

INVESTMENT AND CO-OPERATION GUIDE FOR AREAS ALONG THE BEIJING-KOWLOON RAILWAY

京九铁路沿线投资与合作指南

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依托京九 合作开发 功在千秋



京九铁路沿线投资与合作指南

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飛速發展的魯西化肥廠

魯西化肥廠近幾年通過挖掘管理潛力，抓好技術進步，使合成氨生產能力一年一個新臺階，平均每年以70%的速度增長，現已成為資產總額2.06億元，占地面積380畝，職工1800人，其中大專畢業生和具有初中級職稱人員720人，年產合成氨4.6萬噸，尿毒7萬噸，氯酸鉀1200噸，並有熱管、填料等機械製造產品的國家中(I)型企業。幾年來，年平均單爐日產合成氨始終保持了全國同行業的領先水平。94年全年創產值6738萬元，銷售收入8306萬元。三大消耗連續兩年在省內同行業中處於最好水平，基本達到了化工部所提出的“三個一千”的要求。

近幾年魯西化肥廠先後被評為地區“十強企業”、省級“節能先進企業”、“技改先進單位”、“技改先進單位”、“學吉化先進單位”、化工部“清潔文明工廠”、“化肥生產先進企業”等十幾項榮譽稱號；廠黨委被省委評為“先進基層黨組織”。



山東省勞動模範、魯西化肥廠廠長兼
黨委書記趙永堂

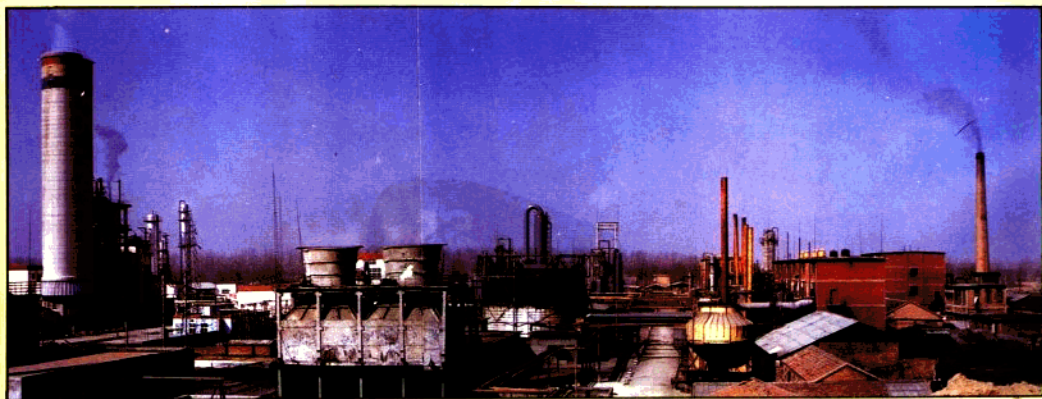
LUXI FERTILIZER PLANT

The annual output of the synthetic ammonia increases by 70 percent per year in the Luxi Fertilizer Plant. Now, with the total capital of 206 million RMB yuan, and 1,800 staff and workers including 720 technicians, the plant covers an area of 380 mus. It produces 4.6 tons of synthetic ammonia, seven tons of urea, and 1,200 tons of potassium chloride annually.

In 1994, the output and sales of the plant amounted to 67.38 million and 83.06 million RMB yuan, respectively.

In recent years, the plant has been granted scores of titles by the province and the Ministry of Chemistry.

At the end of the Ninth Five Years Plan, the plant is planned to be a complex enterprise with fixed asset of 1.8 billion RMB yuan, and annual profit over 150 million RMB yuan.



魯西化肥廠的目標是，到“九五”末把該廠建成一個擁有固定資產18億元，創利稅1.5億元以上的大規模、多產品、高技術的綜合性化工生產企業。

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今日古井



圖為江澤民總書記在聽取全國優秀企業家古井酒廠廠長王效金(右一)介紹古井酒廠。

地處大京九鐵路線之側的安徽古井酒廠，座落在魏武帝曹操和神醫華佗的故鄉亳州市，是安徽古井實業集團的核心企業，國家大一企業、國家二級企業、全國輕工業的重點骨幹企業。該廠占地70萬平方米，擁有4000多名職工，年產值約6億元，年產飲料酒4萬噸，年創利稅3億元以上。1989年以來以每年前進100多位的速度已連續四次進入按利稅排序的全國500家最大工業企業行列，穩坐中國白酒界第三把交椅。

中國老八大名酒之一的古井貢酒，早在東漢時期就聞名天下，自此後的1000多年間，一直被譽為皇室貢品。古井貢酒以“色清如水晶，香純如幽蘭，入口甘美醇和，回味經久不息”的獨特風格已四次蟬聯全國白酒評比金獎，獲輕工部酒類質量大獎金獎和出口產品金獎，是巴黎第十三屆國際食品博覽會上唯一獲金獎的中國名酒，被世人譽為“酒中牡丹”。古井系列酒已形成一個香型（濃香型），三大系列（高、中、低檔），26個品種，48種規格的完整產品體系。其中，古井貢酒系列產品1993年先後被國家統計局評為知名度最高，口感最好，銷售覆蓋面最廣的名白酒，並榮獲1994年中國消費者協會和國內貿易部推薦商品稱號。



古井酒廠主體辦公大樓外景。



古井系列產品譽滿全國，圖為古井部分系列產品。

新開發的古井988酒以其上乘的質量，新潮高雅的包裝大受消費者的歡迎，成為繼古井貢酒之後的又一拳頭產品。古井酒廠取為人先的精神，在中國白酒界被傳為佳話。該廠科學的管理經驗，曾被國家經貿委向全國推廣。

