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西南民族大学中国西部民族经济研究中心

郑长德 / 主编

中国少数民族地区经济 发展报告(2015)

——“一带一路”与民族地区的发展

Report on Economic Development
in China Minority Region(2015)



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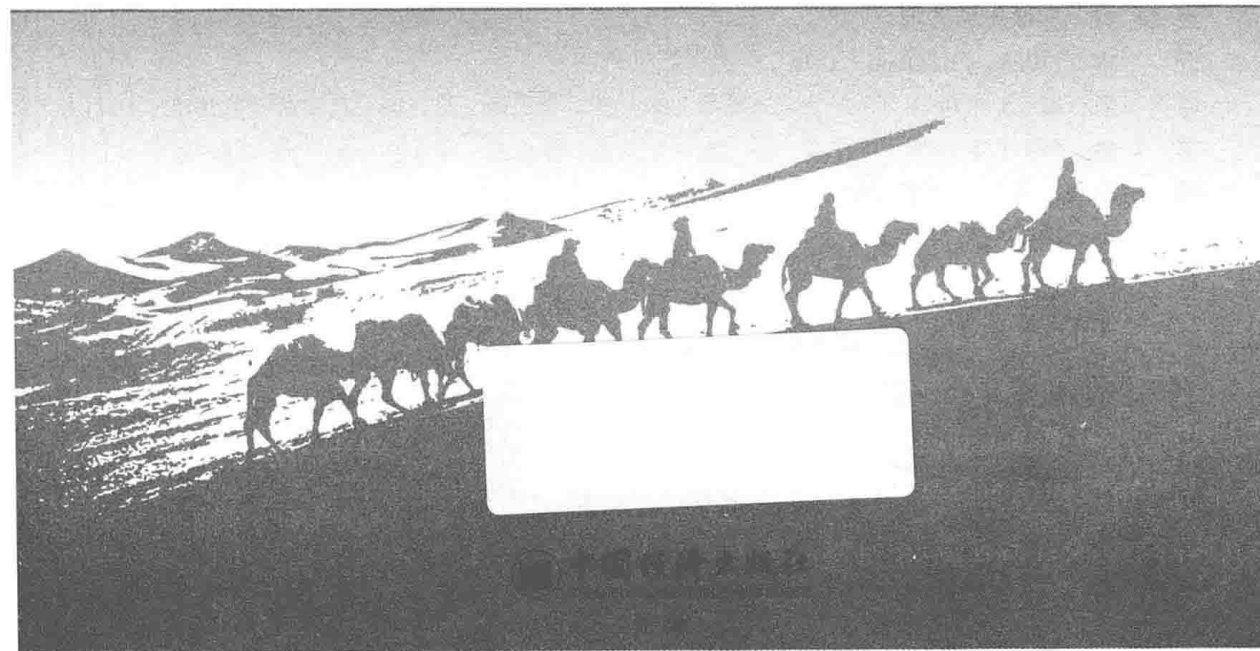
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中文摘要

《中国少数民族地区经济发展报告(2015)》是国家民族事务委员会人文社会科学重点研究基地(培育)——西南民族大学中国西部民族经济研究中心的年度成果,得到了国家社会科学基金重大项目“新形势下推动民族地区经济社会全面发展的若干重大问题研究”(项目编号09&ZD011)、四川省教育厅创新团队“民族地区经济发展问题研究”(项目编号:14TD0048)和西南民族大学应用经济学学科建设基金的资助。

成立于2006年的中国西部民族经济研究中心,2014年获批为国家民族事务委员会人文社会科学重点研究基地(培育)。中心自成立以来,充分体现学校“为少数民族和民族地区服务,为民族工作服务,为国家发展战略服务”的办学宗旨,把民族地区的经济社会发展问题作为核心研究领域,以马克思主义和科学发展观为指导,把普通的发展理论和少数民族地区的特殊区情结合起来,从综合、宏观的角度和战略的高度,综合运用多学科的理论与方法,对民族地区的经济社会发展面临的突出问题、矛盾和热点展开研究,已形成西部民族地区经济发展、民族地区金融发展、民族地区旅游经济与文化发展等稳定的研究方向。

