21世纪海上丝绸之路对中国沿海城市的影响

THE IMPACTS OF THE 21ST CENTURY MARITIME SILK ROAD ON CHINESE COASTAL CITIES

刘保奎
国家发展和改革委员会国土
开发与地区经济研究所副研
究员

Baokui LIU
Associate Researcher of
Institute of Spatial Planning
and Regional Economy,
National Development and
Reform Commission of China

DOI:10.15302/J-LAF-20170405 | 收稿时间 RECEIVED DATE / 2017-07-31

中图分类号 / F129.9

文献标识码 / C

摘要

自2013年习近平主席提出“21世纪海上丝绸之路”的构想以来，一系列相关政策的出台对中国沿海城镇的发展产生了深远影响。21世纪海上丝绸之路是一个没有限定边界的互利共赢、开放包容的新型合作平台，将以点（城市和港口）带面，从线到片，逐步形成区域大合作。21世纪海上丝绸之路为沿海地区的发展带来了新动力，激发着区域集聚态势、产业组织模式、人口流动趋势、生态保护形势等方面发生深刻变化。

关键词

沿海城市；城市群；产业；人口流动；沿海生态

ABSTRACT

Since the introduction of the 21st Century Maritime Silk Road initiative by President Xi Jinping in 2013, a series of relevant policies have profoundly influenced the development of coastal cities in China. The 21st Century Maritime Silk Road promises an open and inclusive new cooperation platform. It will help form a regional cooperation, which is driven by the key coastal cities and coastal economic zones. The 21st Century Maritime Silk Road brings new impetus to the development of coastal areas, leading to profound changes in regional agglomeration, industrial organization patterns, population migration, ecological protection, and other aspects.

KEY WORDS

Coastal City; Urban Agglomeration; Industry; Population Migration; Coastal Ecology

整理 涂先明
译 张健
EDITED BY Xianming TU
TRANSLATED BY Angus ZHANG

审图号:GS(2016)1766号 国家测绘地理信息局 监制 1

1. “一带一路”经济走廊及其途经城市分布
1. Economic corridors and cities on the Silk Road Economic Belt and the 21st Century Maritime Silk Road

1 引言

20世纪60年代，法国学者布尔努瓦夫人在其著作《丝绸之路》中介绍了从中国广州出发，穿过马六甲海峡，绕过印度半岛，直至中东和欧洲的海上交通线路^[1]。1967年，日本学者三杉隆敏在其著作《探索海上丝绸之路》中最早正式提出“海上丝绸之路”的概念^[2]。2013年，习近平主席在访问印度尼西亚时提出建设“21世纪海上丝绸之路”的构想；2014年，中央出台了《丝绸之路经济带和21世纪海上丝绸之路建设战略规划》（中发〔2014〕14号）；2015年，国家发展和改

革委员会、外交部、商务部联合发布了《推动共建丝绸之路经济带和21世纪海上丝绸之路的愿景与行动》^[3]。随着一系列政策的出台，21世纪海上丝绸之路对中国沿海城镇的发展产生了深远影响。

2 21世纪海上丝绸之路的地理内涵

2.1 边界开放是基本特征

21世纪海上丝绸之路并不局限于沿海地区，是一个没有限定边界的互利共赢、开放包容的新型合作平台^[4]。其既包括中国北部沿海、东南沿海和南部沿海地区，也涵盖了与

之联系紧密的内陆腹地，还包括了东北亚航线、美洲航线、大洋洲航线、东盟航线、中东-北非航线和南非航线等所连接的不同地区。

2.2 沿海港城是重中之重

21世纪海上丝绸之路将“以点（城市和港口）带面，从线到片，逐步形成区域大合作”。“就海论海”无疑是对21世纪海上丝绸之路的狭隘化理解，与20世纪80年代推行的沿海地区加工贸易不同的是，海上丝绸之路更加强调沿海与内地的联动、中国与其他国家的联动，而前者无疑更为关键。这意味着，一方面，将以国内沿海地区的城市和港口，带动内陆广阔腹地；其次，通过共同建设通畅安全高效的运输大通道，进而带动中亚、南亚、中东、非洲等境外地区的发展。但这些地区在21世纪海上丝绸之路中的角色有所不同。