攝影：張自力

建成京九鐵路
通道推動沿綫
經濟發展

為京九鐵路沿綫投資
與合作指南編輯部題

鄧家平

一九九五年四月

“京九”走向新世紀

新華社副總編輯、高級編輯

高 路

京九鐵路，這條起自北京、終到香港九龍，縱貫中國南北的大動脈，舉全國之力，以“京九速度”，僅用3年時間，于“八五”報捷聲中勝利建成了！

這條長達2381公里，連結9省市、84個縣市的鐵路幹線，這條中國鐵路建設史上規模最大、投資最多、一次建成線路最長的鐵路幹線，凝聚着鐵路建設大軍和沿線各省市人民的智慧和汗水，寄托着幾代中國人民的夢想和希望！

修建京九，是中國人民幾十年的夢想。早在50年代，毛澤東主席就曾有过在京廣、京滬兩條鐵路之間修建第三條南北鐵路大幹線的設想。只有到了改革開放、國力增強的今天，我們才圓了這個夢。

京九鐵路經過的地方，大多是交通不便、經濟滯后的縣市，也是資源豐富、發展潛力巨大的地區。由于這條大動脈，東依京滬（線）、西靠京廣、北通京津、南聯港澳，其特殊的地域條件為沿線地區提供了發展騰飛的良機，給這一方圓22.25萬平方公里、人口8300萬的廣大地帶注入生機與活力。

日夜疾馳的京九列車，將呼嘯着穿越華北平原、鄂豫皖山區、黃淮平原、贛江兩岸和珠江三角洲，喚醒沉睡的山川大地，引來越來越多的外來投資者，在這裡形成大開發、大開放的新態勢。

如果你到京九線上走一走，不禁要為築路英雄的業績所感動，也會強烈感受到沿線人民“言必談京九”

的高漲熱情。從衡水、聊城、信陽、商丘、阜陽、九江、南昌、贛州、惠州傳來的信息表明，這些京九鐵路通過的城市正以極大的熱情與期待，精心運籌，多方謀劃，期望借路興市，一展雄風。你看，一個現代化的中等城市的藍圖已在衡水人民心中繪就；國家的一些重要項目正紛紛在阜陽安家落戶；“鋪路時為路服務，路通后借路發展”，成為贛州開發經濟的兩步曲；惠州將派出考察“大篷車”，沿京九北上逐個地市考察洽談……可以想見，一個新的經濟開發帶將在90年代后半期在中國東部大陸的腹地崛起。

那些往昔被視為畏途的名山勝地，如今成了通途大道。中外旅游者可以搭乘京九列車登廬山、上井岡、下鄱陽，尋訪水泊梁山遺址，遊覽商丘、聊城、亳州、贛州等歷史文化名城。

京九鐵路在1997年香港回歸祖國懷抱的前一年建成通車，使香港與北京、與內地貼得更近，連成一體，時機甚好，意義重大。

京九，是“八五”的碩果，是給“九五”和新世紀的獻禮。從京九建設的宏偉成就中，世界可以聽到中國人民向新世紀邁進的雄壯腳步聲。

1995年11月7日為《京九鐵路沿線投資與合作指南》而作。

(代序) PREFACE

"Beijing-Kowloon" Advancing Towards New Century

The Beijing Kowloon Railway, which starts from Beijing and ends in Kowloon of Hong Kong, is the main artery of communications between northern and southern China. With hard efforts made by the whole nation over the past three years, the railway has been crowned with success amid the triumph of the "Eighth Five-Year Plan."

The railway, which is 2,381 kilometers long and links nine provinces and municipalities, 84 counties and cities, is a trunk railway with the most sizable construction scale, the largest investment and the longest distance built at one time in China's railway construction history.

Embodied in this railway are the wisdom and painstaking work of railway workers and the people in provinces and municipalities flanking the railway. It reflects the prolonged dream and hope of all the Chinese people for several generations.

It is the dream of several decades for the Chinese people to build the Beijing Kowloon Railway. The late Chairman Mao Zedong proposed in the late 1950s to build another trunk railway between the Beijing Guangzhou and the Beijing-Shanghai railways. The dream could not have come true but for the policy of opening up and reform and the powerful national strength.

The areas that the railway passes are mostly places with few transportation facilities and backward economies but with abundant resources and great potentials for further development. This railway, which is sandwiched by the Beijing-Shanghai Railway in the east and the Beijing-Guangzhou Railway in the east and links Beijing and Tianjin in the north and Hong Kong and Macao in the south, offers a good opportunity for the economic take off in areas along the railway and will inject vigor and hope for this part of the country with an area of 222,500 square kilometers and a population of 83 million.

The trains shuttling along the Beijing Kowloon Railway, will zoom across the vast plain in North China, the mountainous areas in Hubei, Henan and Anhui provinces, the Yellow and Huai River Plain, the areas on the two sides of the Ganjiang River and the Pearl River Delta. It will awaken the sleeping waters and mountains and attract an increasing number of investors. As a result, a new situation of comprehensive opening up and development will take shape.

Traveling along the railway, you will surely be impressed by the heroic achievements made by the railway workers and will strongly perceive people's zealous interest in and ardent talks about the railway. Information collected from Hengshui, Liaocheng, Xinyang, Shangqiu, Fuyang, Jiujiang, Nanchang, Ganzhou and Huizhou indicates that all these cities have made full preparations to invigorate these cities with immense zeal and expectations by making full use of the railway.

