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# 泛亚 合作与国家 桥头堡建设

——昆明打造面向西南开放的区域性国际城市  
——Kunming Is Developing a Regional International City Opening to the Southwest

滇池泛亚合作秘书处 编



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### 泛亚合作与国家桥头堡建设

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## 【丛书总序】

# 深入贯彻落实科学发展观 加快建设中国面向西南 开放的区域性国际城市

云南省委常委、昆明市委书记 仇 和

“十二五”时期，是世界大发展大变革大调整的重要时期，是我国全面建设小康社会的关键时期和深化改革开放、加快转变经济发展方式的攻坚时期，也是城市竞争日趋激烈、竞合格局加速调整、综合实力重新排序的重要时期。站在新的历史起点上，面对复杂多变的国际国内环境和日趋激烈的区域竞争，我们一直在思考：昆明未来的发展究竟应该如何去定位，中央和省委赋予我们的使命应该如何去完成，人民对我们的要求和期盼应该如何去实现。在科学研判国际国内形势，准确把握昆明所处发展阶段、未来走向的基础上，我们提出要把昆明建设成为中国面向西南开放的区域性国际城市。

## 第一，我们对区域性国际城市的理解和认识

从世界范围城市发展的历程来看，国际城市具有非常丰富的理论体系和实践内涵，而且还处在不断演进和完善的过程中。从概念来看，国际城市最早是由苏格兰城市规划师格迪斯在 1915 年提出的，主要是指集中了世界上绝大部分商务活动的城市。1966 年，英国学者霍尔在《世界城市》一书中，首次对国际城市进行了系统诠释。之后，包括美国学者弗里德曼在内的众多国际著名专家学者对国际城市进行了更为深入的研究，从不同角度提出了许多新的理论观点。

从内涵来看，国际城市具有一些明显的共同特征：一是城市功能的辐射效应具有国际关联性，是全球经济体系的连接点，经济、政治、金融、商贸、科技、文化等方面的辐射半径超出国界，具有明显的国际影响力。二是资源要素配置效应具有国际关联性，资本、商品、信息、人才等资源的输出输入具有国际性，是全球性资源配置的枢纽。三是综合实力排位具有国际关联性，

经济实力排位不论在国内还是在某一国际区域内，都位居前列，而且文化科技实力排位也相对靠前。四是城市基础设施具有国际关联性，不仅有完善的城市基础设施和市政服务设施，而且与区域内城市互联互通、通达性良好。五是第三产业具有国际关联性，是许多国际政府组织、国际非政府组织、跨国公司、著名高校、著名文化机构所在地。六是交流合作具有国际关联性，涉外经济、商务和民事管理法规、管理手段符合惯例、国际通行。

从类别来看，国际城市一般分为世界城市、全球性枢纽城市、区域性国际城市、国际性区域中心城市和单一功能国际城市五个等级。其中最高层级是世界城市，具有全球影响力，是全球生产服务业的主要集中地。国际公认的世界城市是纽约、伦敦和东京。

我们所提出的区域性国际城市处于五个层级的中间层次，是指与某一国际区域内其他城市之间具有较高经济、政治、文化交往程度的国际化城市。从经济综合发展、社会综合发展、环境和基础设施、国际开放程度等指标综合分析来看，昆明目前正处在第四个层次，属于国际性区域中心城市，现在就是如何向第三个层次，即区域性国际城市跃升。应该说，区域性国际城市定位最能代表昆明未来的城市理想和价值目标，最能反映群众对美好生活的向往和追求，符合昆明城市未来的发展愿景，也是通过努力可以达到的目标。

## **第二，把昆明建设成为中国面向西南开放的区域性国际城市的重大意义**

国际城市是世界经济发展的产物。从世界范围来看，19世纪初，蒸汽技术革命使伦敦成长为最早的国际城市。20世纪初，电力技术革命推动纽约成为美国经济帝国之都，成长为世界级中心城市。20世纪中叶，得益于电子技术的迅速发展，日本东京成为世界驰名的国际城市。20世纪70年代以来，亚太地区经济的飞速发展和城市化的快速推进，造就了新加坡、香港、首尔等一批新的国际化大都市。

