

廈 門 市

厦禾路舊城改造 投資指南

GUIDE TO INVESTMENT IN XIAHE ROAD RECONSTRUCTING PROJECT



厦禾路舊城改造指揮部

ORGANIZATION CHART OF THE COMMANDING HEADQUARTERS FOR THE OLD URBAN DISTRICT RECONSTRUCTING PROJECT ALONG XIAHE ROAD

改造旧城，造福人民，
美化市容，繁荣经济。

石兆彬
一九九三年十月六日

福建省常委、廈門市委書記、石兆彬題詞

Dedication by Mr. Shi Zhaobing, Secretary of the Party Committee of Xiamen and Member of the Party Standing Committee of Fujian.

改造舊城
造福百姓

洪永世
李永青

廈門市市長、廈門路舊城改造指揮部總指揮洪永世題詞

Dedication by Mr. Hong Yongshi, the Mayor and Commander in Chief of the Old Urban District Reconstructing Project along Xiahe Road.

抓住大發展
機遇，建設
大廈門

李秀記
一九九三年十一月

廈門市人大常委主任李秀記題詞

Dedication by Mr. Li Xiuji, Director of the Standing Committee of the National Peoples Congress of Xiamen.

十里長街改造，舉城矚目；
黃金地段重建，更顯風流。

蔡望懷
一九九三年十一月

廈門市政協主席、廈門路舊城改造指揮部常務副總指揮蔡望懷題詞

Dedication by Mr. Cai Wanhui, Chairman of the People's Political Consultative Conference of Xiamen and the Executive Deputy Commander in chief of the Old Urban District Reconstructing Project along Xiahe Road.

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F832.48 投資 - 城市規劃 - 廈門 - 前言

廈門路東起火車站，西至鷺江道，全長 4.46 公里，是廈門市區主要交通干道之一。其南側是歷史悠久的舊城區，北側是新市區，西端與“黃金海岸線”鷺江道銜接，同“海上花園”鼓浪嶼隔海相望。新市區主要南北于湖濱東路、中路、西路以及擬建中的市府大道均從此橫穿進入舊城區。廈門路及其兩側地域具有良好的区位优势，是聯繫新老市區的中介體，也是城市中心地段之一。

廈門路同舊市區其它地段一樣，始建於本世紀二十年代，至今已六、七十年歷史。由於城市社會經濟的變革與發展，特別是廈門經濟特區創立十幾年來，城市經濟和各項事業的飛躍發展，人民生活不斷提高，舊城已明顯老化，難於適應時代前進的步伐。一些城市“通病”日趨嚴重：功能分割混亂，布局不合理，道路狹窄，交通擁擠，市政設施落后超負荷運轉，房屋陳舊，市民居住條件和生活環境惡化，危房日益增加……這些問題，已經制約廈門市經濟社會進一步發展和人民生活進一步提高，影響了廈門經濟特區的外在形象。因此舊城區的改造已勢在必行，這是歷史的必然，也是時代的需要。一九九一年，市政府決定，在繼續搞好新區建設的同時，加快舊城區改造的步伐。一九九三年初，市政府根據城市發展戰略，城市規劃及城市建設的綜合部署，確定了廈門路及兩側地段作為廈門市舊城改造的起步區。