Look! The people in Hengshui have already drawn a blueprint for a modern medium-sized city; a number of State key projects have settled down in Fuyang; the Ganzhou people have a two-step development strategy, namely "serving the railway when it is being built and developing themselves when it is completed;" serving the railway when it is being built and developing themselves when it is completed; "Huizhou City of the booming Guangdong Province will send an inspection team to all prefectures and cities along the railway to seek possible co-operation opportunities.

We can foretell that a new economic belt will take shape in the inland eastern China in late 1990s.

Those famous mountains and places of historic sites once regarded as too dangerous to visit have become easily accessible with the completion of the railway. Both domestic and overseas travelers may take trains on the railway to climb the Lushan and Jinggang mountains, visit the Poyang Lake, have a close look at the relics of the river-side Liangshan Mountain, and make trips to such ancient cultural cities as Shangqiu, Liaocheng, Huizhou and Ganzhou.

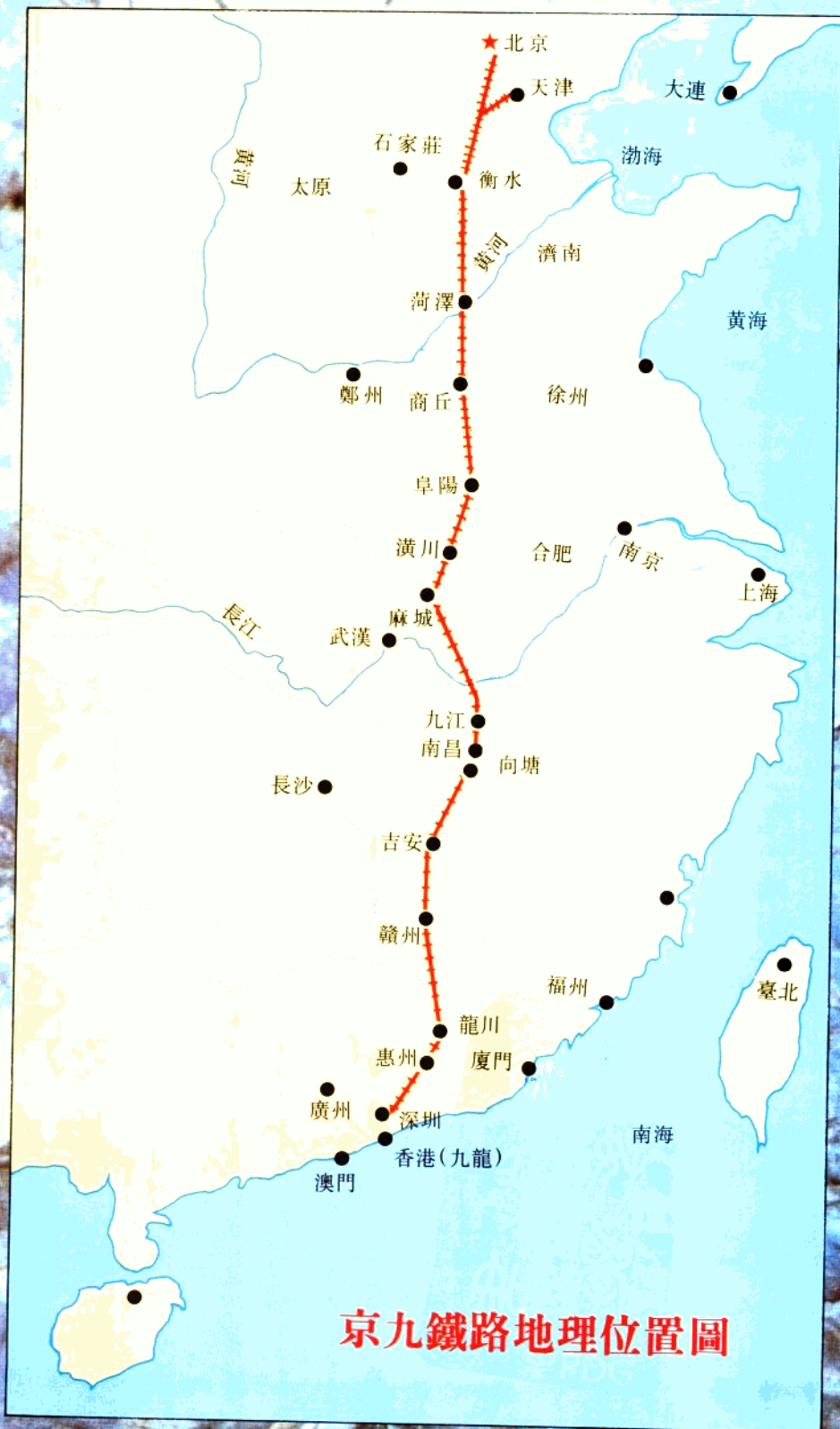
The railway, which will open to traffic one year before Hong Kong returns to its motherland, will piece together Hong Kong more closely with Beijing and the inland, which is of great significance and offers golden opportunities.

The Beijing Kowloon Railway is a fruit picked from the tree of the Eighth Five-Year Plan and also a gift to the Ninth Five-Year Plan and the new century. From the grand achievements scored during the construction of the Beijing Kowloon Railway, the world can hear the majestic footsteps of the Chinese people marching towards the new century.