实践证明，随着经济全球化、区域一体化进程的不断加快，商品服务的提供、生产要素的配置和经济管理运行的体制机制越来越国际化，世界日益变为一个统一的大市场，没有哪一个国家、地区和城市能够置身其外，城市国际化已经成为城市现代化发展的必然趋势。

从我国来看，改革开放以来，中国经济之所以能够持续增长，一个很重要的原因就是得益于我国沿海、沿江中心城市实行对外开放、推行国际化发展战略。在这些城市中，最早提出创建现代化国际城市的是大连。特别是进入新世纪初，又有近百个城市相继提出建设国际城市的设想，虽然大多只停

留在概念性规划上，但却真实地反映了那个时期国际化浪潮对大家的强烈冲击和深刻影响。面对即将进入的“十二五”，伴随经济全球化程度的持续加深以及基础条件的日趋成熟，各个城市又掀起了新一轮建设国际城市的竞争热潮，目标定位更加理性、政策举措更加务实、工作推进更加扎实。如北京提出建设世界城市，南京提出建设现代化国际性人文绿都，成都提出建设世界现代田园城市，西安提出建设区域性专业性国际化大都市等等。可以说，国际化是大势所趋。谁不积极融入世界，谁就会被边缘化；谁抢到了国际化先机，谁就能拥有未来发展的主动权。

从昆明来看，2003年5月，省委、省政府做出了建设现代新昆明的重大战略决策，明确提出要加快昆明的现代化和国际化进程。2009年7月，胡锦涛总书记在云南考察时指出，要把云南建设成为我国面向西南开放的重要桥头堡。随后，省委召开八届八次全会，提出了“两强一堡”的发展战略。省委八届九次全会，进一步明确了把云南建设成为我国面向西南开放的桥头堡的基本路径和具体目标。可以说，在现代新昆明建设进入国际化拓展的新阶段，我们提出建设区域性国际城市，既是在更高起点上推进现代新昆明建设的必然选择，也是昆明对桥头堡战略的响应、呼应、策应、接应和实施桥头堡战略最重要的抓手和最具体的实践，更是历史和时代赋予我们的重任。

### 第三，昆明建设区域性国际城市具备的基础和条件

昆明具有3万多年的人类生活史、2400多年的滇中文化史、1240多年的建城史，拥有独特的历史文化之美、高原风光之美、民族风情之美和都市时尚之美。今天的昆明，不仅具备所有省会城市和自治区首府的共同优势，还具备“五个五”的独特优势。一是五个面向优势。云南是亚洲的地理中心，昆明是亚洲5小时航空圈的中心，处在南北国际大通道和以深圳为起点的第三座东西向亚欧大陆桥的交汇点，是中国面向南亚、东南亚、西亚、南欧和非洲五大区域开放的前沿通道。二是五度加权优势。昆明发展首位度、产业支撑度、经济集中度、文化多维度、社会集聚度“五度”加权高，经济发展的市场体系覆盖全省，经济发展触角延伸全省，资源运作半径辐射全省。三是五大出行优势。公务出行、商务出行、打工出行、探亲出行、旅游出行“五大出行”频率位居全国前列，发展活力和动力强劲。四是五大交通优势。公路、铁路、民航、管道、航运“五大交通”起步虽晚，但起点很高，“五通互联”的现代化综合交通体系和区域性国际交通枢纽正在形成。五是五大环境优势。大气环境、水环境、土壤环境、山体环境、生物环境“五大环境”条件优越，是不能移动、不可克隆的宝贵财富。

同时，随着国家西部大开发战略深入实施，特别是明确提出要加快培育滇中经济区，形成对周边地区具有辐射和带动作用的战略新高地，昆明作为省域发展龙头和滇中区域核心的地位和作用更加凸显。随着中国—东盟自由贸易区全面建成，特别是桥头堡建设进程不断加快，昆明对外开放的优势和特色更加凸显。随着现代新昆明建设的深入推进，特别是以丰富的自然资源、健全的产业基础、广阔的市场空间和日臻完善的基础设施为依托，昆明作为发达地区产业转移的重要承载地，对发展性资源的吸引力和聚集力更加凸显。只要我们充分发挥比较优势，坚持走差别竞争、特色取胜之路，就一定能够在激烈的区域竞争中后发快进、跨越发展，创新机制、接轨市场，走向世界、赢得未来。