《中国少数民族地区经济发展报告》紧密围绕民族地区经济社会发展重点领域或重大问题开展对策性、前瞻性研究,分主题每年出版一期。《中国少数民族地区经济发展报告(2015)》的主题是“一带一路”与民族地区经济发展。本报告的主要结论是:

第一,民族地区是“一带一路”的核心区域和重要依托。内蒙古联通俄蒙,是建设中蒙俄经济走廊的核心区域;广西与东盟国家有陆海相邻的独特优势,是西南、中南地区开放发展新的战略支点,21世纪海上丝绸之路与丝绸

之路经济带有机衔接的重要门户;贵州处于西南南下出海大通道的交通枢纽位置;地处古代南方丝绸之路要道的云南,拥有面向“三亚”(东南亚、南亚、西亚)和肩挑“两洋”(太平洋、印度洋)的独特区位优势,是“一带一路”建设中的重要省份;西藏位于祖国的西南部,是面向南亚开放的大通道;青海是贯穿南北丝绸之路的桥梁和纽带,是中国联通南亚国家的重要走廊和通道;宁夏是内陆开放型经济试验区;新疆是丝绸之路经济带核心区。

第二,“一带一路”的建设将极大改善我国西部地区的发展环境,形成新的对外开放前沿与经济增长极,这为主要位于西部地区的民族地区实现跨越式发展提供了史所未有的发展机遇。

- 禀赋升级机遇。“一路一带”的建设,以实现互联互通为重点,加快同周边国家和区域基础设施互联互通建设,这将极大地改变民族地区传统意义的内陆封闭型区位条件,使之成为我国向西向南向北开放的重要枢纽和桥梁。区位条件的改进,又将提升民族地区资源的价值,从而提升民族地区的禀赋结构,进而提升产业结构。

- 对外开放与区域经济合作的机遇。“治国必治边”。实施“一带一路”战略,将民族地区从对外开放的大后方、边陲、末梢,推向了最前沿、重要节点和关键枢纽。这将深刻改变民族地区发展定位,极大促进民族地区开放型经济发展。建设丝绸之路经济带,将包括陕西、甘肃、宁夏、青海、新疆等省区在内的大西北与中原腹地串联起来,并置于欧亚区域发展的核心地带,同时也使内蒙古联通俄蒙的区位优势得到显露。特别是新疆丝绸之路经济带核心区建设、宁夏内陆开放型经济试验区建设,将迎来重大机遇。建设 21 世纪海上丝绸之路,使广西、云南、贵州等西南民族省区与东南经济发达地区协同起来,并成为与南亚、东南亚区域合作的桥头堡,同时为西藏与尼泊尔等周边国家往来合作带来了良机。

- 产业升级的机遇。“一带一路”建设,将极大地提升民族地区的禀赋,扩大市场范围,提高对经济活动的集聚力,从而吸引国际国内的企业的迁入,引起产业的转移,提高民族地区的非农产业份额,这一过程会循环累进,进而提高民族地区报酬递增的程度,实现经济的持续发展。同时,随着绿色丝绸之路经济带建设的推进,经济生态化、生态经济化将使民族地区经济加速转

型,特别是一些资源型城市将有更大回旋余地,以改变过度依靠能源资源的现状,实现产业结构优化升级和多样化发展。

- 转变发展方式的机遇。通过大规模基础设施的建设,实现“互联互通”和禀赋升级;通过加快民族地区对外开放,深化和扩大市场范围,实现市场的升级,进一步促进分工水平的提高;通过与相关国家的科技合作,提升民族地区的科技水平。最终使技术进步和规模报酬递增成为推动这些地区经济发展的重要动力,实现民族地区经济增长由要素驱动(Factor-driven)向效率驱动(Efficiency-driven)转型,再向创新驱动(Innovation-driven)转型,进而促进发展方式的全面转变。

