://www.ditu.cn/a/tongbuziyuan/ji_aoxueyongtu/2022/03032401.html

Background: Since our country's reform and opening-up, the imbalance in regional development has become increasingly prominent, with the disparity between the three major economic regions - Eastern, Western, and Central Economic Belt - being particularly pronounced.

	Growth Rate		
	Eastern Part	Central Part	Western Part
7 th Five-Year Plan	14.3	11.2	10.9
8 th Five-Year Plan	23.4	18.7	15.8
	Share of Industry (%)		
	Eastern Part	Central Part	Western Part
1985	60.3	27.2	12.5
1990	62.7	25.4	11.9
1995	66.0	23.8	10.2

Source: Gao 2005, P.378

c. Go West Development (西部大開發)

- "Go West Development" is a policy of the Central Government of the People's Republic of China, which aims to "use the surplus development capacity of the eastern coastal areas to improve the economic and social development of the western regions and to strengthen national defence."
- In January 2000, the State Council established the Leadership Group for Western China Development. The group was led by Zhu Rongji, then Premier of the State Council. Wen Jiabao, then Vice Premier of the State Council, was the deputy head.
- Upon the approval of the National People's Congress, the Western Development Office of the State Council officially began its operation in March 2000.
- On December 8, 2006, the "11th Five-Year Plan for Go West Development" was deliberated and approved in principle at the executive meeting of the State Council.
- The region covers 6.85 million km², accounting for 71.4% of the country's land area. At the end of 2002, it had a population of 367 million people, accounting for 25% of the country's population. It contributed approximately 15% to China's gross domestic product (GDP).

- The western region is rich in natural resources, has massive market potential and holds an important strategic location.
- However, due to natural, historical, and social reasons, the economic development of the western region is relatively backward, and the per capita GDP is only equivalent to 2/3 of the national average. Its per capita GDP is lower than the eastern region - which was 40% of the national average - so it was imperative to accelerate the pace of reform and modernisation.

d. Northeast Old Industrial Bases Revitalisation Strategy (振興東北老工業基地戰略)

- Before the 1990s, Northeast region was a relatively well-developed economic region, as well as the most important industrial base in our country.
- Since 1990, the old industrial bases in Northeast region have been experiencing problems of ageing equipment and technology, declining competitiveness, and structural unemployment issues, as well as the decline of traditional industries in resource-based cities, sluggish economic development, and a widening gap with developed coastal regions.
 - During the first decade of our country's reform and opening-up, Northeast region maintained an important economic position in the country, accounting for 10%-15% of the national GDP. From 1990s, the GDP share decreased and this is the period of recession of the industrial-based economy of the region. In 2008, the GDP share of the three northeastern provinces fell to 8.6%, down from 13.7% in 1980.
- In October 2003, the document 《關於實施東北地區等老工業基地振興戰略的若干意見》 was jointly issued by the Central Committee of the CCP and the State Council. The document clearly defined the guiding ideology, objectives and policy measures for the implementation of the revitalisation strategy.
 - The economy of Northeast region, which was dominated by large and medium-sized state-owned enterprises, had not changed. In 2006, the industrial value added of state-owned enterprises in Liaoning, Jilin, and Heilongjiang provinces accounted for 53%, 63%, and 86% of their respective industrial output, respectively; they are 17.3%, 27.3%, and 30.3% higher than the national average.

Year	Item	Total Industrial Output Value (in trillion yuan)	Percentage	
			State-owned	Non-State-owned
2003	National	14.22	37.6	62.4
	The Three Northeastern Provinces	1.17	67.4	32.6
2008	National	50.74	28.4	71.6
	The Three Northeastern Provinces	4.08	46.3	53.7

Changes in Regional GDP Growth Rates in China, 2003-2008									
Year	Growth Rate					Relative Growth Rate (with 1 being the national growth rate)			
	National	Eastern Region	Northeast Region	Central Region	Western Region	Eastern Region	Northeast Region	Central Region	Western Region
2003	12.1	13.4	10.8	10.8	11.5	1.11	0.89	0.89	0.95
2004	13.4	14.4	12.3	13.0	12.9	1.07	0.92	0.97	0.96
2005	12.8	13.5	12.0	12.7	13.1	1.05	0.94	0.99	1.02
2006	13.7	14.2	13.5	13.1	13.2	1.04	0.99	0.96	0.96
2007	14.2	14.2	14.1	14.2	14.5	1.00	0.99	1.00	1.02
2008	11.7	11.1	13.4	12.2	12.4	0.95	1.15	1.04	1.06
2006-2008	12.9	12.6	13.7	13.2	13.4				
2003-2008	13.2	13.5	13.1	13.0	13.2				

e. North China After the Reform and Opening-up

Fuxin:

- geographically peripheral, small-sized prefectural-level city of Liaoning province
- typical resource-based city relying heavily on coal mining and coal-burning electricity generation
- In the 1950s, chosen as a role model city by the Central government to adopt the Soviet model of socialist mass production
- Since reform and opening-up, negative example of rust belt cities: firm closure and relocation, job loss, population outflow, poverty, social unrest
- 2001: first "resource-exhausted pilot city" - regain the role model position
- 2003: Northeast Revitalisation Strategy
- 2008: Transformation of Resource-exhausted Cities

Policy-driven industry dynamics in Fuxin: regaining a role model city?

- Agriculture and food processing
- Wind power
- Coal chemicals

f. The Rise of Central China Plan (中部崛起計劃)

- Central China was one of the more backward regions of our country's economy due to its relatively poor infrastructure and geographical location - between the coastal region and the inland region.
- In March 2004, Premier Wen Jiabao first proposed a plan to promote the rise of Central China in his Report on the Work of the Government.