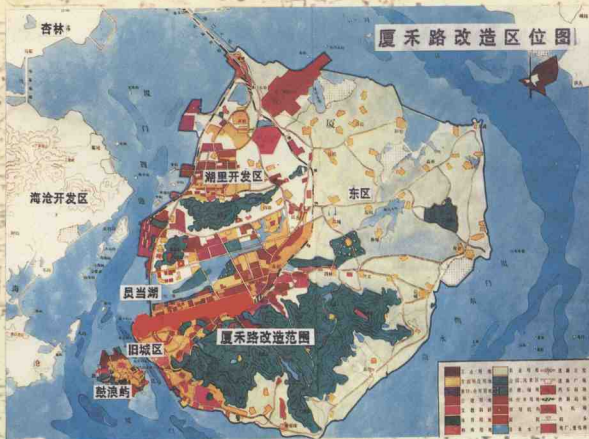
一九九三年二月中旬，為加強對廈門路舊城改造工作的領導，市政府成立了以洪永世市長為總指揮，蔡望懷市長為常務副總指揮，趙克明副市長、張清鈺書記為副總指揮的廈門路舊城改造指揮部。並從市建委、規劃局、土地局、房管局、公用事業局、供電局、郵電局、公安局等有關部門抽調一批得力的幹部組成指揮部辦公室，負責日常工作。經過四個月緊張有序的準備，七月一日廈門路舊城改造道路拓寬工程正式破土動工，揭開了廈門路舊城改造的序幕，並在短促的五個月時間內，取得了令人矚目的成績，完成了改造區域的詳細規劃、設計工作和道路工程的前期準備工作，籌集資金 4.5 億人民幣，完成了 1442 戶居民（4896 人）及 500 多家商業店面的拆遷安置，完成了 3 萬 7 千多平方米的道路工程，敷設了各種管溝一萬八千多米，2 千套的週轉房，及 332 間臨時商業店面已建成投入使用，計劃建設近五千套安置房今年底可完成一千五百套。所有動遷的單位和個人均得到合理的安排和處理。居民居住條件得到較大改善，動遷戶表示滿意。各項工作進展順利，計劃在明年 7 月 1 日廈門路道路拓寬工程全線通車。

廈門路舊城改造是一項造福桑梓，利國利民的大工程。其投資量之巨大，涉及面之廣，工程之複雜是廈門市城市建設中前所未有的，僅道路拓寬工程耗資將逾十億元人民幣。該項宏偉的工程得到了全市人民的擁護和支持，受到了海內外的關注和贊賞。為了幫助社會各界人士了解廈門路舊城改造情況，滿足海內外客商投資需要，特編寫此冊。我們衷心希望您進一步了解廈門，了解廈門的城市建設的最新信息。熱烈歡迎您參加廈門路舊城改造，在這里建功立業，大展鴻圖。

Xiahe Road, with a length of 4.46 kilometers, is one of the arteries of traffic in Xiamen city proper, starting from Xiamen Railway Station in the east and ending up in Lujiang Avenue in the west. Lying to its south is the old urban district of Xiamen, to its north the prospering new urban area. Its southern part borders on Lujiang Avenue, "the Gold Coastal Line", and faces Gulangyu Island, "the Sea Garden", across the sea. It is across Xiahe Road that East, Middle and West Hubin Road and the future Municipal Avenue extend themselves into the old urban district. These roads are the main north-southern communications lines in the new urban district. In short, Xiahe Road and its two sides boast advantageous geographic location, being the intermediary area linking the old urban district and the new one. It is one of the central districts of Xiamen city.

Built in the 1920s and 1930s, just as the other old urban districts of Xiamen, Xiahe Road has a long history of sixty to seventy years. After the social and economic transformation and development in the past decades, especially since the establishment of Xiamen Special Economic Zone in 1980, there has been a rapid and considerable development in economics and other fields and the resident's living standard has been upgraded continuously. As a result, the ageing urban districts can not be adaptable to the development of the city. Some urban "common diseases" are becoming serious; the functions of different districts being confused and disorganized, the layout irrationally distributed, the streets narrow, the traffic busy and heavy, the infrastructure outmoded and overloaded, the buildings, old and shabby, the resident's living standard low and environments bad and the dangerous buildings increasing. All this has been restricting the further social and economic development of Xiamen, and the improvement of the resident's living standard, and also produces an adverse impact on the features of Xiamen SEZ. Therefore, to reconstruct the old urban district is imperative, and called for by this era. In 1991, Xiamen Municipal Government was determined to quicken their steps to reconstruct the old urban district, and in the meanwhile to continue to build the new urban district. In early 1993, in accordance with the urban development strategy and overall urban planning and construction, the Municipal Government made further decision that Xiahe Road and its two sides be the first part of old urban district to be reconstructed. In mid-February 1993, the Municipal Government, for the purpose of strengthening the leadership in the reconstruction project, set up a headquarter, with Mr. Hong Yongshi, the Mayor, as the Commander in Chief, Mr. Cai Wanghui, Chairman of the City Political and Consultative Conference as the Executive Deputy Commander in Chief, and Mr. Zhao Keming, the vice Mayor, and Mr. Zhang Qinglan, the Secretary, as the Deputy Commander in Chief. The government, in the mean time, transferred a number of officials to set up a commanding office in charge of routine work from the Constructing Commission, Planning Bureau, Land Administration Bureau, Housing Property Administration Bureau, Public Enterprise Bureau, Electricity Supply Bureau, Post Telecommunication Bureau and Public Security Bureau. After four-month intense but systematic preparation, Xiahe Road widening and rebuilding project broke ground in July 1, 1993, which raised curtain on old urban district reconstructing project in Xiamen. And in five months, there have been considerable achievements: accomplishing detailed planning and designs of the reconstructing area and preliminary preparation for road widening project, raising RMB 0.45 billion, demolishing and removing 1442 households and over 500 commercial shops, finishing over 37,000 meters road widening, laying various kinds of pipes for 18,000 meters. 2000 temporary apartments and 332 temporary shops have been built and put into service. 5000 apartments are to be built to accommodate the removed among which 1,500 have been finished. All the organizations and individuals have been properly arranged and sheltered. Consequently, there has been considerable improvement on the resident's living standard. All the word concerning the reconstructing project has been going smoothly. New Xiahe Road is to be open to traffic in July 1, 1994.