- 城镇化与空间结构优化的机遇。随着“一带一路”战略的推进,特别是规划中蒙俄、新亚欧大陆桥、中国—中亚—西亚、中国—中南半岛、中巴、孟中印缅六大经济走廊建设,民族地区处于这些经济走廊在中国的核心区域,有望以点带线、以线带面,加快城镇化进程,形成以乌鲁木齐、南宁、昆明、银川等区域中心城市为增长极,以“带路廊桥”上的城市群和节点城市为主体的城镇体系。

第三,充分利用“一带一路”建设的机遇,促进民族地区的新跨越。

民族地区是全面建成小康社会的重点、难点和短板。民族地区“同全国一道实现全面建成小康社会目标难度较大,必须加快发展,实现跨越式发展”。抓住“一带一路”战略机遇,主动融入“一带一路”建设,实现民族地区的跨越式发展。

- 着力深化与“一带一路”沿线国家的合作,特别是以推进区域合作为核心,深化与周边国家合作,实现政策沟通。“一带一路”建设对于中国和周边国家的发展意义重大。近年来,中国与周边国家高层互访和交流频繁,发展伙伴关系愈益紧密。在“一带一路”建设中,在国家层面和民族地区层面,着力加强与周边国家的政策沟通和战略对接,构建多层次政府间宏观政策沟通交流机制,深化利益融合,促进政治互信,达成合作新共识。坚持互利共赢、共同发展,从睦邻、安邻、富邻出发,充分考虑周边国家的合理利益诉求,创新合作方式,扩展合作领域,完善合作机制,提升合作水平。

- 着力加强基础设施建设,实现设施联通。民族地区是“一带一路”、

“互联互通”的重要节点和关键枢纽。已有或规划中的中国和巴基斯坦、孟加拉国、缅甸、老挝、柬埔寨、蒙古国、塔吉克斯坦等邻国的铁路、公路互联互通项目,基本都从民族地区跨出国门。加快边境地区出境通道建设,建设面向周边国家开放的大通道,难点在基础设施,瓶颈在基础设施,突破口也在基础设施。基础设施建设的优先领域在于交通基础设施,坚持内外结合、以内促外,推动中国与周边国家的铁路、公路和航空等通道的衔接,打通和完善连接周边国家的综合交通体系,实现中国和周边各国的空中和陆路互联互通,使边境民族地区成为我国沿边开放大通道的国际重要通道枢纽。加快信息网络建设,大力推进电信网、互联网、广播电视网三网融合,基本实现边境民族地区行政村通宽带,自然村和重要交通沿线、国界沿线通信信号覆盖。

● **着力加强口岸建设,深化沿边开放,实现贸易畅通。**大力加强对外贸易陆路大通道建设,加快推进跨境经济合作区、自由贸易园区建设;加大对边境口岸基础设施的建设和改造工作,不断加强传统边境贸易点和边境贸易通道建设,完善口岸基础设施;积极参与和推进中蒙俄、新亚欧大陆桥、中国—中亚—西亚、中国—中南半岛、中巴、孟中印缅六大经济走廊建设;充分利用“一带一路”市场资源,边境开放性经济的基础条件,积极参与东中部产业转移,以及相关国家的国际产业转移;大力支持发展对外贸易,积极加强进出口市场体系建设,促进流通和消费,完善外贸管理体制,适当放宽边民互市贸易商品种类,鼓励自产产品出口,培育新的经济增长点,增强自我发展能力;根据边境民族地区的区位优势、产业基础、生态条件以及与周边国家毗邻地区的互补性,大力发展特色经济和特殊优势产业,大力开拓国际市场,促进农畜产品生产与国际市场接轨。另一方面,不断促进边境民族地区与内地经贸合作与发展。充分利用民族地区的特色优势产品的要素优势,积极推动相关产业发展,在公路、铁路、航空立体交通网络的支持下,加大与内地省市的经贸合作;积极参与和支持与内地相关省市合作建设“工业园”(例如,西藏和青海合作建设的藏青工业园区),为促进民族地区的跨越式发展发挥重要作用。