- In 2006, the Central Committee of the Communist Party of China (CCCPC) and the State Council promulgated 《關於促進中部地區崛起的若干意見》. It clearly defined the position of Central Region as an important centre for the production of grain, energy and raw materials, for modern equipment manufacturing and high-tech industry, and as a national integrated transport hub.
- The Rise of Central China Plan was first implemented during the 11th Five-Year Plan. It included three provinces in Central China, two provinces in Eastern China, and Shanxi Province in Northern China.
- Hubei: Wuhan, the capital of the province, is designated as the national central city of Central China. Automobiles, iron and steel, petrochemicals, food, electronic information, and textiles are the key pillar industries of Hubei. The province is rich in hydropower resources, and its hydropower industry is developing rapidly. Equipment manufacturing, construction and building materials, and biomedical industries are also among Hubei's more developed industries. The province aims to become a processing and production hub for agricultural products, a cluster for advanced manufacturing, a high-tech development zone, and a hub for modern logistics.
- Henan: It is a traditional agricultural province with a total population of over 100 million. Today, the industry of Henan is undergoing rapid development. The key industries of the province are the food industry, aluminium industry, and coal chemical industry. The province aims to become a key national base of food production and modern agriculture, a demonstration zone of coordinated development in industrialisation, urbanisation, and modernisation of agriculture, and a Chinese civilisation heritage innovation area. It aspires to become a leading province in modernised agriculture & animal husbandry, and the tourism industry.
- Hunan: It is dedicating efforts to foster the regional economic integration of Changsha-Zhuzhou-Xiangtan. The key industries of the province are construction, equipment manufacturing, steel and non-ferrous metals, and cigarette manufacturing. Hunan is also famous for its mass media industries.
- Anhui: The key industries of the province are the automobile industry, equipment industry, metal materials industry, and agricultural by-product processing industry.
- Jiangxi: The key industries of the province are the metal materials industry, pharmaceutical industry, food industry, building materials industry, and new-energy industry, among others. The province's objective is to become "a base to undertake the gradual regional transfer of industry from developed coastal areas, a base for processing and supplying high-quality processing for agricultural by-products, a labour-exporting base, and a hinterland for tourism and leisure".
- Shanxi: With the coal industry being its pillar industry, Shanxi is dedicating efforts to developing its metallurgy and equipment manufacturing industries, among others.

g. The Rise of Chongqing: Transformation of Industry, "One Belt One Road" (Yang, 2017)

The Belt and Road Initiative: Six Economic Corridors Spanning Asia, Europe and Africa

- New Eurasian Land Bridge
- China-Mongolia-Russia Economic Corridor
- China-Central Asia-West Asia Economic Corridor

- China-Indochina Peninsula Economic Corridor
- China-Pakistan Economic Corridor
- Bangladesh-China-India-Myanmar Economic Corridor

The Belt and Road Initiative (BRI) and China-Europe Freight Train (CEFT)

- The Belt and Road Initiative (BRI) as China-led globalisation and an epochal regionalism with unprecedented
- geographic and economic scope
- BRI and cross-border trade and investment connections
- To demonstrate BRI's impact on a China-led globalisation through regional corridors and CEFT
- Three BRI corridors and three CEFT trunk routes (Eastern, Western and Central)

To Support the Rise of Notebook Manufacturing Cluster

1. Hewlett- Packard (HP)
 - The 1st computer brand entered Chongqing
 - Considered expanding its production capacity in mainland China
2. Incentives offered by Chongqing to Hewlett- Packard (HP)
 - To construct an IT sector in Chongqing with over 80% local content
 - Low cost labor and utilities
 - Plenty of preferential policies, including the public purchase of more than 100,000 HP notebooks per year for three years
 - Tax concessions and rebates
 - convenient transport, including an airport hub and a railway to Europe

Yuxinou railway

Yu" --Chongqing


"Xin" --Xinjiang

"Ou" --Europe

- one of the earliest and most important infrastructure projects in the international logistics
- The first China-Europe express lines
- Launched at March 2011
- Spanning 11,179 km

To Support the Rise of Notebook Manufacturing Cluster

Building the Yuxinou Railway to remove Chongqing's disadvantage of locating at inland

Before the start of Yuxinou		When the railway is in used
Intermodal transportation (60-70%) Rail → Sea transport via Shenzhen River → Sea transport via Shanghai 30-40 days to go by sea		Export directly through the railway and sea transport Delivery time from 40 → 17 days

5. Four Plates (四大板塊)

- The 11th Five-Year Plan (2006-2010) proposed the overall strategy of using the Four Plates to drive regional economic development: to steadfastly implement and push forward the strategic development of Western China, revitalise the old industrial bases in the Northeastern regions, facilitate the emergence of the Central regions, encourage the overall regional development strategies spearheaded by the Eastern regions, perfect the regional coordinated interactive mechanism and rationalise the regional development framework.
- The New Four Plates
 - Strengthening the infrastructure in the Western Region, tapping into the Belt and Road Initiative in particular, creating favourable conditions for opening up to the Southwest region.
 - Make full use of the advantages of industrial integration and development, for the central region to connect North and South China and East and West China.
 - The eastern region will focus mainly on institutional innovation, transformational development, and coordinated land and marine development.
 - Promote the upgrading and transformation of all old industrial bases in the Northeastern regions, to boost the vitality of the economy.

https://www.ndrc.gov.cn/xxgk/jd/ws_dwhfz/202105/t20210508_1279351.html

- The Difference in Economic Growth between the South and North becomes more obvious:
 - The Southern region, represented by Chang Jiang Delta and Zhujiang Delta, has a strong economic development momentum, with a rate of growth higher than the national average.
 - In 2017, 22 provinces exceeded the national average growth rate of 6.9%. A total of 8 provinces – namely Hebei, Beijing, Liaoning, Inner Mongolia, Tianjin, Heilongjiang, Jilin and Gansu – are below the national average. They are all Northern provinces, and reflect that the economic growth difference between the South and North has become a reality.
 - The economic development in the Western region is accelerating.
 - The rise of the Central region has gained strong momentum.
 - The Northeastern region has a long way to go in building up new momentum.
- The development disparity between different plates is gradually widening.
 - Major cities: of the top 10 Chinese cities with the highest gross domestic product (GDP) in 2018, 8 cities are in the south and 2 cities are in the north, namely Beijing and Tianjin.

