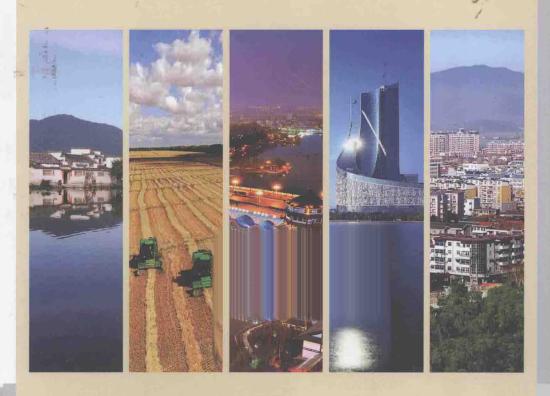
Ma Huaili & Hu Yan

# CHINA'S URBANIZATION



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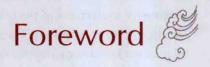
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## CHINA'S URBANIZATION









In essence, the urbanization in China and other countries in the world is an inevitable result of industrialization and is presented as the process of the rural population transfer to cities and towns. However, the road to and pattern of urbanization varies due to the difference in national circumstances.

As far as China is concerned, there are great regional differences and farmers are widely distributed in the vast territory. Meanwhile, the country is characterized by limited resource endowments per capita and ushers in the industrialization late. Against the background, China is differentiated from other countries with respect to the road to and pattern of urbanization. It demonstrates special characteristics, which call attention to not only the rural population transfer to urban areas, but also the vast rural residents living in rural areas. In this respect, the Chinese urbanization is deemed as the process of building modern cities characterized by economic development, reasonable structure, complete functions, happy life, cultural prosperity and social harmony, and assimilating towns and villages with the excellent way of production, lifestyle, and social management methods of modern cities. It is destined for an urban-rural integrated environment with harmonious progress in production, living, culture, ecology and society, in which all people can live a relaxing, harmonious and happy life. It not only reflects the process, but also the result.

It is manifested in four aspects: (1) moderate urban expansion, reasonable urban industrial, commercial, and environmental structure, social harmony, and healthy and safe lifestyle; (2) urbanization of rural population and rural settlements, which means that rural migrants become urban residents and rural inhabitants live an urban life; (3) industrialization of agricultural production. Agriculture applies modern industrial technologies and management concepts and is closely and efficiently incorporated into



the modern system of market division. Farmers are as skilled and capable as modern industrial workers and can gain the income for a well-off life; (4) formation of a reasonable and sustainable network system of residential settlements in cities, towns and rural areas, with convenient access to transportation and information, and the progressive evolvement of the urban-rural dual structure to the urban-rural integrated structure. In terms of people being involved, the urbanization covers urban population, migrant workers and rural residents. It is consistent with the concept of human-centered urbanization proposed by Premier Li Keqiang.

In this connotative sense, the Chinese urbanization is, under the conditions of simultaneous development of industrialization, informatization, urbanization, and agricultural modernization, to "foster strong influential urban clusters based on large cities, emphasize on small and medium cities, and drive ahead the coordinated development of cities and towns". To this end, diversified patterns are needed.

Under this guidance, the book is divided into six chapters. Chapter I "Urbanization: Impression and Reflection" provides an overall picture of the Chinese urbanization, covering the status quo, characteristics and trends. It implies and emphasizes the human-centered feature of urbanization in China. Chapter II "Historical Review: Course and Experience" describes the historical development of urbanization and summarizes the historical experience to better promote urbanization in China. Chapter III "Model Selection: Comparison and Reference" illustrates the local urbanization patterns selected depending on local characteristics and draws implications from the comparative analysis. Chapter IV "Strategic Planning: Targets and Approaches" describes the special circumstances, overall objectives and strategic pathways in the Chinese context. Chapter V "Strategic Transformation: Opportunities and Challenges" points out the opportunities and challenges that may arise in the urbanization process based on the analysis of the national policy reform, transformation of economic development patterns, and pressure on natural resources, and comes up with proposals of the strategic transformation. Chapter VI "Steps Towards the Future: Belief and Expectation" introduces the expectations about the urbanization in China at different levels, covering the expectations from governments, experts, media and the masses, and makes recommendations to achieve such expectations.