Specialty dedicated to the "Investment and Co-operation Guide for Areas along the Beijing/Kowloon Railway"

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Deputy Editor—Chief
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京九鐵路地理位置圖





京九經濟帶現狀與總體發展戰略研究

中國科學院京九項目組

一、京九經濟帶的地位與現狀特點

京九鐵路全長2381公里，穿越9省市，24個地區的84個縣、市。沿線地帶土地面積22.25萬平方公里，1992年人口0.83億，工農業總產值3781億元，分別占全國的2.3%、7.1%與9.9%。沿線除南昌至九江段之外，多是有關省經濟落后的邊緣農區。人均農業產值716元，工業化水平低，缺少大中型企業，地方工業也很少，人均工業產值2134元；經濟發展水平很低，人均GNP(國內生產總值)1080元，只分別相當於京滬、京廣沿線地帶的27.5%和35.6%，是一個經濟低穀地帶。

這個地帶屬於南溫帶半濕潤氣候至南亞熱帶濕潤氣候，水土與生物等農業資源很豐富，一向是我國重要的糧、棉、果、茶、豬、牛與林業生產基地的組成部分，部分礦產資源也較豐富，如江西的鎢、銅、鉬、鉍、銻、稀土礦產儲量舉世聞名，阜陽、商丘、菏泽等地區的煤炭資源儲量也較多，沿線地區還有一定儲量的鐵、石油、天然氣等礦產，大理石、花崗岩、石灰石等非金属礦儲量大、品質高。此外，還有廬山、井冈山、龍虎山等旅遊區，南昌、贛州、聊城、亳州等歷史文化名城等旅遊資源也十分豐富。但是，由於大部分地區交通不便，又多是遠離省會的邊緣區位，開發程度低，是我國東中部經濟發展潛力巨大的地帶。

京九鐵路通車後，將為沿線地區帶來新的發展機遇。它將同已建與擬建的11條東西向鐵路相交，形成的一系列鐵路樞紐，均可能成為大小經濟中心城市。這對沿線地區接受相鄰經濟中心的產業擴散，吸納國內資金、技術與人才，早日振興城鄉經濟，具有決定性的作用。同時，它還同并行的105、106國道公路共同組成我國第四條南北綜合運輸大通道。這對解決我國南北客貨流運力不足，促進沿線地區經濟發展與全國產業合理布局將發生明顯作用。

二、京九經濟帶發展的基本思路與戰略

京九新興經濟帶建設的基本思路是：

第一，立足於本地實際，放眼京滬、京廣兩經濟帶及全國，聯系港澳回歸祖國，面向東亞。京九鐵路通車，其區位條件與投資環境會大大改善，會促進其優勢資源開發與產業快速發展，會更多地接受京滬、京廣經濟帶與沿海產業擴散。在加快工業化與城市化的進程中，應考慮同鄰經濟帶的聯系與分工，同國內其它經濟區、特別是同沿海與香港的經濟聯系，以及參與國內外市場競爭。用15—20年基本建成一個新興經濟帶。

第二，以大開放促大開發，全方位外引內聯，多途徑解決開發資金不足等問題。沿線地區經濟落后，自我發展能力差。京九鐵路通車後的經濟建設，能促進香港的繁榮與同東亞的經濟聯系。紡織、食品、電力、建材與交通方面的項目，對外商的直接投資最具吸引力，對沿海與交通不便的相鄰地區也有較大吸引力。因此，應以市場為導向，以優勢資源或區位為基礎，以優惠政策為動力，實行全方位開放開發，促進多邊、多層次、多形式的外引內聯，大量吸納國內外資金、技術與人才，大力發展合作型的外向型經濟。這樣就能更多地滿足經濟快速發展對資金、技術與人才的需要。

第三，大力發展優勢產業與鄉鎮企業，重點強化深加工工業，縮短產業結構演進的進程。沿線地區產業發展與結構優化的方向，是發展優勢產業與延長產業鏈，使主導產業多元化、產業結構



中科院京九項目組人員在京九鐵路沿線實地考察

合理化與高度化密切結合。一、沿線地帶農業相對發達，各段特色突出，應盡快建成由多種優勢農產品生產基地組成的三高農業帶。二、着重發展技術含量高的農副產品、食品、有色金屬與化工原材料、建材原料等優勢初級產品的深加工工業，重點興建推動型大中型企業。三、全面大力引進科技，發展鄉鎮企業；四適時加強工業產品加工副產物的綜合利用與交通、通訊、旅遊、商貿等第三產業。

第四，全線啟動，分段培育增長極與經濟中心城市，重點突破，點軸推進。沿線地區除南昌市外，都是中小城市，缺乏輻射力強的經濟重鎮，尤其是惠州、九江、阜陽、商丘、贛州與聊城有條件較快發展成大城市，應實行投資與政策雙傾斜，因地制宜地部署一些產業關聯度大的推動型大中型企業，使其超前啟動，迅速發展一批具有增長極功能的經濟中心城市，分段帶動沿線與兩側的城鄉經濟發展。另一方面，開發區與市場建設要依托老城，同老城區改造緊密結合。招商引資要內外并重，兼容鄉鎮企業；重點加強工業消費品市場，綜合農副產品批發市場與生產資料市場建設。

第五，生態環境整治寓於資源開發與經濟發展之中。由於經濟落后，資金短缺，目前不可能投放大量資金單獨進行生態環境治理。對於沿線地帶的水土流失、土壤次生鹽漬化、工業三廢污染等生態環境問題，近中期內主要通過調整資源開發利用方式方法與行業布局，強化工業三廢處理與綜合利用，進行邊開發邊治理，把資源開發、經濟發展同環境治理保護緊密結合起來。