- Northern and Southern regions: The highest real economic growth rate in the first quarter of 2019 is Yunnan at 9.7%, followed by Guizhou at 9.2%, Xizang at 9.1%, Jiangxi at 8.6%, and Fujian at 8.2%. Heilongjiang, Tianjin, Jilin and other regions in the north had an economic growth rate of less than 6%, at 5.3%, 4.5% and 2.4% respectively.
- Four Plates: The economic output of Northeast China accounted for 13.98% of the country's total economic output in 1978, but only 6.3% in 2018; while the percentage of the Southern region changed from 43.56% in 1978 to 52.56% in 2017. In terms of economic growth rate, the average annual growth rates of the Eastern, Central and Western regions have remained above double digits – 11.4%, 10.4% and 10.4% respectively – since the reform and opening up. The economic growth rate of the Northeast region is slightly lower, at 9.0%.
- The regional economic disparity between the Eastern and Western regions in the past has now become a disparity between the North and South regions, and the gap is becoming wider.

- The Four Plates & Four Major Development Strategy

Spatial Interaction Between the “Four Plates” & “Four Major Development Strategy”

Four Major Development Strategy		Four Plates			
		Northeast	Central	Eastern	Western
Coordinated Development of the Beijing-Tianjin-Hebei Region		Near to: Liaoning	Near to: Shanxi, Henan	Beijing, Tianjin, Hebei Near to: Shandong	Near to: Inner Mongolia
Chang Jiang Economic Belt			Hubei, Hunan, Jiangxi, Anhui	Jiangsu, Zhejiang, Shanghai	Sichuan, Chongqing, Yunnan, Guizhou
Huang He Basin			Shanxi, Henan	Shandong	Shaanxi, Gansu, Ningxia, Qinghai, Xinjiang
Belt and Road Initiative	Silk Road Economic Belt	Heilongjiang, Liaoning, Jilin	Extending: Henan (Along Longhai Railway)	Extending: Jiangsu (Along Longhai Railway)	Shaanxi, Gansu, Ningxia, Qinghai, Xinjiang, Sichuan, Chongqing, Yunnan, Guangxi, Tibet, Inner Mongolia
	Maritime Silk Road			Zhejiang, Fujian, Guangdong, Shanghai, Hainan Linked to: Liaoning, Tianjin, Shandong	Guangxi

- Comparison of the four plates with other types of regional divisions
 - Comparison with the Three Belts:

Similarity: The division of the three belts and the four plates were both proposed during the phase of regional coordinated development strategy, and after the reform and opening up of our country.

Difference: The division of the three belts is more influenced by natural factors compared to the division of the four plates.
 - Comparison with the Third Front Movement:

Similarity: The Third Front Movement and the four plates both place emphasis on the development of inland regions.

Difference: The Third Front Movement is more focused on the development of inland areas, it was proposed during wartime and was based chiefly upon national defence considerations.
 - Comparison with the Four Geographical Regions:

Difference: The four major geographic regions are mainly based on topography, climate and other geographic factors, while the four plates are mainly based on our country's regional development strategy.
 - Comparison with the Seven Administration-based Geographical Zones:

Similarity: The seven administration-based geographical zones and the four plates are both primarily based on the development guidelines of our country's "Five-Year Plan".

Difference: The seven administration-based geographical zones were proposed during our country's planned economy phase, at a time of unbalanced regional development, to promote the overall economy of our country. The four plates were proposed during the phase of regional coordinated development, after the reform and opening up, primarily to promote the coordinated development of the regions.

Conclusion: Evolution of our country's Regional Development Policy

1978-1985	1985-1992	1993-1999	2000-	2003-	2008-	2012-	2015-
Coastal Economic Development Strategy	Coastal Economic Development Strategy	Regional Coordinated Development Strategy	China Western Development	Northeast Area Revitalisation Plan	Functional zoning strategy	Strategy For Urban Development	Belt and Road Initiative etc.
Special policy for selected regions	Preferential policy for coastal area	Regional coordination policy	Preferential policy for the West	Preferential policy for the Northeast	Optimisation of Land Use Policy	City Cluster Development Policy	Zoning Policy
Selected Cities	Major coastal areas	To coordinate coastal and inland regions	Major regions in the West	Major industries in the Northeast	Major regions of the country	Major city clusters	Qualifying regions