3 21世纪海上丝绸之路带来的影响

21世纪海上丝绸之路为沿海地区的发展带来了新动力，激发着区域集聚态势、产业组织模式、人口流动趋势、生态保护形势等方面发生深刻变化。

3.1 城市群宏观格局的调整

3.1.1 沿海地区的新一轮集聚

改革开放以来，沿海地区在中国区域经济版图中的集聚作用一直非常突出，但“十一五”以来由于西部大开发等一系列国家战略实施，中西部地区发展提速，沿海地区增速放缓。21世纪海上丝绸之路战略提出后，与之相配套的自由贸易试验区、跨境电子商务综合试验区等新型开放平台主要投放

在了东南沿海地区，原有位于沿海地区的国家级新区、自主创新示范区、全面创新改革试验区等平台在政策上也有所倾斜，再加上以中国作为主场的外交活动也呈现区域化（例如杭州举办了G20峰会、厦门即将成为“一带一路”国际合作高峰论坛承办地），都为沿海地区的发展注入了新动力。沿海地区在中国转型升级中的角色将重新引起重视。从近几年的态势看，沿海地区的中心城市经济增长的质量和效益要强于中小城市，长江三角洲地区、粤港澳大湾区、京津冀地区成为了科技创新的主战场，“四新”经济也主要集中在这些地区。

3.1.2 沿海地区内部分化的加剧

在传统语境下，沿海地区一直被视为一个整体，是发达地区的代名词。但当前，沿海地区发展正出现前所未有的分化。一是省份之间在转型进程中出现分化，例如广东、浙江抓住了生物技术、信息技术、互联网新经济等新一轮技术变革和商业模式创新机遇，转型发展步伐较快，并取得了一定成效；江苏、山东的转型步伐则较为艰难，传统产业提升乏力，又面临市场萎缩和资本外流的双重压力，新兴产业培育中没有抓住机遇，对外开放中也缺少新的亮点。二是省份内部中心-外围差距加大，中国沿海省份内部差异一直存在，在这一轮的发展中，这样的差距被进一步拉大，例如，珠江三角洲地区与粤东北、粤北地区之间将会出现巨大分化。

3.1.3 中西部城市群地区的快速发展

在沿海地区新一轮集聚的同时，“一带一路”建设也改变了中西部部分地区的地理区位，成渝、长江中游、关中等城市群地区

发展明显提速，这一方面得益于承接了东部地区的知识外溢和高端生产要素的分享，实现了经济动能的横向转移和接续；二是由于内陆开放水平的提升。“渝新欧国际联运大通道”“蓉欧国际快速铁路”等实现常态化运营，促进了重庆、成都以笔记本电脑、手机为代表的电子信息制造业的发展。贵广高铁、沪昆高铁等线路的开通，不仅缩短了贵州与沿海港口之间的时间距离，也拉近了贵州参与孟中印缅、中老泰、中国-南亚经济走廊的距离，让西南地区实现了从“末梢”向“前沿”的角色转换。

3.2 生产服务功能的外溢和加工制造功能的转移

3.2.1 沿海城市群内部产业分工从纵向转向垂直

在上一轮全球化产业分工中，中国东部沿海地区承担的加工贸易发展迅速，并一举成为“世界工厂”，但中西部地区参与全球分工的广度和深度都不高。目前中国沿海地区的外向型产业，从轻工、纺织、家电等传统优势产业向电子信息、装备制造业等资本技术密集型产业转换的势头逐步显现，以技术、品牌、质量、服务为核心竞争力的新优势正在加速形成^[5]。伴随同步发生的上海、广州、深圳等沿海一线城市的转型步伐，产业结构从制造业向服务业演进后，与相对内陆的城市如苏州、无锡、东莞、佛山间的关系从产业链前后关联，变为产业链的垂直关联。