The Old City Reconstructing Project along Xiahe Road is a huge project, which would benefit Xiamen and the Country as well. The huge investment in the Project, wide participation and Coverage, and complexity are unprecedented in the urban construction in Xiamen. For example, the road-widening project would cost more than RMB1.00 billion. This reconstructing project has gained support from the resident, and received close attention and praises from home and abroad. In order to help people in all walks of life to know the reconstructing project, and in order to meet the investment requirements of the businessmen from home and abroad, we edit this pamphlet. We sincerely hope that you can obtain a better understanding of Xiamen, and its latest information of urban construction. We hereby warmly welcome you to join the Old Urban Reconstructing Project along Xiahe Road, and wish you great success in your investment there.



厦禾路改造区位图
Location of Xiahe Road Reconstructed

厦禾路舊城改造 規劃範圍為道路兩側街區，總占地面積 2.4 平方公里。根據城市總體規劃，將原有的工廠遷至廈門島的東北隅易地改造；重新調整了該區的路網、功能分區和空間布局，合理配置了住宅、公共建築、綠地及其它配套設施。整條街區分為二段功能分區，76 個地塊。思明北路至第一碼頭為西段，規劃作金融及商業中心，由銀行、信息、會議、展覽、大公司總部等高層大廈及相應的配套設施、海濱綠地，構成環境優越、景觀壯麗的嶄新街區。中段從思明北路至市府大道為商業居住區，布置了各種類型的商業服務大廈及現代化的居民住宅小區。東段從市府大道至火車站，是城市交通樞紐，也是聯系新老市區的重要關節。改造后的厦禾路新街區總建築面積從現狀的 220 萬平方米增加至 800 萬平方米。厦禾路寬度由現狀的 10~15 米拓寬至 50 米。地下各類管綫也按較高的標準設計并一次到位。同時，該街區將成為一條具有高效率、多功能等信息化社會節點，并充分展示街區繁榮氣息及卓越環境藝術的二十一世紀大廈門城市轉軸。

厦禾路舊城改造分兩步實施。第一步，用一年左右的時間拓寬厦禾路，并完成其市政配套設施；第二步，用 12 年左右的時間完成兩側街區的更新改造。

宏偉的目標 科學的規劃

MAGNIFICENT GOAL
AND SCIENTIFIC
PROGRAMMING



改造範圍・土地使用
Land Use · Ranges of Xiahe Road Reconstructed

The old urban district along Xiahe Road to the programmed for reconstruction covers an area of 2.4 square kilometres. According to the city overall planning, the old factories along Xiahe Road will be removed to the north-eastern part of Xiamen Island; the layout of the the road network will be reorganized; and the distribution of the new residential quarters, public buildings, grass sward and other facilities will be rationalized. The whole district is divided into 3 functional areas and 76 blocks. The western section, from North Simin Road to the first wharf, is designed to be a financial and commercial and trade centre, with buildings of banking, information, conference, exhibition and big corporation as accessories. It is expected to be a brand-new area with favourable environment and beautiful scenery. The middle section from North Simin Road to Municipal Avenue will be commercial and residential quarters. From Municipal Avenue to the railway station is the eastern section of the highway. It is regarded as the hut of communications in the city linking the new urban district and the old one. The building area of the new district along Xiahe Road after

Reconstruction will increase from the Present 2.2 million square metres to 8 million square metres, and the new Xiahe Road will boast a width of 50 metres, compared with the present 10-15 metres. Meanwhile various underground pipelines will be laid once for all according to high standards. By then, the whole district will turn into a city axis, characterized by high efficiency multiple functions, prosperity and pleasant environment.