根據以上思路，京九經濟帶發展，應採取“開放開發，突出優勢，綜合發展，重點突破，點軸推進”的發展戰略。用15—20年，把它建成一個以輕型工業為主導，工農業發達，一二三產業緊密結合與協調發展的，以功能與等級不同經濟中心城市為核心的開放型新興經濟帶。

(執筆人：倪樹彬、朱建華、張文雷)



Beijing-Kowloon Present Situation of the Economic Belt Along Railway Line and the Strategic Research of its Overall Development

By Ni Zubin, Zhu Jianhua and Zhang Wenchang of Beijing-Kowloon Railway Project Section Under the Chinese Academy of Sciences

I. Position and Present Situation of the Economic Belt along the Beijing-Kowloon Railway Line

The Beijing-Kowloon Railway Line has a full length of 2,381 km, and zigzags through 84 Chinese counties, cities of eight provinces and municipalities, which have an area of 222,500 sq km of land, a population of 83 million by 1992 and 378.1 billion yuan in total industrial and agricultural output value, accounting for 2.3 percent, 7.1 percent and 9.9 percent of the country's corresponding figures.

Except the section from Nanchang to Jiujiang, many of the areas where the Beijing-Kowloon Railway Line passes are economically-back rural areas.

Per capita agricultural output value in these poverty-hit areas is only 716 yuan, and the industrialization of the areas is also low, with few large and medium-sized industrial enterprises and rare local industries, and the per capita industrial output value is 2,134 yuan.

With low economic development level, per capita Gross Domestic product in these areas is only 1,080 yuan, equivalent to 27.5 percent and 35.6 percent of that for areas along Beijing-Shanghai Railway Line and Beijing-Guangzhou Railway Line, respectively. The areas are an all-time-low region of economy.

The region belongs to southern temperate zone semi-moist climate and southern subtropical moist climate and has rich agricultural resources. It has always been an important part of China's production bases of grain, cotton, fruit, tea, pigs, cattle and forestry.

Though abounding in some mineral resources, tourism resources, an overwhelming majority of the region have poor and inconvenient transport and have experienced low development as they are far away from their related provincial capitals. However, the region is still a place of great potentials in China's eastern and central economic development.

It will bring about new development opportunities in areas along the on-going Beijing-Kowloon Railway Line when the railway finishes construction and is put into traffic.

By then, the north-south trunk railway line will join 11 east-west railway lines already in existence or planned to be built, and a number of railway hubs formed this way will all become economic urban centers.

The projected railway line will be of decisive role for helping areas along it accept the industrial spreading from their neighboring regions, attract outside funds, technology and talents, and bring prosperity to urban and rural economy of their areas as early as possible. In the meantime, it will form China's fourth north-south comprehensive transport thoroughfare together with National Road No.105 and National Road 106 in parallel.

It will produce marked effects in making up the inadequate capacity in transporting goods and passengers from north to south, promoting local economic development in areas along the Beijing-Kowloon Railway Line and bringing about a rational industrial layout in China.

II. Basic Ideas and Strategy for Development of the Economic Belt Along Beijing-Kowloon Railway Line

The basic ideas of the new economic belt along Beijing-Kowloon Railway Line are:

Firstly, It is necessary to proceed from local conditions, have the two economic belts along the Beijing-Shanghai Railway Line and Beijing-Guangzhou Railway Line and the whole country in view, and have the return of Hong Kong and Macao to the

motherland in mind, and become east Asia oriented.

The operation of the Beijing-Kowloon Railway Line will help improve conditions and investment environment in areas along it greatly, and help promote a quick exploration of advantageous local resources and a fast development of industries in these areas. Because of the operation of this north-south railway line, the areas along it will receive more penetration of industries from Beijing-Shanghai Railway Line economic belt and Beijing-Guangzhou Railway Line economic belt and from coastal areas.

In the process of speeding up industrialization and urbanization, it is also necessary to take its relations with neighboring economic zones and its division of labor into account, and to consider its economic links with other special economic zones of the country, especially those with coastal areas and with Hong Kong, as well as to participate in competitions on domestic and overseas markets. It will take 15 to 20 years to build a new economic belt.

Secondly, Opening wider to promote a full development, strengthening inter-regional cooperation and cooperation with foreign companies, and trying more ways to solve problems such as shortages of funds for development.

The areas along the projected railway line are backward in economic development and have a poor capacity of self development. The economic construction will help promote Hong Kong's prosperity and the economic links with east Asia after the Beijing-Kowloon Railway Line becomes operational.

Projects in involving textile, food, power, building materials industries and transport are of great attraction for direct foreign investment, they are also of great appeal for coastal areas and those neighboring areas where transport is inconvenient.

Therefore, it's necessary to be market aware and to open up wide and stage full development, with advantageous resources or geographical positions as a basis, and with preferential policies as motive power. It is also necessary to wage and promote cooperation of various kinds and absorb a large amount of domestic and foreign funds, technology, talents and vigorously develop cooperative export-oriented economy. In this way it will better satisfy demands for funds, technology and qualified personnel arising from a quick economic development.

Thirdly, It is necessary to vigorously develop superior industries and rural and township businesses, with emphasis going to in-depth processing industrial so as to shorten the gradual process of industry structure.

The orientation of industrial development and structural optimization in areas along the projected Beijing-Kowloon Railway Line should be the development of superior industries and related services, making dominant industries examples of a close combination of diversification, rational industrial structure and advanced standards.

(1) These areas are comparatively developed in farming and have distinctive features from section to section, so it is necessary to build a "three-high" (high quality, high yield and high efficiency) agricultural belt consisting of zones for production of various kinds of superior farm products as soon as possible.