● **着力完善金融组织体系,实现资金融通。**充分利用亚洲基础设施投资银行(Asian Infrastructure Investment Bank,简称“亚投行”,AIIB)和丝路基金等金融机构提供的资金等方面的支持,创新金融工具,促进民族地区基础设

施建设的快速推进和产业发展;逐步完善金融组织体系,出台并完善相关政策,支持民间资本依法合规发起设立股份银行、村镇银行,将民族地区基层金融服务机构建设纳入公共服务范围,推进建设民族地区农村基本公共金融服务体系建设补贴政策,大力支持保险机构、证券公司、信托公司、期货公司、金融租赁公司以及基金管理公司的设立。建立和完善金融基础设施,加快金融互联网建设,减少金融网点空白乡镇,改善基层网点营业环境,促进普惠金融发展。

● **着力加强国际国内交往交流,实现民心相通。**积极推进民族地区与“一带一路”沿线国家的旅游文化合作,大力发展边境和跨境旅游、文化产业,开发具有边境地域特色、民族特色的旅游项目,打造一批国际精品旅游线路,利用特色资源打造文化产业亮点,把边境民族地区打造成重要的国际旅游集散地 and 世界旅游目的地,促进旅游文化产业融合发展。加强中国对“一带一路”沿线发展中国家的开放帮扶、交流、交往、交融,以贸促援、以援促交。

ABSTRACT

Report on Economic Development in China Minority Region (2015) is an annual report of “Key Research Institute of Humanities and Social Sciences in Southwest University for Nationalities (Cultivation), State Ethnic Affairs Commission”. The report is also funded by The National Social Science Fund Project (Research of some important issues of promoting Socioeconomic Development in Minority Regions under New Situation, 09&ZD011), Innovation Team of Sichuan Province Education Department (Research of Economic Development in Minority Area, 14TD0048), and a Project Funded by the Applied Economics Program Development of Southwest University for Nationalities.

The Center of West Ethnic Economic Research at Southwest University for Nationalities (CWEER) is established at 2006 for the purpose of “serve for minorities, minority regions and national develop strategy”, and accredited as Key Research Institute of Humanities and Social Sciences in Southwest University for Nationalities (Cultivation) by State Ethnic Affairs Commission at 2014. CWEER places special emphasis on Socio-economic development issues in minority areas of China. The main research objectives are the outstanding problems, antinomies and hotspots of socioeconomic development in minority regions. Under the guidance of Marxism and scientific development, the center concentrates on the combination of traditional development theory and the special situation of minority regions. It has established several main research directions such as economic and financial development, tourism economy and cultural development, and so on.

Report on Economic Development in China Minority Region will be an annual production of CWEER, which focuses on the research of the important aspects and problems of socioeconomic development in minority regions. The topic of the report this year is “One Belt And One Road and Economic Development of Minority Regions”. The main conclusions of the report are as follows:

Firstly, minority regions are core areas of “one belt and one road”. Inner Mongolia is the core area of developing China – Mongolia – Russia economic corridors because of Inner Mongolia’s proximity to Mongolia and Russia. We should give full play to the unique advantage of Guangxi Zhuang Autonomous Region as a neighbor of ASEAN countries, build an international corridor opening to the ASEAN region, create new strategic anchors for the opening – up and development of the southwest and mid – south regions of China, and form an important gateway connecting the Silk Road Economic Belt and the 21st – Century Maritime Silk Road. Guizhou is a key transportation centre for connecting major sea ports and Southwest China along the Belt and Road. Yunnan is a key aisle of ancient South Silk Road, the location of Yunnan surrounded by Southeast Asia, South Asia and West Asia. Moreover, Yunnan can also connect the areas of Pacific Ocean and the Indian Ocean. Tibet is located in the southwest of China, and it is the open channel which facing South Asia. Qinghai is an important bridge and aisle that can not only connect South Silk Road and North Silk Road, but also can connect China and South Asia. Ningxia has the advantage of Inland Opening – up Pilot Economic Zone. Xinjiang is a key transportation, trade, logistics, culture, science and education center, and a core area on the Silk Road Economic Belt.