2.1 Development and Transformation of our Country's Major Regions

The Timeline of our country's Reform & Opening Up Development Strategy

<https://www.zxx.edu.cn/elecEdu>

Five Major Regional Development Strategies in Our Country

<p>Coordinated Development of the Beijing-Tianjin-Hebei Region (京津冀 協同發展)</p>	<p>Beijing, Tianjin, Hebei</p>	<p>Primarily to solve Beijing's issues as a massive metropolis. To develop Beijing, Tianjin and Hebei as a whole together.</p>	<ol style="list-style-type: none"> 1. Decentralising Beijing's non-capital functions 2. Adjust and optimise the urban layout and spatial structure 3. Build a modern transportation network 4. Expand the environmental capacity and ecological space
<p>Chang Jiang Delta Integrated Regional Development (長三角 一體化)</p>	<p>Shanghai City Jiangsu Province: Nanjing, Wuxi, Changzhou, Suzhou, Nantong, Yancheng, Yangzhou, Zhenjiang, Taizhou, Xuzhou, Suqian, Lianyungang, Huai'an Zhejiang Province: Hangzhou, Ningbo, Jiaxing, Huzhou, Shaoxing, Jinhua, Zhoushan, Taizhou, Lishui, Wenzhou, Quzhou Anhui Province: Hefei, Wuhu, Ma'anshan, Tongling, Anqing, Xuzhou, Chizhou, Xuancheng, Huainan</p>	<p>To build the Chang Jiang Delta cluster into a gateway to the Asia Pacific and the world, and to lead the country in becoming a world-class city cluster.</p>	<ol style="list-style-type: none"> 1. Build an urban spatial pattern that is compatible with the capacity of resources and the environment. 2. Drive innovation and economic transformation. 3. Improve the interconnection between infrastructure networks. 4. Drive joint protection and governance of the ecological environment. 5. Further integrate into the global economy. 6. Establish an innovative integrated development mechanism.
<p>Chang Jiang Economic Belt (長江經濟帶)</p>	<p>Chang Jiang Delta City Cluster:</p>	<p>To fully utilise the golden waterway of Chang Jiang, tapping into the Chang Jiang</p>	<ol style="list-style-type: none"> 1. Strengthen innovation-driven industrial transformation.

	<p>Shanghai, Jiangsu, Zhejiang, Anhui</p> <p>City Clusters of the Middle Course of Chang Jiang: Hubei, Hunan, Jiangxi</p> <p>Chengdu-Chongqing City Cluster: Chongqing, Sichuan</p> <p>Others: Yunnan, Guizhou</p>	<p>Delta city cluster, city clusters of the Middle Course of Chang Jiang, and the Chengdu-Chongqing city cluster to drive overall regional development.</p>	<ol style="list-style-type: none"> 2. Drive the progress of new-type urbanisation. 3. Build a new pattern of opening up to the outside world, that is open and bidirectional between the east and the west. 4. Promote the construction of an integrated market. 5. Improve the overall level of basic public services in the region.
<p>Guangdong–Hong Kong–Macao Greater Bay Area (粵港澳大灣區)</p>	<p>Core Cities: Hong Kong, Macao, Guangzhou, Shenzhen</p> <p>Key Node Cities: Zhuhai, Foshan, Huizhou, Dongguan, Zhongshan, Jiangmen, Zhaoqing</p>	<p>To develop the Guangdong–Hong Kong–Macao Greater Bay Area such that it can become a world-class city cluster that is comparable to other leading bay areas – the New York Metropolitan Area, San Francisco Bay Area, and Greater Tokyo Bay.</p>	<ol style="list-style-type: none"> 1. Become a vibrant world-class city cluster. 2. Become a globally influential international innovation and technology hub. 3. Become an important support pillar for the Belt and Road Initiative. 4. Become a showcase for in-depth cooperation between the Mainland and Hong Kong and Macao. 5. Become a quality living circle for living, working and travelling.
<p>Belt & Road Initiative (一帶一路)</p>	<p>6 Northwestern Provinces: Xinjiang, Shaanxi, Gansu, Ningxia, Qinghai, Inner Mongolia</p> <p>3 Northeastern Provinces: Heilongjiang, Jilin, Liaoning</p> <p>3 Southwestern Provinces: Guangxi, Yunnan, Xizang</p>	<p>To promote the connectivity of Asian, European and African continents and their adjacent seas, establish and strengthen partnerships among the countries along the Belt and Road, set up all-dimensional, multi-tiered and composite connectivity networks, and realise diversified, independent, balanced and sustainable</p>	<ol style="list-style-type: none"> 1. Policy coordination 2. Facilities connectivity 3. Unimpeded trade 4. Financial integration 5. People-to-people bonds

	5 Southeastern Provinces: Shanghai, Fujian, Guangdong, Zhejiang, Hainan Inland Regions: Chongqing	development in these countries	
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City Clusters Have Become the Key Driver of the National Economic Structure

Major Economic Indicators of Our Country's City Clusters 1980-2015 (in trillion; %)

Year	Total Volume	Share of Nationwide Economy	Growth Rate	% of Overall National Figure	% of the Country's Primary Industry	% of the Country's Secondary Industry	% of the Country's Tertiary Industry
1980	3219	70.8	8.9	1.1	58.9	79.1	71.3
1985	6550.2	72.7	12.5	0.92	66.3	78.8	73.3
1990	12439	66.6	9.7	2.6	56.2	75.82	60.3
1995	43460	71.5	14.2	1.3	55.2	64.7	72.7
2001	79325	80	10.5	1.3	66.6	81.9	81.3
2005	136114	85.1	14.6	1.5	60	88.3	78.3
2010	299891	82.1	13.4	1.5	59.2	86.2	85.6
2015	564271	82.5	9	1.2	59.5	93.5	77.1

- In 2015 our country's 11 largest city clusters accounted for one-third of the country's population and two-thirds of its economic activity.
- The 19 city clusters account for nine-tenths of the country's economic activity.
- The 19 city clusters will be home to 800 million people by 2030, and by then account for 80% of the nation's GDP.