(2) Great efforts should be made to develop in-depth processing industrial businesses which features high technological contents, and these businesses involve processing of superior primary products ranging from farm produce, sideline products, foodstuffs, non-ferrous metals, industrial chemicals to raw materials of building materials. The emphasis should be placed

on the building of large and medium-sized enterprises.

(3) It is necessary to introduce scientific technologies and develop rural and township industry.

(4) It is also necessary to strengthen a comprehensive use of sideline products from processing of industrial and farm products in proper time and to promote development of service sectors as of transport telecommunications, tourism, commerce and trade.

Fourthly, when all areas along the Beijing-Kowloon Railway Line are making efforts to develop local economy, it is necessary to cultivate economic growth points and build economic central cities along different sections, trying to make a success of this work and then pushing further forward.

Except Nanchang, capital of Jiangxi Province, many cities along the Beijing-Kowloon Railway Line are medium-sized and small ones, lacking of important cities with strong economic radiating capacity, the north part of the projected railway line is even more typical of this phenomenon.

For future development, on one hand, it is necessary to give a dozen of medium-sized and small cities on the intersections of railway lines, which have more advantages for quicker development and may develop into big influential cities quickly, with preferences in funding and in policies, help them make plans in building a group of large and medium-sized enterprises in accordance with local conditions, and make them develop at a fast speed, so as to bring about a group of economic central cities with strong vitality in their rural and urban economic development.

On the other hand, construction of economic development zones and markets should be closely connected with old cities proper and with the upgrading of old urban districts.

Equal emphasis should also be laid on investment promotion at home and abroad. Concentrated efforts should be made to strengthen construction of market of industrial consumption goods, wholesale markets of comprehensive farm and sideline products and markets of means of production.

Fifthly, harnessing of ecological environment should be contained in exploration of resources and economic development. Because of economic backwardness and shortages of funds, for the time being, it is unlikely to pump up a large sum of money for conducting separate harnessing programs of ecological environment.

As for ecological environmental problems occurring in areas along the railway line, such as soil erosion and pollution from industrial wastes, efforts can be taken for the near future to handle economic development and harnessing side by side mainly through adjusting methods for exploring and utilizing resources and industrial layout, and strengthening treatment and comprehensive utilization of industrial wastes, and eventually relate development of environment.

In accordance with the above ideas, it is necessary to adopt a strategy of "opening up, developing, giving prominence to advantages, stressing comprehensive development, penetrating from key points and pushing further forward" in the development of the economic belt along the Beijing-Kowloon Railway Line.

It will take 15 to 20 years to build these areas into a new open economic belt with economic central cities of different functions and different levels as the cores. Within the belt, though light industrial business is a dominant sector, industry and agriculture here are both advanced, and moreover, agriculture, industry and service trade are closely connected and are developing in a coordinative way.



中國科學院京九項目組

京九鐵路建設，將為其沿線地區經濟騰飛創造良好條件和良好機遇，成為新的產業發展軸線。根據京九鐵路沿線既有的經濟基礎、資源條件和未來的發展潛力，其產業帶的發展重點，應以發展“三高”農業、機電工業、輕紡加工工業、電力工業、商貿旅遊業、化學工業、食品工業為核心。

1. “高質、高效、高產”的“三高”農業帶建設

在保障糧食穩定增產的基礎上，以高新技術、規模生產、精深加工為手段，集約生產大宗農產品和名、優、珍稀、特、新等優質、高效產品，滿足區內和東部沿海城市集聚區的需要，並成為創匯商品。要用最有效的“公司加農戶”的組織形式，把分散經營的千家萬戶聯合起來，形成資源多層次增值的開發系列。為此，除各地建設的眾多“米袋子”、“菜籃子”、“果盤子”以及茶、桑、用材林等專業性和綜合性中小型基地外，主要應發展綜合性大型“三高”商品農業生產基地：①黃淮海平原旱作農糧棉牛復合型基地；②呂九濱都陽湖水域養殖基地；③吉嶺紅壤丘陵區柑橙柚基地；④河（源）惠（州）深（圳）地區以亞熱帶水果為中心的“三高”農業示範基地；⑤京九鐵路沿線基地商品果業帶。

2. 以家電、通訊設備、汽車及零件為主的機電工業生產基地

利用已有的企業，加大技術和資金投入，依托市場，通過新產品開發，在京九沿線有優勢的中心城市建設機電工業生產基地。如廣東的深圳、惠州已進入全國六大電子城行列，江西的南昌、吉安是江西省的電子工業基地，南昌與聊城的汽車工業已有相當基礎。機電工業未來發展應側重在以下幾方面：①發展機電一體化產品；②在鞏固深圳、惠州市的消費類電子產品外，重點以投資類電子產品為主，發展微電子、計算機、激光、光導纖維、光電子、衛星通訊、微波通信、智能化終端等產品，並重視信息技術的發展；吉安除發展嶺南新電視外，大力發展電聲儀器、光纖通訊、電纜等；商丘以冰熊集團為核心，大力發展製冷設備；③創造條件建設南昌、聊城等汽車及配件生產中心。④面向農村，在荷澤等地建設農用系列車生產基地。