All the content unfolds around the theme that China should develop the urbanization

See the "Outline of the 12th Five-Year Plan (2011—2015) of the People's Republic of China for National Economic and Social Development".

with Chinese characteristics and adhere to the human-centered concept in this process. It is believed that the underlying internal logic lies in the increasing level of the living standards, whether the urbanization is about the scale expansion or functional improvement, about the rural population transfer or the supply of urban welfare, about production safety or residence construction of rural residents. If so, all the objectives, including the transformation of economic development patterns, intensive and conservative resource utilization, harmony between human, nature and society, agricultural development and interests of farmers, urban-rural integration, peace and prosperity... will be realized step by step. A more harmonious, prosperous, affluent and beautiful country will unfold in the international arena.

Author August 8th, 2013



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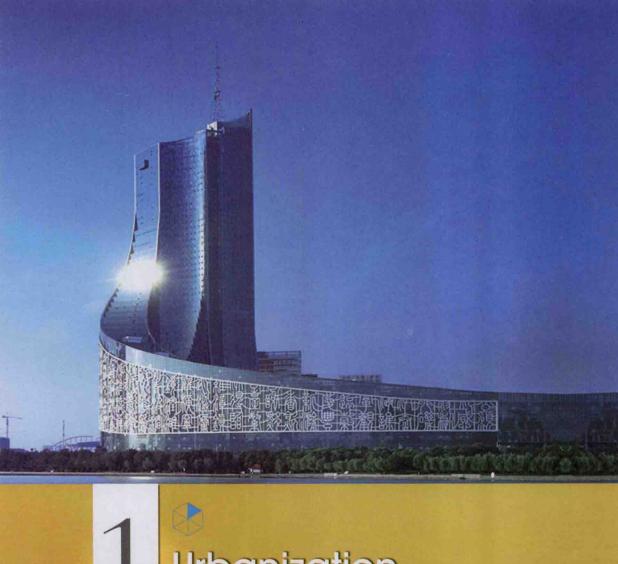
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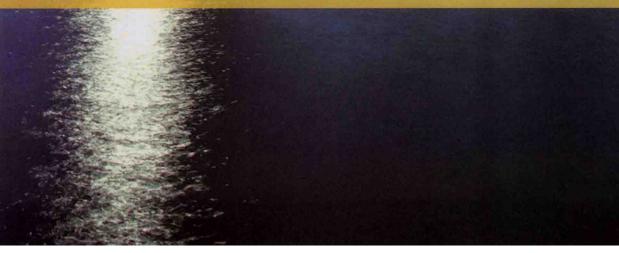
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Urbanization: Impression and Reflection



# CHINA'S URBANIZATION

China has made an astonishing step forward in urbanization ever since the reform and opening up. That's thanks to its continuous efforts to explore a road to urbanization with Chinese features and better the corresponding development policy while respecting China's national realities and taking international experience as references.

### Impression

- (I) Classic cases
- 1. Shenzhen Urbanization of boom towns

Except the locals or those who have witnessed the development process of the city, nobody could ever imagine that the bustling, green and modern metropolis of Shenzhen that we see today with high-rise buildings, spacious streets and sophisticated metros and high-speed rails is evolved out of a small town on the southern tip of Chinese territory three decades ago which was too small to be marked on the map then.