Phase of Development	City Cluster	Scope of City Cluster
Mature (成熟型)	Chang Jiang Delta	Shanghai, Nanjing, Wuxi, Changzhou, Suzhou, Nantong, Yangzhou, Zhenjiang, Taizhou, Hangzhou, Ningbo, Jiaxing, Huzhou, Shaoxing, Zhoushan
	Zhujiang Delta	Shenzhen, Guangzhou, Zhuhai, Foshan, Jiangmen, Zhaoqing, Huizhou, Dongguan, Zhongshan
	Beijing-Tianjin-Hebei	Beijing, Tianjin, Shijiazhuang, Qinhuangdao, Tangshan, Langfang, Baoding, Cangzhou, Zhangjiakou, Chengde
Emerging	Shandong Peninsula	Jinan, Qingdao, Yantai, Zibo, Weihai, Weifang, Dongying, Rizhao

(准成熟型)	Chengdu-Chongqing	Chongqing, Chengdu, Deyang, Mianyang, Meishan, Ziyang, Suining, Leshan, Ya'an, Zigong, Luzhou, Neijiang, Nanchong, Yibin, Dazhou, Guang'an
	Central-and-Southern Liaoning Area	Shenyang, Dalian, Anshan, Fushun, Benxi, Liaoyang, Dandong, Yingkou, Panjin, Tieling
	West Coast Economic Zone	Xiamen, Dezhou, Putian, Sanming, Quanzhou, Zhangzhou, Nanping, Longyan, Ningde
	Central Plain	Zhengzhou, Jiyuan, Kaifeng, Luoyang, Pingdingshan, Xinxiang, Jiaozuo, Xuchang, Luohe
	Jianghuai (between Chang Jiang and Huai He)	Hefei, Wuhu, Ma'anshan, Tongling, Anqing, Chuzhou, Chizhou, Chaohu, Xuancheng
	Changsha-Zhuzhou-Xiangtan	Changsha, Zhuzhou, Xiangtan, Hengyang, Yueyang, Yiyang, Changde, Loudi
	Harbin-Changchun	Harbin, Changchun, Daqing, Qiqihar, Mudanjiang, Jilin, Songyuan, Yanbian Korean Autonomous Prefecture
	Middle course of Chang Jiang	Wuhan, Tianmen, Huangshi, Ezhou, Xiaogan, Xianning, Huanggang, Xiantao, Qianjiang
	Guanzhong-Tianshui	Xi'an, Tongchuan, Baoji, Xianyang, Weinan, Yangling, Shangluo, Tianshui
Developing (發展型)	Hohhot-Baotou-Ordos-Yulin	Hohhot, Baotou, Ordos, Yulin
	Poyang Lake	Nanchang, Jiujiang, Xinyu, Ji'an, Yichun, Jingdezhen, Fuzhou, Shangrao, Yingtan
	East Longhai	Xuzhou, Lianyungang, Rizhao
	Taiyuan	Taiyuan, Jinzhong, Yangquan, Lüliang, Xinzhou
	Dianzhong	Kunming, Qujing, Yuxi, Chuxiong
	Beibu Gult	Nanning, Beihai, Qinzhou, Fangchenggang
	Lanzhou-Xining	Lanzhou, Xining, Baiyin, Dingxi, Linxia Hui Autonomous Prefecture
	Ningxia - Yanhuang	Yinchuan, Shizuishan, Wuzhong, Zhongwei
	Qianzhong	Guiyang, Zunyi, Bijie, Anshun, Qiandongnan Miao and Dong Autonomous Prefecture, Qiannan Buyei and Miao Autonomous Prefecture
	Urumqi-Changji-Shihezi	Ürümqi, Karamay, Shihezi, Changji Hui Autonomous Prefecture, Ili Kazakh Autonomous Prefecture
Central & South Xizang	Lhasa, Shigatse, Nagqu, Shannan, Nyingchi	

1. Beijing-Tianjin-Hebei City Cluster (京津冀城市群)

- Developed from the concept of the Beijing-Tianjin-Tangshan industrial base.
 - Excellent geographical location.
 - Rich in natural resources.
 - Industrial foundation: one of the four major industrial bases in our country, and the largest comprehensive industrial base in northern China.
 - Strength in cultural and scientific research: 1/4 of colleges and universities, 1/4 of research and development institutions, and 17% of state-owned enterprise units with professional scientific researchers are located in the region. In particular, the Beijing, Tianjin area is the most knowledge-intensive region in our country.
 - Obstacles to economic development: a shortage of water resources and energy.
- a. Beijing-Tianjin-Hebei Integrated Development
- Build a world-class city cluster with the capital city at its core.
 - Positioned as a world-class city hub led by the capital city of Beijing. Provide comprehensive support for the planning and construction of Hebei's Xiong'an New Area, establish convenient and efficient transportation linkages, support the transfer of science and technology innovation resources from Zhongguancun, and promote the cooperation and collaboration of high-quality public service resources.
 - One Core: Beijing
 - Two Cities: Beijing, Tianjin
 - Three Axes: Beijing-Tianjin Development Axis, Beijing-Baoding-Shijiazhuang Development Axis, Beijing-Tangshan-Qinhuangdao Development Axis.
 - Four Areas: the core functional zone in the central part, the coastal development zone in the eastern part, the function exploration zone in the southern part, and the ecological conservation zone in the northwestern part.
 - Multiple Nodes: Regional centre cities such as Shijiazhuang, Baoding, Tangshan, Handan, and node cities such as Zhangjiakou, Chengde, Langfang, Qinhuangdao, Cangzhou, Xingtai, and Hengshui.
 - Two flanks: Beijing Municipal Administrative Centre, Hebei's Xiongan New Area.
- b. Beijing-Tianjin-Hebei Integrated Development: Functional Classification of Cities
- Beijing: the national political centre, cultural centre, centre for international exchanges, and centre for innovation.
 - Beijing's strengths are in the high-end service industry, high-tech industry, and the cultural and creative industries; it should also take into account the functions of the capital and the economic functions of the city in its development. From the perspective of an industrial value chain, Beijing often serves the function of a headquarter, in R&D and in sales.
 - Tianjin: Role as the nation's advanced manufacturing R&D base, the core area of international shipping in the north, a financial innovation operation demonstration zone, and a reform pilot zone.