3. 紡織及其深加工工業帶

紡織工業是目前京九沿線許多地區的支柱產業，如聊城、荷澤、九江的棉紡，商丘、阜陽等地的毛紡，贛州、吉安、黃岡等地的絲紡，均已有一定基礎，並有較好的發展

前景。其中棉紡工業已形成200多萬錠的能力，占全國總能力的5%左右。今後紡織工業的發展應積極接受沿海地區的紡織業擴散和轉移，必須以高檔化、多樣化、配套協調、深加工為主導的產業方向發展。①改造、配套聊城、荷澤、九江的棉紡企業，大力發展高檔化純棉織品，特色棉紡織品和棉紡的深度加工，形成京九沿線的棉紡工業中心，在穩定總體規模的基礎上，向高質、高效、系列化方向發展。②以商丘、阜陽等地為基礎，組織集團，發展毛紡工業。③利用自然條件和政府政策的優勢，發展吉安、贛州、河源的絲紡工業，努力發展成中國新興的絲紡工業基地。

4. 電力工業帶

電力工業將是京九產業帶的支柱工業，其發展除具有優越的區位和交通條件外，還具有重要的區域經濟意義。首先，作為基礎部門，有利於京九產業帶的形成與發展，繼續改善投資環境；其次，可作為沿海地帶二次能源的補給帶，保證其工業的高速發展；第三，促進沿線工業中心和產業集聚帶的發展。因此，其電力工業的發展，可利用交通優勢，合理選擇區位，結合區域經濟發展要求，適時布局建設，形成具有國際意義、遠期總裝機容量達2000萬千瓦的電力工業帶。

5. 特色食品工業帶

今後發展可在幾個系列上有所突破：第一，以古井貢酒、四特酒、林河酒等名牌白酒為主的釀造系列，重點發展低度酒、保健酒、藥酒等產品；第二，以板鴨、烏鶩等為主的家禽飼養、深加工系列；第三，以脫水蔬菜、保鮮蔬菜、無公害蔬菜為主的綠色食品系列；第四，方便食品系列。食品工業的發展，應在創名牌、開拓市場並有自身特色等方面努力。

6. 旅遊產業帶

京九沿線有豐富的旅遊資源，開發潛力大，特色明顯。沿線地區有著名的廬山、井岡山、羅浮山、新豐江水庫等優美的自然景觀區，也有南昌、贛州、亳州、商丘、聊城等歷史文化名城，以及水泊梁山等遺跡，具有巨大的旅遊開發價值。京九鐵路建成後，有望形成景觀旅遊、文化旅遊、避暑度假等綜合性旅遊帶，推動以旅遊業為核心的第三產業的發展。

此外，醫藥、化工等產業也具有較好的發展前景。

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Construction of New Industrial Zones Along Beijing-Kowloon Railway Line

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The building of Beijing-Kowloon Railway Line will create favorable conditions and fair chances for the areas along the projected line in economic takeoffs and will serve as an axis of the development of new industries.

In accordance with the existing economic foundation, resources, conditions and the future development potentials of the areas along the projected Beijing-Kowloon Railway line, the development emphasis of industrial zones in these areas should be laid on agriculture featuring "three-highs" (high quality, high yield and high efficiency), mechanical and electrical industries, light and textile processing services, power industry, commerce, trade, tourism, chemical industry and food industry.

1. Construction of "Three-High" Agricultural Zone

On the basis of guaranteeing steady increases in the output of grain, areas concerned should produce on a fairly large scale a large amount of farm produce and produce high quality products bearing high efficiency by way of new and high technology, scale production and in-depth processing, so as to satisfy demands rising from their own areas and from the residential quarters of east Chinese coastal cities or to be exported to foreign countries as a way to earn hard currencies.

It is necessary to adopt the most effective institutional form of "companies plus rural households" to link up tens of thousands of rural households engaged in scattered operations and form multi-layer value-added series in the development of resources.

Therefore, areas concerned should concentrate their efforts on development of large comprehensive "three-high" commodity agricultural production bases in addition to the construction of their numerous small specialized and comprehensive agricultural production bases such as the "rice bag project" and "vegetable basket project".

These large comprehensive "three-high" commodity agricultural production bases include the grain and cattle compound production base in the dry cropping agricultural zone on Huanghe (Yellow River)-Hainan-Haihe Plain, the breeding base at the waters along Wuchang-Jiujiang Railway Line and adjacent to Poyang Lake; the oranges, tangerines and pomelos production base in the red-soil hilly areas of Jian-Ganzhou Region, the "three-high" experimental agricultural base with concentration on production of subtropical fruits at Heyuan-Huizhou-Shenzhen Region; commodity fruits and vegetables production zones along the Beijing-Kowloon Railway Line.

2. Mechanical and Electrical Industrial Production Base Dominated With Household Appliances, Equipment of Telecommunications, Automobiles and Accessories

It is necessary to make a full use of existing enterprises, increase investment for technological progress, be market aware and build mechanical and electrical industrial production bases in advantageous central cities along the Beijing-Kowloon Railway Line through development of new products.

For instance, Shenzhen and Huizhou of Guangdong Province have now been listed as one of the six major electronic cities of China, while Nanchang and Jiaotai of Jiangxi Province have become electrical industrial bases of their province. Moreover, Nanchang, the provincial capital of Jiangxi Province, and Liaohe City of Shandong Province have both established quite a fair foundation of auto industry.

It is necessary to pay particular attention to the following aspects in the future development of mechanical and electrical industries:

(1) Developing mechatronic products:

(2) While solidifying production of consumption electronic products in Shenzhen and Huizhou cities, it is necessary to lay emphasis on investing on electronic-like products, and developing products ranging from microelectronics, computers, laser, photo-conductive fiber, photo-electron, satellite telecommunications, microwave telecommunications to intelligence terminals, and to pay attention to the development of information technology.

Jian City should make great efforts to develop electrical-audio instruments, optical fiber telecommunications and cables besides developing Ganxin-brand TV sets.

