

營口市及營口新區 (YEZ) 經濟開發 報告書

(節選)

REPORT ON ECONOMIC DEVELOPMENT OF YINGKOU CITY
AND YINGKOU NEW ECONOMIC ZONE (YEZ)
(SUMMARY)

聯合國開發計劃署營口考察團

一九九〇年八月

UNITED NATIONS DEVELOPMENT PROGRAMME MISSION FOR YINGKOU
AUGUST, 1990

營口港 YINGKOU PORTS

營口新港區（鮫魚圈新港） Yingkou New Port Area (Bayuquan New Port)



營口老港區 Yingkou Old Port Area



一九九〇年四月三十日至五月十三日，聯合國開發計劃署考察團對中國遼寧省營口市進行了為期兩周的考察。同年八月，聯合國開發計劃署考察團向聯合國開發計劃署和中國政府提出了一份近 20 萬字的《營口市及營口新區（YEZ）經濟開發報告書》，這份有關營口市經濟開發的兩卷集報告書。第一卷評估營口市及其鄰近地區的開發潛能，識別具體的投資項目、研討現有的政策及組織結構，並提出執行計劃和資金籌措方案。第二卷包括營口新經濟區的總體規劃和營口新港的總體規劃以及有關土地政策的建議。

聯合國開發計劃署考察團的成員是：

團長 唐義方先生 曾任新加坡經濟及工業區發展領導人，並曾協助過印度、泰國、馬來西亞、深圳及台灣等地經濟區的開發工作。

團員 楊至耀先生 曾領導新加坡貿易發展工作，現任新加坡國際貿易發展局主席和一跨國公司董事長。

黃鵬遠先生 曾主持新加坡經濟發展工作，現任新加坡政府有關的國際貿易公司和石油化學公司董事長及新加坡政府投資公司副董事長。

黃銳昌先生 現任新加坡一跨國工程公司工程部總裁，是工業區及港口基本建設專家。

執行秘書 盧鏗先生 現任新加坡一跨國工程公司中國投資發展部門經理。

為便於了解營口市及營口新經濟區的戰略地位和發展潛能，現將報告書中的有關章節和主要附圖摘印如下。

From April 30 until May 13, 1990, the United Nations Development Programme Mission on the development of Yingkou City and Yingkou New Economic Zone visited Yingkou City, Liaoning Province, the People's Republic of China with the on-the-spot investigation for a period of two weeks. In August of the same year, the United Nations Development Programme Mission submitted "Report on Economic Development of Yingkou City and Yingkou New Economic Zone (YEZ)" of some 200,000 words to the United Nations Development Programme and Chinese Government. These two volumes of the Report are concerned with the economic development of Yingkou City. Volume I assessed the development potential and specific investment opportunities of Yingkou City and its surroundings; examines existing policies and organisational structures; and spells out an action and financial plan. Volume II covers the Conceptual Master Plans for the setting up of Yingkou New Economic Zone and for Yingkou New Port and recommendations on land policies.

Members of the United Nations Development Programme Mission are:

Leader of the Mission, Mr. Tang I Fang, former leader of Singapore Economic and Industrial Development Zone, who assisted the countries and regions like India, Thailand, Malaysia, Taiwan and Shenzhen, etc., with their economic development zones;

International Trade and Food Industry Expert, Yeo Chee Yeow, Chairman of Singapore International Trade Development Board and Chairman of the Board of directors of the transnational corporation, who led the Singapore Trade Development;

Investment Promotion and Industry Expert, Mr. Hwang Peng Yuan, Chairman of the Board of directors of the International Trade Corporation and the petrochemical corporation concerned with Singapore Government, and Vice-Chairman of Singapore Government Investment Corporation, who was in charge of the Singapore Economic Development;

Regional and Port Development Expert, Mr. Wong Yui-Cheong, President of Engineering Department of the Singapore Transnational Engineering Corporation;

Substantive Secretary to the Mission, Mr. Lu Keng, Manager of China Investment Promotion Department of the Singapore Transnational Engineering Corporation.

In order to understand the strategic position and development potential of Yingkou City and Yingkou New Economic Zone, we summarize the relevant chapters and sections and main Maps of the Report as follows.