- Tianjin not only has the largest comprehensive port in Northern China and relatively abundant land resources for a coastal city, but it also serves as a good manufacturing base, and has the advantage of being open and a gateway to the world. It is also a mega-city with a population of more than 10 million people. On the basis of moderate development of modern manufacturing industries, it is essential to accelerate the expansion of the service industry here, to realise a two-pronged approach in driving its manufacturing and the provision of services. From the perspective of the industrial value chain, Tianjin's strengths lie in its R&D, processing and manufacturing functions.
- Hebei: an important base for modern trade and logistics, a pilot zone for industrial transformation and upgrading, a demonstration zone for modern urbanisation and coordinated development of urban and rural areas, and an ecological buffer zone for the Beijing-Tianjin-Hebei area.
 - Hebei's strengths are in the extractive industry, heavy chemical industry, and agro-industrial by-products, with an industrial structure that leans towards heavy industries. It should accelerate the pace of its transition from the heavy chemical industry to the processing industry and service industry, and focus on developing its modern manufacturing industry, comprehensive service industry, and modern agriculture. In terms of its industrial value chain, Hebei serves mainly a production and manufacturing function.

c. Xiong'an New Area (雄安新區)

- Xiong'an New Area is the 19th state-level new area in China, and the first one established by the Central Committee of the Communist Party of China and the State Council.
- It is located in Baoding City, Hebei Province, and in the hinterland of Beijing, Tianjin and Baoding. It covers three small counties and some of their surrounding areas, including Xiong County, Rongcheng County, and Anxin County; with Xiong County, Rongcheng County, and Anxin County and its surrounding areas under its governance.
- It was formally established on April 1st, 2017.
- It is positioned to relieve Beijing's non-capital functions, explore a new model of optimised development in densely populated areas, restructure and optimise the urban layout in the Beijing-Tianjin-Hebei region, and provide a new engine for modernised economic systems by being innovation-driven.
- In December 2018, "The Master Plan of Hebei Xiong'an New Area (2018-2035)" (《河北雄安新區總體規劃(2018—2035年)》) was officially approved by the State Council.
- In October 2019, it was selected as a "National Pilot Zone for Innovative Development of Digital Economy".

d. State-level New Area

- From the perspective of urban planning, state-level new areas are new urban districts built upon the basis of old urban areas, with a certain degree of autonomy. They are usually linked to cities that are national or regional central cities that yield significant influence in our country.

- In terms of administrative level, state-level new areas are approved by the State Council. Compared to provincial and municipal-level new areas approved by the municipal government where they are located, the background and development of State-level New Areas better reflect the country's will. Therefore, their administrative levels are generally one or half level higher than their counterparts, to allocate them more resources.
 - In 1992, the State Council approved the establishment of Shanghai Pudong New District.
 - In May 2006, the State Council approved the establishment of Tianjin Binhai New Area as a new state-level economic development zone, and the concept of state-level new areas started to gain traction with the public.
 - From 2010 to 2012: Chongqing Liangjiang New Area, Zhejiang Zhoushan Archipelago New Area, Gansu Lanzhou New Area and Guangzhou Nansha New Area were approved.
 - Since 2014: Shaanxi Xixian New Area, Guizhou Gui'an New Area, Qingdao West Coast New Area, Dalian Jinpu New Area, Sichuan Tianfu New Area, Hunan Xiangjiang New Area, Jiangxi Ganjiang River New Area, Nanjing Jiangbei New Area, Fujian Fuzhou New Area, Yunnan Dianzhong New Area, Heilongjiang Harbin New Area, Jilin Changchun New Area, Hebei Xiong'an New Area and other state-level new areas have been approved.
 - As at April 2017, China has approved the establishment of 19 state-level new areas.
- e. Hub for cutting-edge technology industries
- According to the government official, 80 percent of the Xiong'an New Area's economic growth will come from cutting-edge technology industries. Xiong'an will give priority to investments in high-tech industries, including information technology, biotechnology, and new materials.
 - China's top technology giants - Baidu, Alibaba, and Tencent - will establish their branches in Xiong'an. Major Chinese telecommunication companies, including China mobile, Unicom, and Telecom, will test their 5G wireless networks in the New Area.
- f. Relocation of Beijing's non-capital functions
- It has been planned that non-capital functions in Beijing will be transferred to Xiong'an. Some of Beijing's colleges, hospitals, business headquarters, public services, and financial institutions will be relocated to the New Area.
 - Peking University's Guanghua School of Management and Renmin University of China will establish a training center and medical college, respectively, in Xiong'an.
 - The China Shipbuilding Industry Corporation, the largest shipbuilding conglomerate in the country, will also move its headquarters from Beijing to Xiong'an.
 - Xiong'an is expected to become an attractive city for talented migrants.
 - Zhongguancun, a technology hub in Beijing that is considered equivalent to China's Silicon Valley, will construct a science park in the New Area. It aims to attract 12 energy conservation and environmental protection companies, as well as around 500,000 scientists from Beijing.

g. Baiyangdian Lake (白洋淀)

Geographical disadvantage:

- Critics are concerned about Xiong'an's location and vulnerability to extreme weather.
- In contrast to Shenzhen and Pudong, Xiong'an is located in an inland region and low-lying marshland.
- Baiyangdian, northern China's largest freshwater lake located in the New Area, experienced a flood in 1963 and a period of drought in the 1980s. Water shortage and pollution plus vulnerability to extreme weather will interrupt Xiong'an's development.
- In response to these concerns, the Chinese government has launched a water diversion project that takes water from the Huang He to Baiyangdian Lake.