#### 第四，昆明建设区域性国际城市存在的差距和不足

经过多年的发展，特别是近年来的快速发展，昆明虽然具备了一定的基础条件，但对照国际城市标准，仍然存在明显差距。目前，从人均 GDP 看，区域性国际城市人均生产总值在 10 000 美元以上，而我市为 5 000 美元，相差 5 000 美元。从第三产业增加值占 GDP 的比重看，国际城市都在 60% 以上，我市为 49.0%。从外贸依存度看，国际城市一般为 50% 以上，我市为 43.1%。从科技研发投入占 GDP 比重看，国际城市基本标准应为 5% 以上，我市仅为 1.45%。从人文发展指数看，国际城市标准为 0.9 以上，我市为 0.817。从恩格尔系数看，国际城市标准应该在 35% 以下，我市为 42.4%。从城镇居民人均住房面积看，国际城市最低标准为 25 平方米，我市达到 31.56 平方米。从高等教育毛入学率看，国际城市标准为不低于 50%，我市仅为 34%。从轨道交通客运比重看，国际城市一般为 50% 以上。到 2018 年，我市地铁系统将全面建成，届时轨道交通客运比重将大幅上升。从国际航线和旅客吞吐量看，国际城市的国际航线标准值应为 50 条以上，空港年旅客吞吐量应达到 3 500 万人次以上。我市有国际航线 26 条，空港年旅客吞吐量为 1 894.5 万人次。随着新机场的建成投入使用，到 2020 年我市开通的国际航线将达到 60 条，年旅客吞吐量将达到 3 800 万人次。从信息化综合指数看，国际城市标准是 80 以上，我市为 66.14。从空气综合污染指数看，国际城市一般小于 3，我市为 1.916。从跨国公司进驻数量看，世界 500 强企业在国际城市设立的分支机构一般在 200 家以上，我市目前不到 20 家。从入境旅游人数占城市人口比重看，40% 是国际城市的最低标准，我市占比仅为 12.4%。从举办国际会议及经贸文化活动次数看，国际城市每年至少举办 50 次以上，2009 年我市举办了 80 次。从外籍人口比例看，国际城市常驻外籍人口比重通常在

5%以上，我市仅为0.06%。从以上指标分析来看，昆明离区域性国际城市的标准还有很大差距，但差距就是方向、差距就是希望、差距就是潜力。只要我们坚定信心、克难奋进，就一定能够缩小差距、迎头赶上。

## 第五，昆明建设区域性国际城市的主要思路和阶段划分

区域性国际城市承载的是一种放眼世界、融入全球、赢得未来的城市理想。我们将按照“城市让生活更美好”的发展理念，紧紧围绕“两强一堡”战略，全面加快城市国际化进程，将现代新昆明建设成为以人的现代化为核心，以生产方式和生活方式进步为标志，独具湖光山色、滇池景观、春城新姿，融入人文景色和自然风光为一体，使现代文明与历史文化交相辉映，森林式、园林化、环保型、可持续发展的高原湖滨生态城市，成为经济景气指数高、文化特色浓、人居环境好、投资环境佳、社会安定和谐的区域性国际城市。

同时，我们也清醒地认识到，建设区域性国际城市是一个历史的、长期的、渐进的过程，既不可能一蹴而就，但也并非遥不可及，关键在于我们能否以科学的态度去把握，以高远的眼界去谋划，以务实的举措去实施。

结合正在开展的“十二五”规划编制，按照“立足实际、前瞻未来，积极可行、稳妥推进”的原则，我们初步考虑分三个阶段推进区域性国际城市建设，即：近期抓规划、夯实基础：到2015年，在全省率先基本实现全面建设小康社会的同时，同步基本建成中国面向西南开放的国际化门户和重要桥头堡城市。中期壮实力、基本达标：到2020年，在全省率先基本实现现代化的同时，同步基本建成中国面向西南开放的区域性国际城市。远期提品质、全面建成：再用10年左右时间，使昆明区域性国际城市特征更加明显、影响更加广泛，全面建成中国面向西南开放的区域性国际城市。

