

The Economic Integration of the Yangtze River Promotes the Layout of Zhejiang

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Abstract: The development of modern transportation infrastructure, the leading role of trade, the agglomeration of factors and the formation of regional division of labor have resulted in the formation of a wide-ranging economic zone in the lower reaches of the Yangtze River. It is not enough to generalize the economic area that spans the south of the Yangtze River and the north of the Yangtze River and even a larger area with Hangzhou as the center and railway as the axis. The four groups of relationships: agglomeration and diffusion in economic mechanism, center and periphery in geographical pattern, government and market in resource allocation, and competition and cooperation in regional cooperation will exist for a long time. With the further development of transportation network and information technology ,

1. Introduction

On November 5, 2018, President Xi Jinping proposed at the opening ceremony of the first China International Import Expo that he would support the integrated development of the Yangtze River Delta region and upgrade it to a national strategy. Actively promoting new-type city cooperation and improving the new mechanism of regional cooperation are conducive to promoting the integrated development of the Yangtze River Delta region, and also conducive to promoting coordinated regional development to a higher quality. China's traditional urban cooperation model focuses on counterpart assistance (assistance) and poverty alleviation collaboration, which embodies the phased characteristics of “strong assistance to the weak”, “good assistance to the poor”, “Eastern Belt Midwest”, and fully demonstrates political and institutional advantages.

2. Four Types of New City Cooperation Models

The rise of the manufacturing industry in the Yangtze River Delta has played a pivotal role in the historic changes and achievements made in China's 40 years of reform and opening up. The core content of the reform and opening up of the Yangtze River Delta is actually the historical process of continuously promoting the reform and opening up and the rise and development of the manufacturing industry. In this huge historical change, the Yangtze River Delta did not promote the development of regional modernization as analyzed by traditional industrial economics, nor did it simply imitate the development model of Western developed countries, and the so-called “demanufacturing” or “industrial hollowness” appeared. The issue of “industrialization” has taken a

new path of industrialization and marketization, interaction between internationalization and informatization, urban-rural complementarity, and integration of industrialization and urbanization. This new road laid a solid material foundation for the Yangtze River Delta to take the lead in realizing the modernization goal, provided new experience for other regions in the country and some developing countries to explore new industrialization development, and provided new opportunities for enriching and innovating development economics. Experience, new wisdom and new solutions.

2.1 The Cooperation Model of Adjacent Districts

In recent years, the integration and development of core cities in the Yangtze River Delta and its neighboring small and medium-sized cities has gradually accelerated. Take Hangzhou and its surrounding areas as an example. In April 2017, Zhejiang established Jiaying as a demonstration zone fully integrated with Hangzhou. In May, the Jiangsu government officially approved the “Overall Plan for Nantong to Build the North Wing Gateway City of Hangzhou Metropolis”. The “Hangzhou City Master Plan (2017-2035)” also clearly proposes to promote the coordination of inter-provincial urban circles in neighboring Hangzhou areas, and further strengthen function coordination, transportation docking, environmental governance, and facility sharing.

2.2 The “Leapfrog” Counterpart Cooperation Model

“Leapfrogging” counterparts are mainly used in cities with long geographic distances. In March 2017, the General Office of the State Council issued the “Work Plan for Corresponding Cooperation between Some Provinces and Cities in the Northeast and Eastern Regions”, requiring Shenyang to establish counterpart cooperation mechanisms with Beijing, Dalian and Hangzhou, Changchun and Tianjin, and Harbin and Ningbo. This counterpart cooperation is a new type of cross-regional city cooperation model that is different from counterpart assistance, counterpart assistance, and counterpart poverty alleviation.