2. **Chang Jiang Delta**

- The Chang Jiang Delta city cluster is one of the most dynamic, open and innovative regions in our country, and attracts the largest number of foreigners. It is an important intersection of the Belt and Road Initiative and the Chang Jiang Delta Economic Belt. It has a pivotal strategic position in the country's modernisation, openness, and overall development.

Comparison of the World's Six Largest Urban City Clusters (2016)

City Cluster	Area (10,000 km ²)	Population (10,000)	GDP Per Capita (US\$)
Northeastern United States: The Mid-Atlantic Megalopolis	13.8	6500	68462
North America: The Great Lakes megalopolis	24.5	5000	74200
Japan's Pacific Coast Metropolitan Area	3.5	7000	43857
North Western Metropolitan Area	14.5	4600	49565
United Kingdom's London Metropolitan Area	4.5	3650	35342
China's Chang Jiang Delta City Cluster	21.2	15600	14516

a. Dongguan vs. Suzhou

Year	Actualised foreign investment (US\$100 million)		Export (US\$100 million)	
	Dongguan	Suzhou	Dongguan	Suzhou
1990	2.43	0.7	6	na
1995	10.57	23.8	78	23.4
2000	16.47	28.8	172	104.8
2001	18.16	30.2	189.9	123.1
2002	21.48	48.1	237.4	185.2
2003	25.63	50.3	280	326.3
2004	30.34	50.3	351.9	507.7
2005	28	51.2	409	700
As % of nation	(4.7%)	(8.6%)	(5.4%)	(9.2%)

b. Co-location strategy: keeping PRD and YRD as two lovers (北擴長三角，南戀珠三角)

"We are now operating in a new pattern of organization, e.g. making order in Suzhou or Taipei, manufacturing in Dongguan, and deliver in Suzhou or Dongguan" (Interview in Suzhou and Dongguan, June 2006 and December 2006).

c. Divergent practices of strategic coupling: cases of Dongguan and Suzhou

Dongguan	Suzhou
<ul style="list-style-type: none"> • Town-based clustering • Third-tier supplier-dominated networking (以小引大) • Bottom-up implicit cluster initiative 	<ul style="list-style-type: none"> • Zone-level clustering • Taiwan ODM-led networking (以大引小) • Top-down explicit cluster initiative

d. Town-based cluster of Taiwan PC investment in Dongguan

- Third-tier supplier initiated clustering: "Numerous stars in the sky without a large shining moon in the centre" (滿天星斗，缺少一輪明月)
- Songshan Lake Industrial and Technology Park (松山湖工業園) : the first provincial-level industrial zone in Dongguan

e. Shanghai Free Trade Zone (FTZ) (上海自由貿易區)

- Waigaoqiao Free Trade Zone (外高橋保稅區): our country's first bonded area and its first state-level import-export trade promotion and innovation demonstration area. Its economic functions include free trade, export processing, logistics warehousing, bonded goods display and trading.
- Waigaoqiao Free Trade Logistics Park (外高橋保稅物流園區): first integrated FTZ-port pilot logistics park as well as an important base for modern international logistics development.

- Yangshan Free Trade Port Area (洋山保稅港區): Under “integrated FTZ-port” supervision. It is Shanghai’s comprehensive pilot area’s core carrier for international shipping service development.
- Shanghai Pudong Airport Free Trade Zone (上海浦東機場): It has the advantage of being the composite aviation hub for the Asia-Pacific region and is the pilot zone for the development of Shanghai’s airport- based service industry.
- Lujiazui Finance and Trade Zone (陸家嘴金融片區): It forms the core of Shanghai’s international financial centre, the high-end services cluster of Shanghai’s international shipping centre and the modern commercial hub of Shanghai’s international trading centre. Finance, insurance, securities and commerce are the dominant sectors. Headquarters of multinational companies, shipping agencies, emerging financial institutions, and futures markets are forming clusters here.
- Jinqiao Economic and Technological Development Zone (金橋開發片區): Shanghai's core functional area for advanced manufacturing, a hub for producer services, a pilot area for strategic emerging industries, and a demonstration area for ecological industries. Electronic information, automobile manufacturing and parts, modern home appliances and biomedicine are the dominant industries in this zone.
- Zhangjiang High-Tech Park (張江高科技片區): Shanghai’s core base for the innovation-oriented national strategy. Integrated circuit, software and biomedicine are the three dominant industries in this park, which boasts nine state-level bases, including the National Shanghai Biomedical Science and Technology Industry Base and the National Information Industry Base, alongside incubators of various models and types.
- Within 3-5 years, the China Shanghai Free Trade Pilot Zone will be developed into a free trade pilot zone with leading innovation of international standards. The FTZ will enjoy the highest degree of openness, investment and trade facilitation, currency conversion freedom, flourishing offshore business development, convenient and efficient regulation, a cluster of operation headquarters, a sound legal environment, good administrative efficiency and transparency.
 - A pilot zone for international investment regulations: investment area
 - Pilot zone for service trade innovation: emerging service trade
 - Offshore industries cluster: financial sector
 - Pilot zone for foreign investment services: investment sector
 - A pilot zone for the optimisation of institutional control: administrative system
 - Demonstration zone of government management innovation: administrative system

3. Zhujiang Delta

a. Why Zhujiang Delta and Hong Kong? Zhujiang Delta is a pioneer in the rise of China

Zhujiang Delta

- One step ahead in China: Guangdong under reform. (Vogel, 1998)
- The regional pioneers in the rise of our country.