## 第六，昆明建设区域性国际城市的现实路径和关键举措

从国内外的实践经验来看，城市国际化的效率主要取决于以“五大交通”为主的基础设施条件，效益主要取决于城市的产业支撑力，效果主要体现在城市的宜居程度上。建设区域性国际城市，既要遵循一些共同的做法，又要从各自实际出发，走差别竞争、特色取胜之路。

根据昆明目前的发展阶段、现实状况和外部条件，建设区域性国际城市，重点是要着力加快五个方面的国际化：一是加快城市品质国际化。切实找准城市发展的国际定位，以国际视野来规划城市；主动融入城市发展的国际潮流，用国际标准来建设城市；学习借鉴国际先进的经验和办法，按国际惯例



来管理城市；大力提升城市品质，树国际形象来营销城市，全面构筑城市国际化的硬件基础、物质形象和功能内涵，倾力打造与世界名城相媲美的品质春城。二是加快产业发展国际化。充分利用城市国际化为产业发展带来的聚集效应、为产业转型提供的广阔空间、为产业升级注入的强大动力，积极参与国际分工，主动承接产业转移，全面加快“四中心、五基地”建设，不断提升昆明国际经济竞争力，把昆明建设成为中国面向西南开放的区域性国际商贸物流中心、金融服务中心、旅游会展中心、科教研发中心，以及重要的区域性先进制造业基地、资源深加工基地、新型能源产业基地、高新技术产业基地和都市型现代农业基地。三是加快市场体系国际化。按照“统一开放、竞争有序”的要求，充分发挥市场在资源配置中的基础性作用，建立健全与国际接轨的现代市场体系，基本形成有形市场与无形市场并存、国际市场与国内市场互通、要素市场与商品市场并举的多元化市场格局，不断提升国际要素集聚力，打造立足云南、面向西部、服务全国、辐射泛亚的区域性国际大市场。四是加快文化交流国际化。充分挖掘昆明丰厚的文化资源和文化底蕴，突出鲜明的地域特色和个性特征，加强对外文化交流与合作，实现多元文化兼收并蓄、融会贯通、交相辉映，不断提升昆明国际文化影响力，由在地文化向在场文化和在线文化转变，加快把昆明建设成为泛亚国际文化名城。五是加快社会管理国际化。顺应城市国际化发展大势，按国际惯例办事、按国际规则执行、按国际标准服务，创新社会管理方式，完善公共服务体系，提升昆明国际事务参与力。更加注重人文素质国际化，倡导与城市国际化相适应的社会公德、职业道德、家庭美德，塑造昆明开放包容、诚信友善、文明好客的良好形象。

**[General Preface]**

**Further Implementing the Scientific Outlook on  
Development, Accelerating the Construction  
of China's Regional Global City Open  
Towards Southwest**

**By Mr. Qiu He, Member of the Standing Committee of CPC  
Yunnan Provincial Committee & Secretary of CPC  
Kunming Municipal Committee**

The 12th Five-Year Plan period is an important phase featuring robust development and significant changes in the world; a milestone for China to construct a well-being society in an all round way; a turning point to deepen the reform & opening up and speed up the change of economic development method; and also the key period when competition is becoming increasingly fierce among cities, the adjustment on layout of competition and cooperation is accelerating, and the comprehensive strength is prioritized. Standing on a new jumping-off point of the history, we keep thinking how to position future development of Kunming, how to accomplish the mission from the central government and the CPC Yunnan Provincial Committee and how to meet the requirements and expectation of people on us. Based on scientific research and judgment on the domestic and international situations, accurate grasp of current development phase and future development direction of the city, we are planning to develop Kunming into China's regional global city open towards southwest.