3.2.2 一线城市生产服务功能扩散

在城镇体系的职能结构方面，金融、保险、物流、咨询设计、广告等高端生产服务功能原来只出现在上海、香港、广州等少

数一线城市。而在21世纪海上丝绸之路建设背景下，在国家政策支持、地方政府推动、企业积极响应的共同作用下，不仅杭州、厦门、苏州、青岛等二线城市的生产服务功能有很大提升，惠州、嘉兴、中山等三四线城市中部分与货物贸易紧密相关的服务贸易领域也有所发展。此外，义乌等城市的跨境电子商务、市场采购贸易等新型贸易方式的迅速发展，也推动了传统贸易的转型。

3.2.3 加工制造功能向中部地区的转移

在东部地区新一轮集聚和产业升级的背景下，受土地、劳动力、环境等成本上升的影响，部分制造行业生存环境受限。此时，中部地区，特别是中部沿江地区发展制造业的优势逐渐显现，除了土地、劳动力成本优势外，还拥有日益改善的交通条件、技术创新能力、政策支持等优势。因此，湖北、湖南、安徽、江西和河南近几年的城镇化步伐明显加快，中部地区正在逐步取代沿海地区成为“世界工厂”的核心区之一。

3.3 农民工返乡与就地转移

3.3.1 人口从城市群内大城市向周边中小城市流动

“十一五”以来，中国人口特别是农民工流动呈现出显著的三大城市群指向和大城市指向，而“十二五”中后期这种态势开始发生改变，出现了人口从城市群中心城市向周边中小城市流动的趋势。随着北京、上海等城市人口调控和功能疏解的进行，常住人口特别是外来常住人口开始减少，与中心城市人口减少趋势相对应的是，中心城市周边城市（如廊坊、保定、嘉兴、南通、惠州等）人口增长较快，这得益于中心城市的功能在城市群尺度上的外溢，物流仓储、批发

集散、加工贸易等功能在周边中小城市中快速发展。

3.3.2 人口从沿海向内地回流

从农民工的输入地来看，2016年在东部地区务工的农民工人口下降了0.3%，而到中部、西部地区务工的农民工人口分别上升了2.6%和5.3%。一方面是由于沿海地区生活成本的上升，使得这些地区吸引力降低。二是由于全球总需求收缩，主要经济体增长放缓，沿海地区产业受到影响，沿海城市产业结构调整使初级劳动力的就业岗位减少。三是由于城市户籍改革进展缓慢，农民工“留不下”，加之流出地对返乡创业的支持，不仅促进了返乡回流，也使农民工外出倾向下降。

3.4 沿海地区生态环境的压力

长期以来，中国沿海地区生态环境保护形势一直不容乐观，主要表现为污水排放量大、海岸带生态破坏、围海造地、近岸养殖污染等。沿海地区积累的生态环境问题，其中既有技术因素，也有制度因素；既有产业结构原因，也有空间结构原因；且涉及河口、滩涂、湿地、近海、海岛等多种生态要素和不同的归口管理部门。21世纪海上丝绸之路建设将使沿海地区特别是中小城市生态环境压力加剧，由于这些城市在新一轮开放中获得了机会，城市中一些生态环境好、景观质量佳的湾区、岸线、海岛等存在过度开发倾向，岸线利用缺少统筹规划，填海造地、造岛等现象较为普遍。

沿海地区内部功能冲突是导致环境质量下降的主要原因之一，即在于工业化、城镇化过程中人口和产业空间布局的不合理。宏观而言，沿海地区生产空间大、生活空间

小、生态空间受到侵蚀的问题非常突出。微观而言，沿海地区港口过多，且在腹地、价格、航线等方面存在竞争，园区面积过大，产业门槛低，投资强度不高。由于21世纪丝绸之路肩负的使命与传统的对外开放战略有所不同，打通贸易通道、提振出口、化解产能以及人民币国际化等多维目标使得未来的沿海城市空间结构面临调整，从提高港口设施水平转向提高港口运营能力，特别是航线、集疏运、通关等能力；从关注港口吞吐能力转为关注航运时间及其货款成本；从注重两头在外的加工贸易转向面向国内市场的临港加工等。这些变化将让港-园、港-城关系更加密切。