Previously, Shenzhen was known as Xin'an County established in the Ming Dynasty (1368A.D.-1644A.D.) with its county administrative authority located in Nantou, governing the current region of Shenzhen and Hong Kong. Its major economic outputs were salt, tea, spice and rice. In March 1979, the central government and Guangdong Provincial Government decided to upgrade Bao'an County into the city of Shenzhen under the dual administration of Guangdong Province and Huiyang Region. It was further elevated by Guangdong Provincial Committee of the Chinese Communist Party (CPC) to a regional level provincial city directly under the jurisdiction of the provincial government in November that year. On August 26th, 1980, the National People's Congress (NPC) approved the establishment of Shenzhen Special Economic Zone, which was reckoned as the "birthday" of Shenzhen. The city was upgraded to a sub-provincial city in March 1981 and approved by the State Council in November 1988 a special city with the economic management power equivalent to a provincial municipality. In February 1992, the NPC Standing Committee granted the Shenzhen



People's Congress and its Standing Committee, and the People's Government of Shenzhen the power to develop local laws and regulations. In answer to the instruction of "a faster development" made by Deng Xiaoping during his visit to Shenzhen, the Shenzhen people presented the "Shenzhen speed". In 2004, villages were out of sight of Shenzhen and in 2011, its GDP exceeded RMB 1.1 trillion, 25.8 times that of 20 years ago. On the whole, Shenzhen is a miniature of the urbanization of the emerging cities in China.



### The Growth of a Small Border Fishing Village to a Modern Metropolis<sup>1</sup>

### The First Ten-thousand-yuan Household Village in Shenzhen

Many books commence their narration about the history of Shenzhen like this, "Shenzhen is a modern metropolis built on a small fishing village along the border". The "small fishing village" frequently referred to is the current Yumin Village in Luohu District, Shenzhen. With respect to the poorness in the village 25 years ago, Tang Jinsen, who once served as the Youth League Branch Secretary and Commander of Militia Battalion of Huangbeiling Brigade, Fucheng Commune, Bao'an County recalled that the villagers could earn only RMB 0.08 after the hard work for a whole day.

Favored by the preferential economic policy for the Special Economic Zone since 1980, the village organized motorcades of freight and vessel fleets and ran processing factories with supplied materials. In 1981, the average income of the villagers exceeded RMB 33,000, and the first ten-thousand-yuan household village was therefore born in Shenzhen.

On January 25th, 1984, Deng Xiaoping paid a visit to Yumin Village where each household earned more than RMB 10,000 and had western-style houses and he said

① Hu Mou. 25-Year Process of Shenzhen from a Bordered Small Fishing Village to a Modern City [EB/OL]. [2005-08-26]. http://news.xinhuanet.com/newscenter/2005-08/26/content\_3404731.htm.

in great happiness that, "Yes, it is exactly the common prosperity that we will strive for."

For the target of "common prosperity", the first joint-stock enterprise in rural areas emerged in Luohu District, and villagers consolidated and developed the collective economy with the land-generated funds to change the line of production and transfer to other businesses. At present, the joint-stock enterprises in the district have net assets of over RMB 2 billion.

### The First "Modern Ancient Street" in Shenzhen

In the visit to Shenzhen in 1994, China's former President Jiang Zemin was much impressed by the development of the city out of a "small fishing village at the border" as it had turned into a regional and export-oriented financial center, a port center, and a trade and business center accommodating not less than six hundred and ten 18-storey high-rise buildings. He happily encouraged that the people of Shenzhen shall "strive for further development with new advantages".

"To strive for further development as was required by Jiang Zemin, the people of Shenzhen were quick in finding their new positions and starting their second wave of efforts", said Tang Jinsen. The changes to Dongmen Street were one of the results of such efforts. The 300-year-old Dongmen Street is a historical miniature of Shenzhen. However, with the rise of the modern city, the street became a synonym of "low consumption" as a result of the tight, narrow and cluttered environment. In early 1998, Shenzhen invested RMB 376 million to retrofit Dongmen Street. At the end of 1999, Dongmen Pedestrian Street consisting of 12 walking streets took shape, with the business area from 30,000 m<sup>2</sup> up to 230,000 m<sup>2</sup>. At the time, it boasted China's largest shopping street and sculpture square. Business buildings in different styles sprang up among the straight, clean, spacious walking streets, supplemented by telephone booths, leisure seats, and ATMs.

Moreover, the transformation does not erase the historical traces of this old street. Antique pillars and bells, gray tiles and bricks, and arcades add a sense of history, which makes visitors recall the ups and downs in the street during the past 300 years...