**Firstly, we have profound understanding and knowledge about the regional global city.**

From the perspective of the urbanization development in the world, there are rich theoretic systems and practical meanings on global city, though, which are still in the course of development and improvement. Conceptually,

the term "Global City" was brought out by Geddes, a Scottish City Planner in 1915, mainly referring to the cities centralizing most of commercial activities in the world. In 1966, Hall, a British scholar first made a systematic annotation in his book "The Global City". After then, a number of international famous experts and scholars including American scholar Friedman have made a number of deeper researches on global cities.

Global cities have some clear common characteristics in connotation; 1. A global city should have international correlation of radiation effect of the urban function as the joints of economic system of the world with radiation radius in many aspects like economy, politics, finance, trade, technology and culture beyond the national boundary and remarkable international influence. 2. A global city should have international correlation of resource element configuration effect as the hub of global resource configuration with internationalized input and output of resources like capitals, commodities, information and human resources. 3. A global city should have international correlation of comprehensive strength rank with leading economic strength no matter in its own country or in any other region in the world and relatively powerful cultural and technological strength. 4. A global city should have international correlation of urban infrastructures and it should have not only sound urban infrastructures and utility facilities, but also good connection and cooperation with other cities in the region. 5. A global city should have international correlation of the third industry as the home to many international government organizations, international non-government organizations, trans-nationals, famous universities and well-known cultural institutions. 6. A global city should have international correlation of communication and cooperation with foreign economy, commercial and civil management laws and rules, and management methods in accordance with international practices.

In terms of type, there are five classes of global city generally: world-class city, global central city, regional international city, international regional central city and single-functional international city. The top class is "world-class city" with global influence force as the hub of manufacturing and service industries in the world. The current internationally recognized world-class cities include New York, London and Tokyo.

The regional international city we brought out is in the middle in the five classes as an international city with relatively high exchange of economy, politics and culture with other cities in an international region. In terms of comprehensive analysis on indicators like comprehensive economic development, comprehensive social development, environment and infrastructure and the level of opening to the world, Kunming is in the fourth class—international regional central city. Now our problem is how to rise to the third class—regional international city. We should say the position of regional international city is the perfect symbol of urban ideal and value target of Kunming, the best reflection of desire and pursuit of people for better life, the outlook of the city and a goal we can accomplish through efforts.

**Secondly, the significant meanings of developing Kunming into a China's regional international city open towards southwest.**

The global cities are products of economic development of the world. Internationally, in the early period of the 19th century, the revolution of steam technology made London the first global city. At the beginning of the 20th century, the revolution of electrical technology boosted New York to become the capital of the economic empire—America and a world-class central city. In the middle period of the 20th century, thanks to the fast development of revolution of electronic technology, Tokyo in Japan became a leading international city in the world. From 1970s, the robust development of economy and fast advancement of urbanization in Asian-Pacific area gave rise to a number of emerging global metropolises like Singapore, Hong Kong and Seoul.

According to practices, with acceleration of economic globalization and regional integration, the supply of commodities and services, configuration of production elements and system and mechanism of economic management and operation are becoming internationalized and the world is becoming a huge united market, involving all countries, regions and cities. So, urban internationalization has been a necessary trend of urban modernization development.

Domestically, since the reform and opening up, one of key reasons why Chinese economy can maintain a sustained growth is the implementation of

strategy featuring opening up and internationalization development among the cities along the seas and the major rivers. Among these cities Dalian is the earliest city bringing out construction of a modernized global city. Especially in the early new century, nearly one hundred cities have taken out the plans on construction of global cities successively, truly reflecting the strong impact and deep influence of the internationalization trend in that period on the people, though, most plans are just conceptive. Facing coming 12th Five-Year Plan, with further deepening of economic globalization and increasingly mature basic conditions, many cities have started a new round of competition in construction of global city with more rational target positioning, more practicable policies and measures and more reliable working process. For instance, Beijing brought out it was to construct itself into a world-class city, Nanjing brought out it was to build itself into a modernized internationalized humanistic green city, Chengdu brought out it was to develop itself into a world-class modern garden city and Xi'an brought forth it was to create a regional special international metropolis. So internationalization is the major tide in today's world. The one which refuse to positively integrate itself in the world will be marginalized; the one which seize the opportunities of internationalization will have the initiative in future development.