.....

2. 營口的經濟戰略地位與發展潛能：新的認識

最近三年來，兩個重要的開發項目使得曾是中國東北首個對外口岸但後來又落於大連之後的營口，在中國東北經濟發展中的戰略地位發生了戲劇性的變化。首先，瀋陽——營口——大連高速公路的竣工，使營口比大連（中國目前最大的出口港）距離東北腹地近了具有決定性意義的兩百多公里。其次，鮎魚圈新港的興建為營口造就了一個全天候的現代化良港（不再象老港那樣淤塞和封凍）。這兩項新建的重要基礎設施，對東北地區和整個國家經濟發展所起的作用與日俱增，已使營口作為經濟戰略要津的顯赫地位今非昔比：

在東北諸省（見地圖 1）有五個主要港口：大連港、營口（鮎魚圈）新港、營口老港、丹東港和錦州港，而這五個港口全都在遼寧省，並且其中有兩個在營口。在未來的經濟發展中，營口新港最具有潛能。位於營口市區的老港與位於鮎魚圈的新港陸路相距 53 公里，海路相距 35 海里（見地圖 2）。

大連港目前的年吞吐量約為 5,300 萬噸（包括煤和石油產品）。由於營口新的地理及交通優勢，大連的部分吞吐貨物將會分流到營口新港（比大連離東北腹地近兩百多公里），這可為國家節省巨額的陸運費用，而陸運費用的降低，可以提高東北地區出口商品的國際市場競爭力。

預計到公元 2000 年前後，營口兩港的年吞吐量（以新港為主，不包括石油產品）將達 4,300 萬噸，接近該年大連港的預計年吞吐量（不包括石油產品）。這將使東北口岸的總吞吐能力大大提高。

營口港的輔助，可大大緩解大連港的擁塞情況。再者，由於營口港距離中國北部諸港都不遠，其開發將有助於改善整個東北及華北地區的運輸系統，特別有助於減輕目前超量運行的哈大鐵路負荷。大連港擁塞狀況的緩解和東北腹地運輸網的疏通，將對國民經濟的運行效率和進出口貿易產生深遠影響。

由於營口港的分流和輔助作用，大連港的貨物吞吐壓力將大大減輕。這將有助於提高大連港的港口運作效率，直接促進大連港和大連市的現代化發展。

營口經濟戰略地位的增強，使得中國東北地區的開發潛能展露無遺。營口對於國家、東北地區及國際經濟貿易發展的樞軸作用將能使其成為：

(1) 中國主要的工農業區——東北諸省的門戶

營口是中國主要的工農業區——東北三省以及內蒙古主要的一對門戶之一（另一個是大連）。東北三省的人口和土地面積均只有全國的 8%，但卻佔有中國國民生產總值（GNP）的 12%、全國出口值的 11%、全國重工業（包括鋼鐵、機械、機床、石油化工、飛機及汽車工業等）產值的 16%，以及全國農業總產值的 9%

左右。令人矚目的是，中國最大的 500 家企業（以 1988 年銷售額統計）中，竟有 16.4% 位於東北三省，且其中大多數在遼寧。有理由可預言，隨着營口新港和新區的開發，營口這個東北門戶（見地圖 3）、三省通衢定將日趨繁榮，進而帶動東北諸省經濟現代化，更進一步，為整個國民經濟的發展帶來重大影響，其連鎖效應將波及全國。

(2) 資源深加工及相關工程工業的天然國家基地

東北諸省擁有中國最集中的多種礦產、石油、天然氣等自然資源。由於數億年的土壤沉積，這裏還有世界上最肥沃的大片農田。有這些天賦的資產，難怪遼寧成了中國鋼鐵、石油化工、機械、機床、造船、飛機製造、汽車製造及工程工業的主要基地以及一個重要的農業基地。中國最具資源優勢的海港城市，當首推營口。

在石油和天然氣方面，營口位居遼河油田、渤海油田和瀋北油田之間，背依北部的中國最大油田——大慶。一條穿過營口新區的輸油管將大慶及遼河油田的石油源源輸往大連（遠在營口以南兩百公裏）。從原料供應的角度看，營口作為中國建設綜合性煉油、石油化工和重化工工業的最佳選址之一，可謂得天獨厚。