2.3 A New “Enclave Economy” Cooperation Model.

The traditional “enclave economy” cooperation model is mainly to set up enclave parks in economically underdeveloped cities in economically developed cities, or to carry out industry and technology cooperation between the two parks to achieve the goal of “strong support for the weak” . The new “enclave economy” cooperation model emphasizes that backward cities should set up incubators and research institutes in developed cities to actively absorb new technologies from developed cities and transform them into new driving forces for their own development. Such “enclaves” usually occupy a small space.[1],

3. New-Type City Cooperation Will Help Promote the Integrated Development of the Yangtze River Delta Region

In the current urban development process, there have been phenomena of weak economic follow- The regional integration of the Yangtze River Delta has become a national strategy, and it is urgent to take the lead in exploring a new model of urban cooperation. By strengthening cooperation in new types of cities, further integrating resources and releasing new momentum for economic development, we will promote higher-quality integrated development in the Yangtze River Delta.

First, the new type of city cooperation can provide new momentum for higher-quality integrated

development in the Yangtze River Delta.

Second, new-type urban cooperation is an important starting point for higher-quality integrated development in the Yangtze River Delta.

4. Reasonable Planning for Low-Carbon Cities

In the process of regional integration in the Yangtze River Delta, Hangzhou has been playing a leading role. It is necessary to continue to take Hangzhou as a core city as a node, adopt a variety of new urban cooperation models, and form new development momentum through cross-regional integration of resources. Regional integrated development of the Yangtze River Delta. The following points can be done in the future.

4.1 Promote the Cooperation and Development of the Core Cities in the Yangtze River Delta and Its Adjacent Areas through the Construction of Metropolitan Areas.

At present, the planning of Hangzhou, Nanjing, Hefei, and Ningbo metropolitan areas has been fully developed, and the “Hangzhou Urban Master Plan (2017-2035)” also proposes to build a Hangzhou metropolitan area. At present, on the one hand, it is necessary to timely launch small-scale, precise, and cross-regional metropolitan development plans, establish the Yangtze River Delta regional integrated development demonstration zone, clarify the meaning, starting point and end point of the construction of each metropolitan area, carry out systematic planning, and clarify each Direction of development. On the other hand, it is necessary to speed up the construction of the cooperation mechanism of the metropolitan area, form a two-way interaction between the core city and neighboring cities, multi-party talks, regular meetings, establishment of institutions and other work coordination modes to ensure the deep cooperation between the core cities of the metropolitan area and neighboring cities.

4.2 Strengthen the Optimal Allocation of Resources on a Larger Scale through “Leapfrog” Counterpart Cooperation.

For cities that are relatively far away from Hangzhou or other regional central cities, “leapfrog” counterpart cooperation can be used to promote integrated development. On the one hand, take the G60 Science and Technology Corridor as an opportunity to strengthen technological cooperation between cities along the route. Take the market as the leading factor, with the enterprise as the main body, and take the deep integration of the industry as the main line, to jointly build an integrated cooperation platform for the Yangtze River Delta industrial chain and innovation chain, and promote the cooperation and docking of key platforms. On the other hand, actively build the G40 green and healthy corridor. Strengthen the joint protection and coordinated development of green and healthy resources between Hangzhou and Nantong, Taizhou, Yangzhou, etc., carry out the construction of modern ecological and pharmaceutical industrial parks, strengthen the application efficiency of green technologies, and create a green ecological synergy zone to promote life Health technology brand^[2].

5. Conclusion

The spatial scope of the Yangtze River Delta has also been generalizing, but the regional economic ties have been increasing. In the future, the scale of agglomeration and diffusion, the center and the periphery will change, and the agglomeration and diffusion of commodities and elements will be realized on a larger scale. The Yangtze River Delta will have a huge urban area

centered on several metropolitan areas; What will change will be the good interaction between the market and the government (that is, the combination of market dominance and government guidance), as well as the competition and cooperation between governments under the principle of “co-construction, co-development, mutual protection, mutual benefit, and sharing” Cooperation. From the perspective of long-term trends, the future spatial generalization trend of the Yangtze River Delta region will be further strengthened, and mutual economic links will also be strengthened.

References

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