Tang Jinsen said that the repositioning and the second wave of efforts contributed to the transition of Dongmen Street from the traditional "small business" to the modern "big business". Dongmen Street's characteristic business would be the theme of Luohu District and even the future Shenzhen.



### The First Urban Village in Shenzhen

Along with the fast economic development and the advancement of rural urbanization, an increasing number of villages in Shenzhen have been categorized as urban areas, known as urban villages... Urban village transformation therefore emerges as a priority in the effort to realize harmonious development and maximize the value of urban areas. It is spearheaded by Yumin Village which is dotted with small western-style buildings.

"Two 12-floor modern residential buildings and an 18-floor complex building have been erected in the village", said Tang Jinsen. The new community under smart management applying advanced science and technology is equipped with activity center for the elderly, children's playground, gyms, libraries and underground parking lots. Households each have over 600 m<sup>2</sup> of residential area and more than 60 m<sup>2</sup> of store business area and underground parking space. Yumin Village, the first urban village in Shenzhen, has become a miniature of "the harmonious and efficient Shenzhen".

### 2. Beijing — Urbanization of historic cities

Beijing in an aerial view is not only a beautiful ornate ancient city, but also a magnificent modern metropolis. Beijing has a total area of 16,410.54 km², of which the urban area covers 1,368.32 km², and the built area 1,289.3 km². It is clean and tidy under orderly management, bustling with business, skyscrapers and wide streets with heavy traffic. According to the *Statistical Communiqué of Beijing on the 2012 National Economic and Social Development*, the transportation mileage stretched to 21,454 km at the end of 2012, of which the highway mileage reached 923 km and urban road mileage 6,282 km. A total of 22,146 public buses ran in 779 lines with a length of 19,547 km and backed up 5.15 billion passenger trips annually. A total of 16 rail transit lines with a length of 442 km were put into operation, capable of accommodating 3,685 rapid transit vehicles and 2.46 billion passenger trips annually. Urban green coverage rate reached 46.2%. Permanent resident population added up to 20.693 million, of which the urban population amounted to 17.837 million, making an urbanization rate of 86.2%.

Beijing ushered in rapid recovery and development after being identified as the capital of the People's Republic of China. Its urbanization has gone through four phases, namely, fast development (1949-1957), volatile unrest (1958-1965), stagnation



(1966-1978) and recovery and rapid development (from 1979 onward).

According to *China's New Urbanization Report 2012* recently released by the Chinese Academy of Sciences (CAS)<sup>©</sup>, Beijing ranks second only to Shanghai among the 50 representative cities in the mainland China by the level of new urbanization, taking into account the index of "urban and rural development momentum", "urban and rural development quality" and "urban and rural development fairness".

In addition to economic development, Beijing's quick pace in urbanization is driven by the 2008 Beijing Olympic Games and Paralympic Games. A batch of projects, such as the works for the Bird's Nest, Water Cube and other Olympic venues and facilities, Metro Line 10 Phase I and Airport Subway, as well as Capital Airport Terminal 3, improved the level of city services in Beijing and boosted the economic growth at the same time. A large number of migrant workers made massive contributions to the preparation of the Beijing Olympic Games by sweating over the construction. Beijing Municipal Government implemented a real-name system for the management of migrant workers, and established accounts dedicated to wages protection, labor and wages of construction migrant workers to ensure their legitimate rights and interests. In the urbanization process, Beijing manages to well preserve the old towns and expand urban areas through suburban urbanization and the development of satellite towns.

① China's New Urbanization Report 2012 is chaired by CAS Sustainable Development Strategy Study Group and completed after the one year-long efforts of experts led by Professor Niu Wenyuan, State Council Counselor, Leader of the Study Group and Chief Scientist.





### Impression on the Old Beijing City<sup>1</sup>

On the map of the old Beijing City in the rein of Emperor Guangxu (1871-1908 A.D.) in the Qing Dynasty, the most conspicuous traffic facilities was the Peking Mukden Railway running before the Zhengyang Gate. The Old Beijing City Map Show, with more than 50 old maps spanning from the end of the Qing Dynasty to the early days of P.R. China, reproduces the traffic and urban changes in the city in the first half of the 20th century.