- Serving a role in China being the “factory of the world”: accounting for one-third of our country's exports and foreign direct investment inflows.
 - Urbanised metropolitan areas.
- b. Officially established in April 2015, with a scope of implementation at 116.2km², and covering three areas:
- Nansha Area of Guangzhou, a 60 km² district (incorporates 7.06 km² of Guangzhou’s Nansha Bonded Port Area)
 - Qianhai & Shekou Area of Shenzhen, a 28.2 km² district (incorporates 3.71 km² of Shenzhen’s Qianhai Bay Bonded Port Area).
 - Hengqin Area of Zhuhai, a 28 km² district.
 - Nansha Area of Guangzhou: Focus on the development of shipping and logistics, financial service with distinctive features, international trade, high-end manufacturing, and other industries to build a new hinterland for modern industries led by the productive service industry, and positioned to develop into the world’s leading integrated service hub.
 - Qianhai & Shekou Area of Shenzhen: Focus on the development of new strategic services such as finance, modern logistics, information services, and technology services, and positioned to serve as a pilot demonstration base for our country’s financial sector opening up to the outside world, an important base for trade in services worldwide and an international hub port of our country.
 - Zhuhai Hengqin New Area: Focus on the development of tourism, leisure and health, commercial and financial services, culture, science and education, and new technology. To build a pilot zone for the opening-up of cultural and education services and an international commercial services and leisure tourism base, as well as create a new carrier for the diversified development of Macao’s economy.
- c. Guangdong–Hong Kong–Macao Greater Bay Area
- The Greater Bay Area is a venue for intensive and integrated regional economic development.

	Guangdong–Hong Kong–Macao Greater Bay Area	Tokyo Bay Area	New York Bay Area	San Francisco Bay Area
Land Area	56,000 km ²	36,900 km ²	21,500 km ²	17,900 km ²
Population	71.1 million	44 million	20.2 million	7.7 million
Gross Domestic Product	US \$1.6 trillion	US \$1.8 trillion	US \$1.7 trillion	US \$0.8 trillion
Annual Air Freight Total Turnover	8 million tons	3.6 million tons	2.2 million tons	1.2 million tons
Annual Air Passenger Traffic	202 million	124 million	132.2 million	81.3 million
Annual Port Container Throughput	66.5 million TEUs	7.8 million TEUs	6.3 million TEUs	2.4 million TEUs

City	“Guangdong–Hong Kong–Macao Greater Bay Area Outline Development Plan” Strategic Positioning		Key Industries
Hong Kong, China	Core Cities (中心城市)	To consolidate and enhance the city’s status as an international financial, transportation and trade centre as well as an international aviation hub, strengthen its status as a global offshore Renminbi (RMB) business hub and its role as an international asset management centre and a risk management centre. To promote the development of high-end and high value-added financial, commercial and trading, logistics and professional services, etc., make great efforts to develop the innovation and technology industries, nurture emerging industries, establish itself as the centre for international legal and dispute resolution services in the Asia-Pacific region, and develop into an international metropolis with enhanced competitiveness.	Financial services, tourism, trade logistics
Macao, China		To develop into a world-class tourism and leisure centre and a commerce and trade cooperation service platform between China and Lusophone countries, promote an appropriate level of diversified economic development, and develop into a base for exchange and cooperation where Chinese culture is the mainstream and diverse cultures coexist.	Gaming, tourism, construction, real estate
Shenzhen		To leverage its leading role as a special economic zone, a national economic core city and a national innovation city, expedite its transformation into a modern and international city, and strive to become a capital of innovation and creativity with global influence.	Communication equipment manufacturing, electronic information
Guangzhou		To fully leverage its leading function as a national core city and an integrated gateway city, comprehensively strengthen its functions as an international commerce and industry centre and integrated transport hub, enhance its function as technological, educational and cultural centres, and develop into a global metropolis.	New energy, new materials industry, marine industry

Zhuhai	Key Node Cities (重點節點城市)	With distinct characteristics, complementary positioning and strong competitiveness. To enhance coordination in development, strengthen interaction and cooperation with core cities, drive the development of towns nearby with distinct characteristics, and jointly raise the development quality of the city cluster.	Aviation industry, machinery manufacturing
Jiangmen			Transportation and marine equipment manufacturing, power equipment manufacturing
Foshan			Textile and furniture, construction materials
Zhongshan			Biomedical, equipment manufacturing
Dongguan			General and specialised equipment manufacturing, metal products
Huizhou			Petrochemicals
Zhaoqing			Modern agricultural industry

d. Strategic positioning of Guangdong–Hong Kong–Macao Greater Bay Area:

- A vibrant world- class city cluster.
- A globally influential international innovation and technology hub.
- An important support pillar for the Belt and Road Initiative.
- A showcase for in-depth cooperation between the Mainland and Hong Kong and Macao.
- A quality living circle for living, working and travelling.

e. Seven Areas of Development:

- Development of international innovation and technology hub.
- Expediting infrastructural connectivity.
- Building a globally competitive modern industrial system.
- Advancing ecological conservation efforts.
- Developing a quality living circle for living, working and travelling.
- Strengthen cooperation and jointly participate in the Belt and Road Initiative.
- Jointly developing Guangdong-Hong Kong-Macao cooperation platforms.