原油儲量達數十億噸（十億噸相當於整個大慶油田 30 年來的原油產量，而大慶油田每年採油量為中國的四分之一）的渤海近海油田的遼東灣油區與營口新區毗鄰。因此，適宜將營口開發成為一個海洋石油勘探和生產供應基地，正如阿伯特成為蘇格蘭北海油田的生產供應基地一樣。這種基地的發展，將會為當地吸引來一系列高增值的工業，比如海洋鑽井平台、鑽油設備和其它海洋工程的製造業。

(3) 一個優越的技術密集工業基地

由於有悠久的工業化歷史和高度集中的工程工業及機械工業，東北諸省不乏大量的技術職工（包括熟練工人、技術員、工程師和科學家）。遼寧省雖然人口不到全國人口的 3%，却擁有 500 餘萬工業職工。在全國各省工業職工人數方面，遼寧雄踞榜首。其中，營口的工業職工約有 22.3 萬人。在科學技術研究機構的數量方面，遼寧在全國各省中也名列第一。

目前中國的大多數企業處於超員狀態。隨着營口市企業的合理化改革，多餘的職工經適當的短期重新培訓及適應之後，可迅速調配到營口新區的新興企業中去。現成的職工來源為新興工業的起步創造了條件，并可節省培訓開支。這種優勢對於投資者十分重要，尤其是對精密工程工業和機械工業、金屬及塑料零件工業、光學工業、電子工業、醫療器械工業、儀表工業、精細化工業和製藥工業的投資者，顯得格外重要。而這種優勢，中國南方的幾個經濟特區是不具備的。

(4) 東北亞地區的轉口貿易中心和科技都會

東北亞地區廣義上包括中國的東北諸省、蘇聯的遠東地區以及日本／朝鮮半島。這些地區由於位置相近、海路及陸路暢通，各自的經濟之間又存在高度的互輔性，因而相互之間的經濟發展和貿易合作正在迅速發展，一個潛能巨大的“成長三角區”已漸見形成（見地圖 4）。西伯利亞大鐵路為歐洲和遠東之間的聯系提供了一座經濟上十分劃算的大陸橋，大大拓展了這些地區的貿易合作領域，所及之處，遠遠超過東北亞。營口的鐵路經中國的滿洲裏與西伯利亞的赤塔相連。營口到西德漢堡的鐵路距離只有 8,400 公裏，僅為海路的 38%。因此，營口可望在 10 至 15 年內，發展成為中國東北地區、蘇聯中部及東部地區、蒙古及中國內蒙古的一個主要的國際港口與集散中心，并且似將成為東北亞地區的一個人才薈萃、經濟繁榮的科技都會。營口的經濟開發潛能實在不容等閑視之。

有理由認為，營口在腹地工業基礎、自然資源、技術人才、地理位置和港口條件等方面的優勢，均非目前中國任何經濟開發區或經濟特區可比。

.....

.....

II . YINGKOU'S STRATEGIC POSITION & DEVELOPMENT POTENTIAL: A NEW LOOK

In the past three years, two major developments have dramatically highlighted Yingkou's strategic importance in the economic growth of China's Northeast region. Firstly, the completion of the Shenyang/Yingkou/Dalian Expressway moved Yingkou more than 200km closer to the hinterland than Dalian (currently China's largest export port). Secondly, the construction of a new harbour at Bayuquan provided Yingkou with an all-season modern port (unlike the old port which is silted and frozen in winter). These new infrastructural facilities have restored Yingkou's strategic importance which can only from now on increase in usefulness to the region and the nation:

The Northeast Provinces [as shown in Map 1] are served by five major ports—Dalian, Yingkou(Bayuquan)New Port, Yingkou Old Port, Dandong Port and Jinzhou Port. All of these are located in Liaoning; two of them in Yingkou. In terms of future growth, Yingkou New Port offers great potential. The Yingkou Old Port (within the city proper) and Yingkou New Port at Bayuquan are only 53km apart on land and 35 nautical miles by sea [Map 2].