Locally, in May, 2003 the Provincial Party Committee and Provincial Government jointly made a significant strategic decision on construction of modern new Kunming and clearly brought forth we should speed up the modernization and internationalization of Kunming. In July, 2009, Secretary General Hu Jintao pointed out during his visit to Yunnan, we should develop Yunnan into China's important bridgehead open towards Southwest. After then the 8th Plenary Meeting of the 8th Provincial Committee was held and brought forward the development strategy of "developing Yunnan into a strong province in green economy and national culture and China's bridgehead open toward southwest"; the 9th Plenary Meeting of the 8th Provincial Committee further made clear the basic route and concrete goal of developing Yunnan into a bridgehead open towards Southwest. Therefore, while the construction of modern new Kunming is marching into in the new stage of the internationalization expansion, the construction of regional international city we brought out is not only a necessary choice to push for construction of

modern new Kunming at a higher jumping-off point, but also the response of Kunming to "bridgehead" strategy, the most important measure and the most concrete practice to carry out this strategy, and the mission from the history and the time.

**Thirdly, the basis and conditions of developing Kunming into a regional international city.**

With over 30 000 years of human living history, over 2 400 years of middle-Yunnan cultural history, over 1 240 years of city history, Kunming boasts unique beauty in historical culture, plateau landscapes, national features and city fashion. Today's Kunming has not only common advantages of all capitals of provinces and autonomous regions, but also five "five advantages". 1. Five location advantages. Yunnan is the geographic center of Asia and Kunming is the hub of 5-hour flight circle in Asia, the cross point of South-North International Passageway and the third East-West Asian-European Continental Bridge starting from Shenzhen and the frontier passageway of China open towards South Asia, Southeast Asia, West Asia, South Europe and Africa. 2. Five "level" weighted advantages. Kunming has very high weighted value of five levels—development leading level, industrial support level, economic centralization level, cultural multi-dimensional level and social concentration level, with a market system of economic development covering the whole province, the touch of economic development extending to the whole province and the radius of resource operation radiating the whole province. 3. Five trip advantages. The frequency of each of five trips—business trip, commercial trip, migrant trip, visit trip and tour trip—is leading the way in the country with strong vital force and driving force of development. 4. Five traffic advantages. Any of road, railway, civil aviation, pipeline and shipping in Kunming has a high jumping-off point, though starting later. A modernized comprehensive traffic system and a regional international traffic hub featuring "interconnection of five transport networks" are forming. 5. Five environmental advantages. Kunming boasts favorable "five environments"—atmosphere environment, water environment, soil environment, mountain environment and biological environment, which are our unmovable uncopiable treasures.

Meanwhile, with further implementation of West Development strategy of the state, especially when central government brings forth that we should speed up cultivation of middle-Yunnan economic zone and form a new strategic commanding point radiating and driving neighboring areas, Kunming further consolidates its position and role as the leading city in the province and the center of middle Yunnan in economic development. With all-around completion of China and South-east Asia Free Trade Area, especially acceleration of construction of bridgehead, Kunming draws more attentions for its advantages and features in opening up. With further boost of construction of modern new Kunming, especially in support of rich natural resources, complete industrial basis, broad market space and increasingly comprehensive infrastructures, as an important carrier of transferred industries from developed areas, Kunming shows more attraction and centripetal force to resources with potentials of development. Only if we take comparative advantages and go a different way to stand out in competition, we can definitely catch up with others, realize great-leap-forward development, accomplish mechanism innovation, gear the city to the market, go to global and see a bright tomorrow in furious regional competition.