Secondly, the Belt and Road Initiative will improve the development environment of West China. West China will be the new opening – up frontier and new growth pole. Minority areas are mainly in West China, so minority areas may face new opportunity to achieve great – leap – forward development.

The Belt and Road Initiative aims 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, which can change the inland closed location of minority areas. Minority areas will be the key transportation centre for China's opening – up strategy. The improvement of location situation can increase the value of natural resources in minority areas, which can change the endowment structure and industry structure.

New opportunity of opening – up and regional economic cooperation. The Belt and Road Initiative convert the role of minority areas in opening – up from rear areas to frontier areas, which can promote the open economic development of minority areas. The Belt and Road Initiative will connect China's central region with northwest China including Shanxi, Gansu, Ningxia, Qinghai, and Xinjiang. Moreover, minority areas can give full play to Inner Mongolia's proximity to Mongolia and Russia, Xinjiang's geographic advantages and its role as a window of westward opening – up and the advantage of the building of the Ningxia Inland Opening – up Pilot Economic Zone. 21st – century maritime Silk Road Initiative will connect developed region of southeast China with southwest minority areas including Guangxi, Yunnan and Guizhou, which will be the bridgehead of regional cooperation between China and South Asia and Southeast Asia, and provide new opportunity for regional cooperation between Tibet and Nepal.

New opportunity for industry upgrading. The Belt and Road Initiative will improve the endowment and market potential of minority areas, which attract factor agglomeration and increase the share of non – agriculture industries. Factors in minority areas will benefit from industry upgrading and factor agglomeration which can achieve increased return. Moreover, the Green Silk Road Initiative will accelerate the economic transition progress of minority areas. The resources – based cities in minority areas can decrease the excessive dependence on natural resources, and achieve industry upgrading and a more diversity economic development pattern.

New opportunity for transformation of economic development pattern. Minority areas will achieve better transportation accessibility and fulfill endowment upgrading by massive transportation infrastructure construction. Through quickening opening – up, market accessible of minority areas will be deepen and widen which can promote the specialization degree of minority areas. The technology cooperation between minority areas and neighbor countries will promote technical progress of minority areas. Technical progress and increasing returns to scale are important for economic development of minority areas, because they can promote the economic development transition from factor – driven pattern to efficiency – driven pattern and to innovation – driven.

New opportunity of urbanization and spatial structure optimization. The Initiative will focus on jointly building a new Eurasian Land Bridge and developing China – Mongolia – Russia, China – Central Asia – West Asia and China – Indochina Peninsula economic corridors. Many minority cities are core cities along the Belt and Road which will quicken the urbanization progress of minority areas and fulfill some growth pole in core cities like Wulumuqi, Nanning, Kunming and Yinchuan. The urban system of minority areas will be a combination system including key cities and urban agglomeration along the Belt and Road.

Thirdly, minority areas should give full play of the Belt and Road Initiative to achieve great – leap – forward development.

Minority areas are the key region and difficulty region of building a well – off society in an all – round way in China. It's very difficult for minority areas to build a well – off society in an all – round way like other region of China, so minority areas must quicken the economic growth to achieve great – leap – forward development. The Belt and Road Initiative provide new opportunity for minority areas to achieve great – leap – forward development.

Minority areas should cooperate with the countries along the Belt and the Road, especially with the neighbor countries. The Belt and Road Initiative will be of great importance in the cooperation between China and neighbor countries.