Presently, the port of Dalian is handling some 53 million tons (including coal and oil products) of cargo (export and import) per year. By channeling part of the throughput through the new port at Yingkou (which is more than 200km nearer the hinterland), there will be tremendous savings in transportation costs. It is estimated that by the year 2000, the annual throughput (excluding oil products) at the two ports of Yingkou will reach 43 million tons, nearly the same level projected for Dalian.

With Yingkou as an additional port of call, the traffic congestion at Dalian will be greatly relieved. Also, Yingkou's proximity to all sea ports in Northern China will be beneficial to the entire regional transportation system, especially the heavily utilised Harbin/Beijing Railway. Clearing the congestion at Dalian Port and smoothening the operation of the transportation networks in the hinterland will have considerable impact on the operational efficiency of the national economy.

With this enhanced strategic position, Yingkou is now able to exploit fully the development potentials of the Northeast region. It has a pivotal role to play in national, regional and international economic and trade development AS:

(1) THE GATEWAY TO CHINA'S MAJOR INDUSTRIAL & AGRICULTURAL REGION — THE NORTHEAST PROVINCES

Yingkou will be one of the twin gateways (the other being Dalian) to China's major industrial and agricultural region—the three Northeast Provinces—and Inner Mongolia. The Northeast Provinces account for 12% of the Chinese GNP, 11% of the total value of Chinese exports, 16% of the production of the country's heavy industries (steel, machinery, machine tools, petrochemicals, aircraft, automobiles, etc.) and nearly 9% of the total national agricultural output. Significantly, 16.4% (in terms of turnover in 1988) of the largest 500 enterprises in China are located in the Northeast Provinces with the majority in Liaoning. Therefore, as the gateway [Map 3] to the region grows into a busy thoroughfare with the development of the New Port and the Economic Zone [YEZ] at Yingkou, the economy of the Northeast Provinces will be modernised accordingly, leading in turn to a significant impact on the national economy of China as a whole. The effect is like the ever-widening ripples when a stone is dropped into calm waters.

(2) A NATURAL NATIONAL BASE FOR RESOURCE-ORIENTED & RELATED ENGINEERING INDUSTRIES

One of the highest concentrations of minerals, oil, gas and other natural resources in China are to be found in the Northeast Provinces. The region has also some of the richest agricultural land in the world, thanks to centuries of loess deposit. With this abundance of natural wealth, it is not surprising that Liaoning is a major base for steel, petrochemicals, machinery, machine tools, shipbuilding, aircraft, automobiles and engineering industries as well as agrobusiness in China.

In oil and gas, Yingkou is located in the centre of three major oilfields—Liaohe, Bohai and Shenbei, backed by China's largest oilfield in the north—Daqing. The pipeline, which presently conveys oil from Daqing and Liaohe oilfields to Dalian (some 200km further to the south), passes by YEZ. Yingkou is therefore one of the best, if not the best, location in China for an integrated refinery and petrochemical and heavy chemical complex.

The Bohai offshore oilfields have an estimated reserve of several billion tons of which the Liaodong oilfields are within the proximity of YEZ. Yingkou is therefore also ideally suited to serve as an offshore oil exploration/production supply base (just as Aberdeen is the base for the North Sea oilfield in Scotland). The development of such a base will attract a wide range of high value-added industries such as the construction of offshore drilling platforms, drilling equipment, shipbuilding and repairing and other marine engineering activities.

(3) AN ATTRACTIVE BASE FOR SKILL-ORIENTED INDUSTRIES

Because of a longer history of industrialisation and a higher concentration of engineering and machinery industries, the Northeast Provinces have a large reservoir of skilled manpower skilled operators, technicians, engineers and scientists. In the number of people engaged in industries, Liaoning ranks first among all provinces in China with some 5 million people of which 223,000 are employed in Yingkou. The province has also the most scientific and technological research institutions.