4 结语

21世纪海上丝绸之路将深化中国与沿线国家的合作，是升级版的“开放战略”，既给沿海城市带来了经济发展的新动能，重塑了沿海的经济地理，也对沿海地区的生态环境带来了新的压力。未来，沿海城市应结合这些变化，主动谋求调整，寻找各自的发展方向。**LAF**

1 Introduction

In the 1960s, Lucette Boulnois, a French scholar of the Silk Road, generally introduced the maritime trade route from Guangzhou, China to the Middle East and Europe, by way of the Strait of Malacca and the Indian Peninsula, in her book *La Route de la Soie*^[1]. In 1967, the Japanese scholar Takatoshi Misugi first officially put forward the concept of “Maritime Silk Road”^[2] in his book *Explore the Maritime Silk Road*. In 2013, President Xi Jinping proposed the 21st Century Maritime Silk Road conception during his visit to Indonesia, two years after which the Chinese central government promulgated in succession the strategic plan, and the visions and actions of Silk Road Economic Zone and the 21st Century Maritime Silk Road Construction^[3]. With all these policies introduced, the 21st Century Maritime Silk Road has exerted a great influence on the development of the coastal cities in China.

2 Geographical Connotation of the 21st Century Maritime Silk Road

2.1 Open Boundaries

The 21st Century Maritime Silk Road provides open and inclusive cooperation platforms to enhance mutual benefits among countries and regions situated on the Road, with no confine to the coastal areas^[4], covering not only China’s coastal areas in the north, southeast and south, but also those closely connected

hinterlands. It also includes regions along several international flight routes, connecting Northeast Asia, North American, Oceania, ASEAN, Middle East and North Africa, and South Africa.

2.2 Key Port Cities

Different from the promotion of processing trade in coastal areas thrived in the 1980s, the 21st Century Maritime Silk Road emphasizes on the connection between the coastal and inland areas, as well as between China and other countries and regions. It boosts business relations and cooperations at a regional scale from coastal cities to coastal economic zones, which means that, on one hand, the development of inland cities can be driven by the new economic growth of coastal cities and ports; on the other hand, the joint construction of open, safe and efficient transport routes may also promote the development of areas in Central Asia, South Asia, the Middle East, Africa, etc., with different roles in the 21st century Maritime Silk Road.

3 Impacts of the 21st Century Maritime Silk Road

The 21st Century Maritime Silk Road aims to inject strong impetus to the development of coastal areas, stimulating regional integration, improving industrial organization patterns, enhancing population migration, and optimizing ecological protection.

3.1 Adjustments on the Macro Pattern of Urban Agglomeration

3.1.1 New Type of Urban Aggregation in Coastal Areas

Since the reform and opening up, the agglomeration effect of coastal areas has played a very prominent role in China’s regional economic distribution. Although facing a slowdown in the economic growth due to a series of national strategies implemented after the Eleventh Five-Year Plan launched in 2006, which has accelerated the development of central and western China, the coastal areas regain attention since the 21st Century Maritime Silk Road agenda has been highly recognized. Supporting platforms, such as the Pilot Free-trade Zones and Pilot Cross-border E-commerce Integrated Zones, have been developed in the southeast coastal areas; existing State-level New Areas and other innovative demonstration areas in coastal areas have also been paid particular emphasis on. In addition, the recent diplomatic events, for example, the G20 Summit held in Hangzhou in 2016, and the 2018 “The Belt and Road” International Cooperation Summit Forum to be held in Xiamen, greatly contribute to the local economic growth and drive the regional development. Undeniably, the coastal areas occupy a decisive position in China’s transformation. To be more specific, many key coastal cities have a much higher quality and efficiency in economic growth than that of other