As the frequently high – level reciprocal visits, the partnership of China and neighbor countries is closer in recent . years Enhancing policy coordination is an important guarantee for implementing the Initiative. We should promote intergovernmental cooperation, build a multi – level intergovernmental macro policy exchange and communication mechanism expands shared interests, enhance mutual political trust, and reach new cooperation consensus. Countries along the Belt and Road may fully coordinate their economic development strategies and policies, work out plans and measures for regional cooperation, negotiate to solve cooperation – related issues, and jointly provide policy support for the implementation of practical cooperation and large – scale projects.

Facilities connectivity is a priority area for implementing the Initiative. Countries along the Belt and Road should improve the connectivity of their infrastructure construction. Minority areas are key points and core regions of the Belt and Road. The transportation infrastructure projections between China and Pakistan, Bangladesh, Burma, Laos, Cambodia, Mongolia and Tajikistan are mainly through minority areas. The most important and difficult aspect of opening – up strategy is infrastructure construction. The priority part of infrastructure construction is transportation infrastructure construction. So, we should jointly push forward the construction of international trunk passageways, and form an infrastructure network connecting all sub – regions in Asia, and between Asia, Europe and Africa to let frontier minority areas be the important aisle of China’s opening – up strategy. We should jointly advance the construction of cross – border optical cables and other communications trunk line networks. We should improve international communications connectivity through the integration of telecom network, internet and broadcast network to achieve a full signal cover of frontier minority areas.

We should push forward port infrastructure construction; quicken the opening – up progress along the frontier to achieve unimpeded trade. The Initiative will focus on jointly building a new Eurasian Land Bridge and developing China –

Mongolia – Russia, China – Central Asia – West Asia, China – Indochina Peninsula economic corridors, the China – Pakistan Economic Corridor and the Bangladesh – China – India – Myanmar Economic Corridor by taking advantage of international transport routes, relying on core cities along the Belt and Road and using key economic industrial parks as cooperation platforms. Minority areas should take full advantage of the market resources in the countries along the Belt and the Road; and give full play to the opening – up infrastructure along the frontier to undertake industrial transfer from east and central China, and from abroad. We should give full play to foreign trade through enhancing foreign trade system construction. We should expand trading areas in fair among the inhabitants of border areas, improve trade structure, encourage self – produce production export, and explore new growth areas of trade to strengthen the ego – development capacity. Minority areas should take full advantage of location, industrial base, ecological environment and complementary with adjacent neighbor countries to promote the development of characteristic economy, so as to explore the international market and to integrate the agricultural and animal products with the world market. Moreover, minority areas should cooperate with the developed region of China by transportation infrastructure construction to give full play of the special endowment advantage of minority areas to promote economic growth. Minority areas should participate in the cooperate of industrial park with the developed region of China to achieve great – leap – forward development.

Financial integration is an important underpinning for implementing the Belt and Road Initiative. Minority areas should give full play of finance support of finance institution like Asian Infrastructure Investment Bank and Silk Road Fund to quicken the transportation infrastructure construction and achieve economic growth. We should enhance the financial organizational system and financial policy gradually to support private capital to provide financial service through establishing joint stock bank and village bank. We should bring the financial service provided by private capital into public service to impel subsidy policy to pro-

mote the construction of village public financial service system by encouraging the establishment of safety mechanism, Security Company, loan and trust company, Futures Company, financial lease company and Fund Company. We should build financial infrastructure and build financial internet to decrease the villages with no financial institution and enhance the operation situation of village financial institution to promote inclusive finance development.

We should emphasize on carrying forward the spirit of friendly cooperation of the Silk Road to achieve people – to – people bond. We should enhance cooperation in and expand the scale of tourism. We should jointly create competitive international tourist routes and products with Silk Road features; and make it more convenient to apply for tourist visa in countries along the Belt and Road. Minority areas should give full play of featured resource to create cultural tourism production, so as to establish the minority areas as an important distributing centre of international tourism and a famous world tourism destination to promote the integration of tourism and cultural industry. China should provide more assistance to the countries along the Belt and Road to promote the communication and trade along the Belt and Road.

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