The old urban district reconstructing along Xiahe Road will take 2 steps, the first is to widen Xiahe Road and finish constructing its municipal accessory facilities in one year or so; the second, to complete the reconstructing project of the district along Xiahe Road in around 12 years.



▲ 電腦模擬新街景

Computer simulating landscape of the new street

▲ 規劃地圖

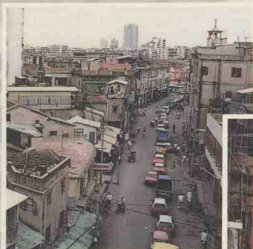
Part of the Planning



厦禾路改造規劃

• 用地性質 •





舊城狀況
Features of the Old Urban District



開工典禮
Opening Ceremony



基礎設施先行
Projects under Construction

過去・現在・未來
PAST • PRESENT • FUTURE

過去・現在・未來

PAST • PRESENT • FUTURE



未來都市展望
New City in Prospect



優惠的招商政策

Preferential Terms for Investment

為鼓勵開發商參與廈門老路舊城改造，人民政府賦予了許多優惠的招商政策，使開發商在用地申請、投資形式、地價、付款方式、審批程序等各方面享有比其它改造區域更為優越的條件。具體表現在以下幾個方面：

(一)根據《廈門市人民政府關於廈門老路規劃地塊用于商品房建設征收綜合配套費的通知》一文的精神和征收標準，凡廈門老路改造地塊用于商品房建設并由開發商負責拆遷安置及補償的，市政府只收取市政綜合配套費，并規定，至1994年4月底，征收標準為：

1. 廈門老路地塊 430 元/m²；不臨廈門老路（即第二層皮）地塊 380 元/m²；
2. 凡地塊位于鷺江道、浮嶼路口、市府大道、文惠路口四個繁華地段之地塊，綜合配套費提高 5%。
3. 原地塊容積率高于 1.8 的，綜合配套費降低 5%；高于 2 的，綜合配套費降低 10%；原容積率低于 1.4 的，綜合配套費提高 5%；原容積率低于 1.2 的，綜合配套費提高 10%。

(二)地塊上的拆遷、補償、安置由政府承擔的，政府收取土地出讓金的標準根據地塊的建築功能、容積率、地級差異等因素作具體的商定。開發商可以依法通過公開競投、招標協議出讓等不同方式，取得土地的開發權和使用權。

(三)付款方法：土地出讓金的繳交分為五期：第一期，出讓合同簽訂之前繳納地價款 20% 作為定金；第二期，正式簽訂合同時，繳交地價款 20%；第三期，合同簽訂后 6 個月內再繳交 20%；第四期，合同簽訂后九個月內再交 20%；第五期，將騰空之地交付開發商開發建設之日起的一個月內，付清另外的 20%。

為縮短開發周期，提高投資效益，指揮部規劃土地部門在正常情況下，保證在合同簽訂一個月內提交用地紅線、用地批文，將比正常程序減少 6 個半月。此外，投資者如果在規定期限內交款有困難的，經報請指揮部研究同意後，可以酌情延長未付清部分款項，逾期付款部分按年息 12% 收取。

To encourage developers to participate in the old Urban District Reconstruction Project along Xiahe Road, the Municipal Government has issued a number of more favorable policies than in the other reconstructed areas in terms of application for land-use right, investment form, land use price and payment terms and approval procedures. Some of these policies are specified as follows:

1. In line with "Announcement by Xiamen Municipal Government Concerning the Overall Urban Planning and Developing Charges for Areas along Xiahe Road Used for Building Marketable Houses" (Doc. No. 175. [1993]), if the developers use for building marketable houses and they pay for land-acquisition, demolishing, removing and reimburses the removed, they are to be charged only with the overall urban planning and developing charges, of which the criteria valid until the end of 1994 are:

- a. RMB430/m² for areas adjacent to Xiahe Road, RMB380/m² for areas not adjacent to Xiahe Road;
- b. the urban overall planning and developing charges increased by 5% for areas within the prosperous districts of Lujiang Avenue, Fuyu Road, Municipal Avenue and Wenzhao Cross;

c. the overall urban planning and developing charges decreased by 5% for areas with density rate more than 1.8, and 10% with density rate more than 2; the charges increased by 5% for areas with density rate less than 1.4, and by 10% with density rate less than 1.2.