表1：21世纪海上丝绸之路的重点空间载体 Table 1: Strategic Economic Zones and Cities of the 21st Century Maritime Silk Road	
经济区 Economic Zones	经济区： 长江三角洲经济区、珠江三角洲经济区（粤港澳大湾区）、海峡西岸经济区、京津冀经济区 Economic Zones: Yangtze River Delta Economic Zone, Pearl River Delta Economic Zone (including the Greater Bay Area of Guangdong, Hong Kong and Macau), Western Taiwan Straits Economic Zone, Beijing-Tianjin-Hebei Economic Zone
	重点省份： 上海、福建、广东、浙江、海南 Pivot Provinces: Shanghai, Fujian, Guangdong, Zhejiang, Hainan
港口 Ports	海港： 上海、天津、宁波-舟山、广州、深圳、湛江、汕头、青岛、烟台、大连、福州、厦门、泉州、海口、三亚 Seaport Cities: Shanghai, Tianjin, Ningbo-Zhoushan, Guangzhou, Shenzhen, Zhanjiang, Shantou, Qingdao, Yantai, Dalian, Fuzhou, Xiamen, Quanzhou, Haikou, Sanya
	空港： 上海、广州 Airport Cities: Shanghai and Guangzhou
平台 Special Economic Zones	开放合作区： 深圳前海、广州南沙、珠海横琴、福建平潭 Cooperation Zones: Qianhai in Shenzhen, Nansha in Guangzhou, Hengqin in Zhuhai, Pingtan in Fujian
	自由贸易实验区： 上海、广东、福建、天津、辽宁、浙江 China Pilot Free Trade Zones: Shanghai City, Guangdong Province, Fujian Province, Tianjin City, Liaoning Province, Zhejiang Province
	国家级新区： 广州南沙、福建福州、浙江舟山群岛、上海浦东、青岛西海岸、天津滨海、大连金普 State-level New Areas: Nansha in Guangzhou, Fuzhou in Fujian, Zhoushan in Zhejiang, Pudong in Shanghai, Xihaian in Qiangdao, Binhai in Tianjin, Jinpu in Dalian
	国家级高新技术开发区和经济技术开发区： 上海张江高科技园区、苏州工业园区、昆山经济技术开发区 National High-Tech Industrial and Economic and Technological Development Zones: Shanghai Zhangjiang Innopark, Suzhou Industrial Park, Kunshan Economic and Technical Development Zone

small and medium-sized cities; greater economic areas, such as the Yangtze River Delta Area, the Guangdong-Hong Kong-Macau Greater Bay Area, and the Beijing-Tianjin-Hebei Area, have become the engine of China’s scientific and technological innovation.

3.1.2 Aggravation of Internal Differentiation in Coastal Areas

Generally, the coastal areas have always been regarded as a group with a more developed economy. However, the current development of coastal areas is unprecedentedly differentiated. First, different provinces are undergoing various transformation processes. For instance, Guangdong and Zhejiang Provinces have made remarkable process by seizing the opportunities of technological and industrial innovation in biotechnology, information technology, and the Internet economy. While Jiangsu and Shandong Provinces, on the other hand, have been suffering from insufficient improvement of traditional industry, shrinking market, and outflow of capital; they missed the opportunity to boost new industries, or to innovate in international trades. Secondly, despite the constant internal gap between provincial centers and peripheral areas within China’s coastal provinces, the gap has been widen in this new round of development. For example, there will be a huge differentiation between the Pearl River Delta area and the northeastern and northern Guangdong.