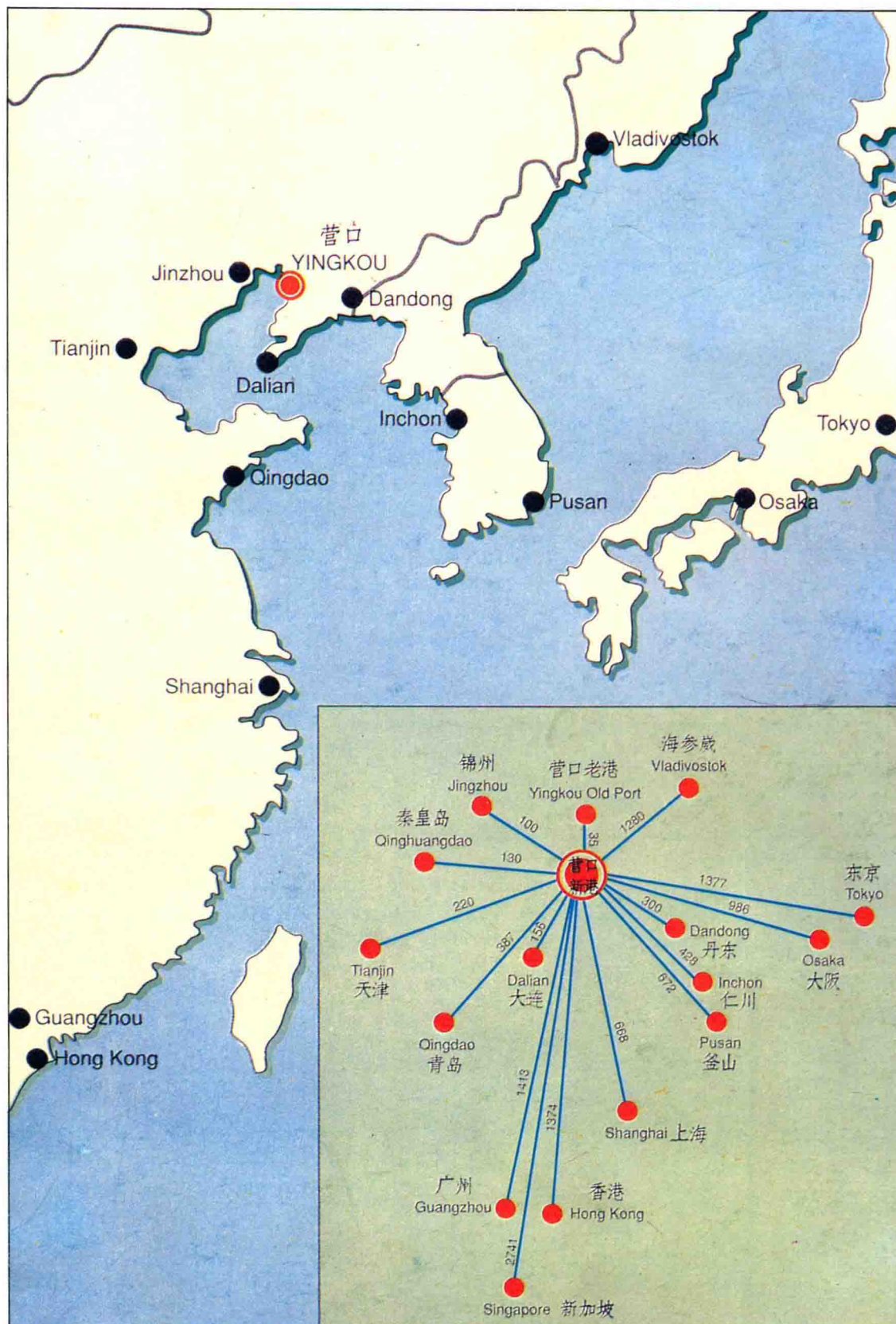
Presently, most enterprises in China are over-staffed. With the rationalisation of these enterprises, the surplus staff can be readily re-deployed (with minimum re-orientation and retraining) to the new industries to be set up in YEZ. This ready availability of skilled manpower will reduce start-up time and training costs for the new industries—two factors which are important to prospective investors especially in the skill-oriented industries such as precision engineering and machinery, metal and plastics parts and components, optics, electronics, medical instruments, industrial instruments, fine chemicals and pharmaceutical products.