#### **Fourthly, the gap and disadvantages of Kunming as a regional international city.**

Kunming is equipped with certain basic conditions through development for years, especially fast development recently. However, there is a hug gap from the standards of a global city. Presently in terms of per capita GDP, the per capita GDP should exceed 10000 dollars for a regional international city, but it is 5000 dollars in our city, a gap of 5000 dollars. In terms of proportion of value increased by the third industry in GDP, the figure is over 60% for a global city, but it is only 49.0% in our city. In terms of dependency on foreign trade, the figure is over 50% generally for a global city, but it is only 43.1% in our city. In terms of proportion of input in technological R & D in GDP, the basic standard is over 5% for a global city, but it is only 1.45% in our city. In terms of humanistic development indicator, the standard is over 0.9 for a global city, but it is only 0.817 in our city. In terms of Engel's coefficient, the standard is below 35% for a global city, but it is only 42.4%

in our city. In terms of per capita housing area of urban residents, the minimal standard is 25 square meters for a global city, but it is only 31.56% in our city. In terms of gross entrance rate of higher education, the minimal standard is 50% for a global city, but it is only 34% in our city. In terms of proportion of passenger transport of rail traffics, it is over 5% generally for a global city. By 2018 the subway system of our city will have been completed in an all round way, and the proportion of passenger transport of rail traffics will rise up greatly at that time. In terms of international lines and passenger capacity, the standard number of international lines is over 50 lines, and the annual airport passenger capacity is over 35 million passengers for a global city. While our city has 26 international lines and annual airport passenger capacity is 18.945 million passengers. With completion and use of new airport, by 2020 our city will have 60 international lines available and annual passenger capacity of 38 million passengers. In terms of comprehensive informationization indicator, it is over 80 for a global city, but is only 66.14 in our city. In terms of comprehensive Air pollution indicator, it is less than 3 generally for a global city, but it is 1.916 in our city. In terms of number of trans-nationals in the city, there should have over 200 branches of the world top 500 in a global city, but there are less than 20 in our city; in terms of proportion of inboard tourists in urban population, the minimal standard is 40% for a global city, but it is only 12.4% in our city. In terms of number of international meetings and trade and cultural activities, a normal global city should hold over 50 meetings and activities at least, but this figure was just 80 in 2009 in our city. In terms of proportion of foreign population, the proportion of permanent foreign residents is 5% usually for a global city, but this figure is only 0.06% in our city. According to indicator analysis foregoing, there is a huge gap for Kunming to become a regional international city. However, the gap indicates the direction, hope and our potential. We can narrow the gap and catch up only if we are confident to overcome all difficulties and keep moving forward.

**Fifthly, the main thought and phases for developing Kunming into a regional international city.**

Regional international city carries an ideal of city—open to the world,



integrated in the global and wining future. Following the conception of development of “city makes life better” and the strategy of “developing Yunnan into a strong province in green economy and national culture and China’s bridgehead open toward southwest”, We will speed up internationalization of the city, build the modern new Kunming into a forest-based, garden-like, environment-friendly, sustainable plateau lakeside ecological city based on modernized society and symbolized by advanced production method and lifestyle, in where the humanistic landscapes and natural sights like mountains and lakes, Dian Lake sights, new appearance of “city of spring” are integrated together and modern civilization and historic culture add glories to each other, and make Kunming a regional international city featuring high economic prosperity indicator, rich cultural background, favorable habitant environment, the best investment environment and peaceful harmonious society.

Meanwhile we should see clear, the construction of a regional international city is a historic, long-term and advancing course. It can neither be completed over one night, nor be unreachable. The key is that if we can grasp it with a scientific attitude, plan it from a far-reaching view and carry out with practicable measures.

In combination with the ongoing preparation of 12th Five-Year Plan, following the principle of “starting from the actual conditions, with foresight, by taking positive feasible measures, we advance steadily”, we primarily consider pushing for the construction of the regional international city in three phases: put priority to planning and lay a foundation in short term; by 2015, while we have basically realized a well-being society in the whole province as the pioneer in China, we should have also basically developed Kunming into an internationalization portal and China’s important bridgehead opening towards southwest. Strong strength and meet standard generally in middle term; by 2020, when we have basically realized modernization in the whole province as the pioneer in China, we should have also completed the construction of China’s regional international city open toward southwest. Enhance quality and comprehensively complete construction in long term; with another decade, develop Kunming into China’s regional international city open toward Southwest in an all round way with clearer features and wider