3.1.3 Rapid Development of Midwest Urban Agglomeration

Along with the new aggregation in coastal areas, the construction of the 21st Century Maritime Silk Road has also changed the geographical-economic relation of some areas in Midwest China, for example, the economic development of areas among Chengdu and Chongqing, the middle reach of the Yangtze River, and the Central Shaanxi Plain has been significantly accelerated. For one reason, the knowledge spillover and the share of high-end production factors from the eastern regions have promoted the horizontal transfer and continuation of economic momentum; for another, the increasing openness of the inland areas also contributes to their great improvement. For instance, the Chongqing-Sinkiang-Europe International Railway and Chengdu-Europe International Express Railway have facilitated the electronic information manufacturing industry, for example, the manufacture of notebook computers and mobile phones in Chongqing and Chengdu; the high-speed railway from Guizhou to Guangzhou and from Kunming to Shanghai not only shortens the transportation time from inland cities to the coastal ports, but also encourages cooperation between southwest cities of China with other neighboring countries and regions, including Bangladesh, India, Burma, Laos, and Thailand.

3.2 Spillover of the Production Service Function and Transfer of the Processing and Manufacturing Function

3.2.1 Industrial Specialization within Coastal Urban Agglomeration — From Sequential to Vertical

In the previous global industrial specialization, China's eastern coastal areas have developed their processing trade rapidly, becoming the "factory of the world." By contrast, the central and western regions' participation of the international industrial specialization is insufficient. At present, China's traditional export-oriented industries in coastal areas, including light industry, textile and household appliance industries, have started to transform to capital and technology intensive industries, such as electronic information and equipment manufacturing, where a new core competitiveness focusing on technology, branding, quality and service is in accelerated growth^[5]. With the simultaneous development of first-tier coastal cities, such as Shanghai, Guangzhou and Shenzhen, the industrial structure is reformed from the manufacturing industry to the service industry. And their relations with the inland cities, such as Suzhou, Wuxi, Dongguan and Foshan, have also changed from a sequential industrial chain to a vertical one.

3.2.2 Decentralization of Production Service Function from First-Tier Cities

With the construction of the 21st Century Maritime Silk Road, and

supported by national and local governments, and the positive response from the enterprises, the second-tier cities, such as Hangzhou, Xiamen, Suzhou and Qingdao, have greatly improved their production service function, among which high-end services (e.g. finance, insurance, logistics, advertising, and consulting and design) originally appeared only in a few first-tier cities of Shanghai, Hong Kong, and Guangzhou. Meanwhile, even in the third- or fourth-tier cities like Huizhou, Jiaxing and Zhongshan, the service functions closely related to goods trade have also been developed. In addition, the improvement of new type of trade, such as cross-border e-commerce and market purchase trade in Yiwu, has also been vigorously developed, promoting the transformation of traditional trade.

3.2.3 Processing and Manufacturing Functions Transformed to Central China

Along with the new agglomeration of cities and industrial upgrading in the eastern China, the manufacturing industry is limited due to the increasing cost of land, labor, and environmental remediation and protection. By contrast, the central regions, especially those along the Yangtze River, rise with prominent advantages, including improved transports, technological innovations, and policy supporting, in developing manufacturing industry. Thus, there has been a significantly accelerated urbanization of Hubei,

Hunan, Anhui, Jiangxi, and Henan Provinces in recent years, encouraging the central China to be another new "factory of the world."

3.3 Labor Migration

3.3.1 Population Migration from Metropolitan Areas to Surrounding Cities

Different from the prominent population migration (especially that of labors) oriented to metropolitan areas since the first decade of this century, there has been a new trend of population migration from the central cities of the urban agglomerations to the surrounding smaller cities since 2013. Meanwhile, the migrant population in metropolises, such as Beijing and Shanghai, is decreasing due to policies on population control and urban function dispersal. Correspondingly, the population in the surrounding smaller cities, such as Langfang, Baoding, Jiaxing, Nantong, and Huizhou, has increased rapidly, resulting from the functional spillover from the metropolises in an urban agglomeration scale, which accelerates development of logistics and storage system, wholesale and distribution of goods, processing trade, and other functions in the surrounding cities.