(4) AN ENTREPOT TRADE CENTRE & TECHNOPOLIS OF NORTHEAST ASIA REGION

The Northeast Asia region comprises the Northeast Provinces of China, the USSR Far Eastern Provinces, the Korean peninsula and Japan. Economic and trade cooperation between these countries are being stepped up because of the geographical proximity, adequate sea and rail links and a considerable degree of complementarity in the respective economies [Maps 4]. The Trans-Siberian Railway [TSR] has widened the scope of trade cooperation beyond the Northeast Asia region by providing a cost-effective landbridge between Europe and the Far East. By rail through Manzhouli in China and connecting with Chita in Siberia, the distance from Yingkou to Hamburg is 8,400 km – 38% of that by sea. It is thus very feasible that in 10 to 15 years' time, Yingkou can be a major international port and distribution centre for Northeast China, Central and Eastern USSR, Mongolia and China's Inner Mongolia. It is also likely to be one of the technopoleis of the Northeast Asia region.

.....

營口新港與東亞主要港口之間的距離 (海里) DISTANCE BETWEEN YINGKOU NEW PORT AND OTHER EAST ASIA MAJOR PORTS (IN NAUTICAL MILES)

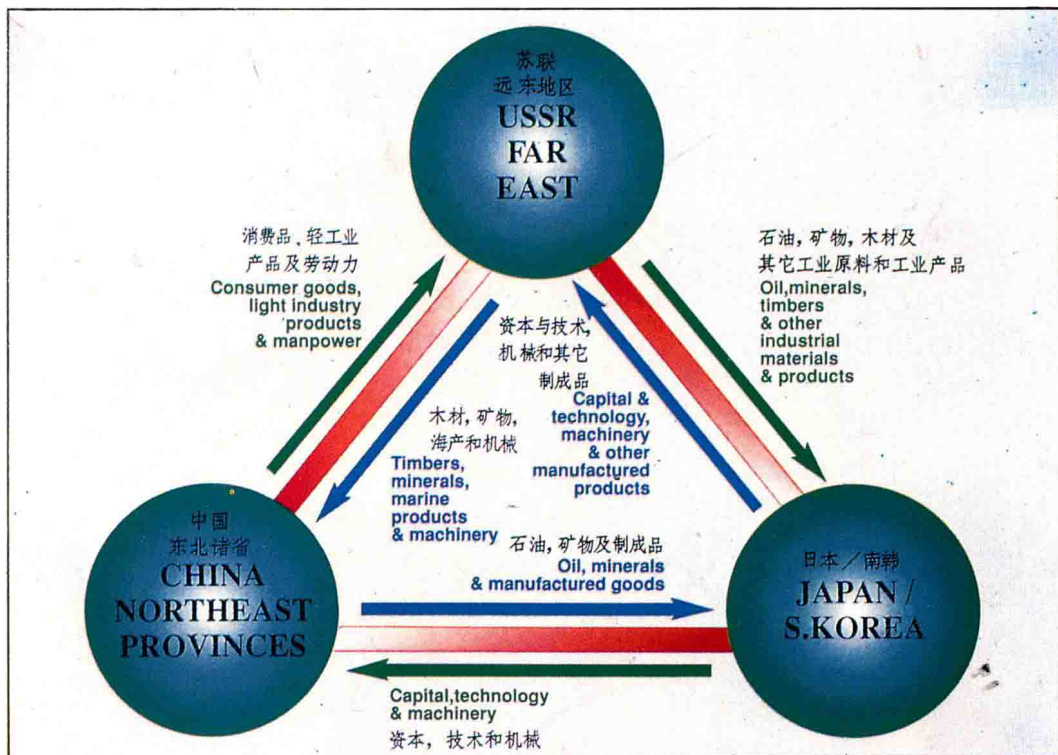


YINGKOU'S POSITION IN INTERNATIONAL TRADE



東北亞地區經濟的互輔開發

COMPLEMENTARY DEVELOPMENT OF NORTHEAST-ASIA REGIONS



地圖 4
MAP 4

瀋大高速公路（營口段）
Shenyang-Dalian Expressway (Yingkou Section)



瀋大高速公路（營口段）機場
Shenyang-Dalian Expressway (Yingkou Section) Airfield



遼河晚霞 Liao He River Evening Sunlight



營口市對外開放工作辦公室

編印

COMPILED AND PRINTED BY YINGKOU WORKING
OFFICE OF OPENING TO THE OUTSIDE WORLD

500