2. If the demolishing, removing and reimbursement and arrangement are at the Municipal Government's expense, the developer is to be charged with land-transfer commission, the criteria of which is decided by such factors as building function, density rate, location differentials. The developer can obtain land-developing right and land-use-right by means of auction, or agreement.

3. Payment Terms

The charges for the overall urban planning and developing are paid in two installments, 20% as advance payment at signing the intentions; 80% within 2 months after the red line paper is ratified and by the end of the first month the amount paid should be no less than 40% of the total charges. The land transfer commission is to be paid in 5 installments: 1) 20% as advance payment before the signing of the contract; 2) 20% at signing Land-transfer Contract; 3) 20% within 6 months after signing the contract 4) 20% Within 9 months after signing the contract 5) and the remaining 20% Within one month after the developer starts using the land vacated by the Headquarters

In order to shorten the developing period and ensure efficiency in investment, the relevant land-planning section of the Headquarters pledges to provide the land use red line paper, land-use approval and other necessary permits within one month after the signing of the contract. This speed is six and a half months ahead of usual. Moreover, the developers can pay the commission half a year later as long as they get approval from the headquarters if they find it difficult to pay on schedule and the part overdue is to be charged at the interest rate of 12% p.a.

土地出讓簽字

Signing Land-transfer contract



市鎮導與拆遷居民親切交談

Cordial conversation by Municipal officials with the Removed Resident



市鎮導帶入施工現場



Municipal Officials on Construction site



- 1 富祥中心
- 2 冠城廣場
- 3 光明大廈
- 4 冠城大廈
- 5 大西洋海濱城

廈禾路舊城改造規劃

• 土地出



氣勢雄偉的富祥中心地處廈門新舊市區最繁華地段，雄據于湖濱西路與廈禾路交匯的浮嶼街區。毗鄰鷺江碧海長沙湖、鷺江波濤、長沙漁火、鼓浪嶼美景等無限風光，盡收眼底。巍峨挺拔的富祥中心周圍百業俱興，商賈如雲，交通便捷，人杰地旺，是商家、居者金融、貿易、娛樂、休閒的理想中心。
發展商：廈門市房地產公司
聯絡處：富祥中心籌建處
富澤投資有限公司



冠城廣場是由冠城房地產公司獨資創建的商住綜合樓，位於規劃市府大道辦公綜合區，整體建築形象為高度逾百米的雙塔樓。

發展商：香港冠城發展有限公司，廈門冠城房地產有限公司，廈門冠城發展中心，冠城花園籌建處。

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聯系人：陳先生、甘先生

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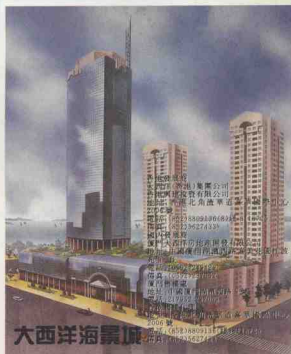
情况。



廈門 世界貿易中心

廈門鐵路舊城改造中，廈門鐵路房地產開發公司率先與外商合作，火車站廣場西側，精心策劃興建“廈門世界貿易中心”。該中心占地2萬平方米，將建成四棟宏偉的高層綜合樓群。擁有大規模的現代化商場、娛樂中心的多功能廣場。為繁榮特區經濟、改造舊城作貢獻。

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光華房地產開發(廈門)有限公司與市木材總公司合作興建光明大廈，總占地面積7040M²，是集文化、商貿、金融、商住為一體的綜合大廈，由兩幢超百米塔樓組成。光明大廈由已建光華大廈的菲律賓著名建築師與廈門市建築設計院合作設計。

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