3.3.2 Population Migration from the Coast to the Inland

In 2016, the population of migrant workers to the eastern coastal regions in China decreased by 0.3%, while it increases by 2.6% and 5.3% respectively

regarding to workers migrating to the central and western regions. One reason is that coastal areas are becoming less affordable for the migrant workers due to rising cost of living. Secondly, the coastal industrial structures have been impacted by the shrinkage of the global aggregate and the slowdown in growth of major economies, leading to a reduction of employment opportunities for unskilled labors. Thirdly, because of the constraints from settling down by the household registration policy, and the policy support on local business in their outflow areas, less and less migrant workers tend to leave their hometown.

3.4 Pressure by Ecological Issues in Coastal Areas

There has long been severe problems with the ecological protection in coastal areas, including sewage discharge, coastal ecosystem decline, reclamation, pollution from coastal aquaculture, etc., resulting from both the technological and institutional limitations, and imperfect industrial and spatial structures. Moreover, various ecological elements, including estuaries, intertidal zones, wetlands, coastal areas, and islands, with their management by specialized departments, have made the problems more complex. The construction of the 21st Century Maritime Silk Road may exacerbate pressure by the ecological issues in the coastal areas, especially in small and medium-sized cities. Although these cities have gained opportunities for development in the new round of

opening up, the lack of overall planning also results in overdevelopment, including widespread sea reclamation and artificial island building, in the areas with sound ecological environment and landscapes.

Fundamentally, the irrational distribution of population and industry in the process of industrialization and urbanization has become one of the main reasons causing the environmental degradation. At a greater scale, there are three major problems, including oversized industrial spaces, insufficient living spaces and the erosion of the ecosystem. In the micro level, the excessive construction of ports in coastal areas and the intensified competition on land cost and shipping routes lead to a lower requirement for market access and insufficient investment. However, encouraged by the 21st Century Maritime Silk Road agenda, which is different from the traditional opening-up strategies, the new strategies for coastal areas aim to open up the trade channels, boost exports, resolve the excess capacity, and help the internationalization of RMB. All these strategies require adjustments of spatial structure of coastal areas, by enhancing the operating capacity, particularly the optimization of shipping routes, goods collection and distribution, and customs clearance, rather than only improving the facility quality; by focusing on the cost-efficiency, instead of the port throughput; and by focusing on the processing industry

in ports towards the domestic market, instead of the processing trade which exports raw-materials and productions abroad. With all these changes, a closer relationship of ports with other industrial areas and cities will be generated.

4 Conclusion

The 21st Century Maritime Silk Road initiative, regarded as an upgraded version of the Opening-up Policy, will facilitate China's cooperation with the countries and regions along the Road. Although endowed with new opportunities to the economic development of coastal cities, there are also many ecological and environmental problems to be dealt with. Thus, it is high time to take advantage of these opportunities and initiatives to seek for adjustments for a stronger and more prosperous future. **LAF**

REFERENCES

- [1] Li, H. (2014). Strategic Analysis of Qingdao as the Hub City in Maritime Silk Road. *Journal of the Party School of Qingdao Municipal Committee of CPC*, (4), 32-37.
- [2] Liu, Z. Y. (2014). The 21st Century Maritime Silk Road and the Development of Coastal Cities and Ports. *Urban Insight*, (6), 5-12.
- [3] Zhong, S. (2017, January 18). "The Belt and Road Forum" in Beijing. *People's Daily*, p. 21.
- [4] The special leading group office of the implementation of "The Belt and Road". (2017, May 10). Collaborative Construction of "The Belt and Road": Theory and Practice, and the Role of China. Retrieved from http://www.qstheory.cn/zhuanqu/bkxj/2017-05/11/c_1120956694.htm
- [5] Guangming Insight. (2015, October 10). The achievements of China's open economic development since the "twelfth five-year Plan." Retrieved from http://epaper.gmw.cn/gmrb/html/2015-10/20/nw.D110000gmrb_20151020_4-04.htm