### Only Six Bus Lines in 1949

Wei Youhua, the collector of these old maps, said that the "Peking tram stop list" was first marked on the map of the 1930's edition, while the bus route table was provided on the map of the liberation edition in 1949. The report in this version saw that there were only six bus lines and only one suburban bus line in Beijing City at that time. The Bus Line No. 1 ran from Qianmen to Jiaodaokou, and the Bus Line No. 2 from Dongsi to Xisi, while the sole suburban line stretched from Donghua Gate to the Summer Palace.

### The Length of Old City Walls Accurate to cun

On a map of Beijing City made in the ages of Emperor Guangxu, which is the oldest collection of Wei Youhua's, the patterns of the city and the names of streets and Hutongs were illustrated, and the inner and outer walls of the city were marked with calligraphy, reading that the east inner city wall was as long as seventeen hundred and eighty-six *zhang*, nine *chi* and three *cun* (about 5,950 m), the east outer city wall was eighteen hundred and five *zhang* and one *chi* (about 6,011 m), the west inner city wall was fifteen hundred and sixty-four *zhang*, five *chi* and two *cun* (about 5,210 m), and the west outer city wall was nineteen hundred and thirteen *zhang* and three *chi* (about 6,371 m).

Beijing Youth Daily reporter Liu Jianzhao noticed the note on the map that in the 19th year of the Republic of China (1930), Beijing City had 272,590 households and a total population of 1,370,614, of which 922,847 residents lived within the inner and outer walls.

① Liu Jianzhao.Only Six Bus Lines in Beijing Back to 1949 [EB/OL]. [2009-04-16]. http://www.ce.cn/culture/memory/200904/16/t20090416 18816649.shtml.

### 3. South Jiangsu - Regional urbanization

South Jiangsu refers to the southern region of Jiangsu Province covering Nanjing, Wuxi and Changzhou, which currently has a high level of economic development and urbanization. On the whole, the regional urbanization is inseparable from the development of township enterprises after the reform and opening up. Under the guidance of the local government and propelled by the collective economic organizations, the region vigorously developed township enterprises, which in turn aggregated the industries and population, stimulated the flow of a large agricultural population moving into small towns and the upgrade of the regional economic structure. Township enterprises and small towns have laid a solid foundation for the expansion of the modern industry and modern cities in South Jiangsu and contributed to the integration of urban and rural development. Now, it is impossible to tell towns from villages, and this is what we call the regional urbanization.

Released on March 23rd, 2011, the 12th Five-Year Plan of Jiangsu Province for Economic and Social Development called for promoting scientific development and building a beautiful province of Jiangsu. It makes it clear that the five years from 2011 to 2015 is crucial to building a moderately prosperous society and basically realizing modernization ahead in the country, and critical to deepening the reform and opening up and accelerating the transformation of economic development patterns. Jiangsu has reached on the whole the province-set level of a comprehensive well-off society and is moving forward to a higher level of well-off society with basic modernization, coordinated urban and rural development and balanced regional development, which are the major tasks in these five years. Jiangsu Provincial Party Secretary General Luo Zhijun said in the recent exclusive interview of Phoenix Weekly that by 2015, urbanization rate will reach 65% in Jiangsu, and 75% in the southern region.

### 4. Huaxi Village — Rural urbanization

Huaxi Village is located in Huashi Town, Jiangyin City, Jiangsu Province in the hinterland of the Yangtze River Delta. It enjoys unique geographical advantages and convenient transportation with Yanjiang Highway and Chengyang Road through the whole territory and reaching surrounding large cities in one hour, such as Wuxi, Suzhou, and Shanghai. Huaxi Village, originally called Huaxi Brigade, had continuously become bigger and richer in the 40 years after being built in 1961. It stepped onto the road to common prosperity through entrepreneurship development after the reform and opening up, and set a precedent for rural urbanization benefiting both the village and villagers. By 2011, Huaxi had an area of over 35 km² and a large population up to 35,000 with an