Shangqiu City should make vigorous efforts to develop refrigeration equipment, with Bingyong Conglomerate as the core.

(3) It is necessary to create conditions for building production centers of automobiles and accessories in Nanchang and Liaohe cities.

(4) It is also necessary to be countryside-oriented and establish production bases of agricultural-use machine series in places like Heze City of Shandong Province.

3. Textile and In-Depth Processing Industrial Zone

Textile industry is now a pillar industry of many areas along Bei-

jing-Kowloon Railway Line, where reported to have bright prospects for development. The region has formed a capacity of more than two million spindles in textile industry, accounting for five percent of the country's total capacity.

For future development, these areas should be active to accept spreading and transfer of textile industry of coastal areas. It is necessary for them to develop industries dominated with high grade, much diversification, complete sets of products and coordination and in-depth processing.

(1) Upgrade and form a complete set of cotton mills in Liaohe, Heze and Jiujiang cities. Great effort should also be made to develop high-grade cotton textiles, cotton textiles with special features, in-depth processing of cotton spinning, so as to form cotton spinning industrial centers along the Beijing-Kowloon Railway Line and make in the orientations of high quality, high efficiency and series on the basis of stabilizing overall production scale.

(2) Efforts should be made to set up conglomerates and promote wool spinning industry, with cities including Shangqiu and Fuyang as the bases.

(3) It is necessary to make a use of natural conditions and the preferential treatment given by government policies; and to develop silk spinning industrial business along Jian-Ganzhou-Heyuan Region, trying hard to build this region into one of China new silk spinning industrial bases.

4. Power Industry Zone

Power industry will be a pillar industry for the industrial zones along the Beijing-Kowloon Railway Line, and the development of power industry is of great significance for regional economic development of these zones, as they are geographically-advantageous and have favorable transport conditions.

First, as a basic sector, development of power industry will be conducive to the formation and development of the industrial zones along the Beijing-Kowloon Railway Line and conducive to a continuous improvement of investment environment.

Secondly, the development of power industry can help turn the industrial zones into secondary supplying bases of energy for coastal areas and ensure a quick development of industrial businesses in these coastal areas.

Thirdly, the development of power industry will promote development of industrial centers and industrial concentration zones along the Beijing-Kowloon Railway Line.

Therefore, in developing power industry, efforts can be made to make a use of transport advantages, select rational locations and build power stations in proper time compatible with demands of regional economic development and in a planned way, so as to establish a power industrial zone with a long-term combined generating capacity of 20 million kw.

5. Food Industrial Zone With Special Features

Breakthroughs can be achieved in the following aspects in the future development: first, for distilleries which have produced branded liquors, emphasis should be placed on development of products like low-alcohol drinks, health wine and medicinal liquors; secondly, breeding of domestic fowls, mainly preserved salted ducks and black-bone silky fowls and in-depth processing product series; thirdly, developing green food series dominated with production of dehydrated vegetables, fresh-keep vegetables and pollution-free vegetables, fresh-keep vegetables and pollution-free vegetables; fourthly, developing instant food series. In the development of food industry efforts should be concentrated on creating famous brands, exploring market and forming special features.

6. Tourism Industrial Zone

Areas along the Beijing-Kowloon Railway Line abound in tourism resources and have great potentials for development, and tourism resources here are of distinctive features.

Along the North-South railway line, there are many scenic spots of natural landscapes, and a group of historical and cultural cities, as well as a great number of historical ruins and cultural relics, it is of great value to develop tourism industry.

It is expected that a comprehensive tourism zone offering sightseeing tours, cultural tourism programs and holiday tours and pleasure-seeking tourism programs will be formed on the completion of Beijing-Kowloon Railway Line. Promoting the development of service trade with tourism industry as the core.

In the meantime, industries such as medicine and chemical industry also have bright development prospects.

京九經濟帶

即將崛起的經濟中心城市

中國科學院京九項目組

京九鐵路沿線目前城市化水平較低。全線除兩端的京、津和深圳、香港外，現有23個城市。其中僅有南昌1座特大城市，其餘都是中小城市。沿線各市市區非農業人口占總人口的8.7%，僅相當於京滬和京廣兩大經濟帶的40%。沿線城市經濟實力也相當薄弱，城市平均工業產值只有京滬和京廣沿線城市的22%和37%，對周圍地區的經濟帶動能力不足。京九鐵路建成後，近期與9條、遠期與13條東西向鐵路相交叉或連接。交通條件大為改善，必將促進沿線經濟迅速發展、加快城市化進程。一些具有區位優勢的交通樞紐城市，只要把握機遇、正確選擇發展方向，將首先崛起並迅速成長為區域性的新型經濟中心城市。主要有：九江、惠州、阜陽、商丘、贛州、聊城等。通過一批經濟中心的帶動，京九新經濟帶將迅速成長壯大。

九江市 九江在歷史上曾為著名的“四大米市”、“三大茶市”之一。時至今日，九江已成為長江產業帶與京九開發帶的交匯點。除了長江水運的便利條件外，已經建設或即將建設的鐵路有京九（包括武漢至麻城聯絡線）、合九、武九和銅（陵）九（江）線，將形成南北兩岸的沿江鐵路，沿江國道公路正在抓緊建設。水陸交通之便，將使九江再現交通樞紐和流通中心的地位。作為江西省唯一的沿江對外開放和對外貿易港口城市，九江已成為江西經濟發展的“北大門”。通過大力發展石油化工、交通機械、輕紡工業，加強廬山和鄱陽湖區景點建設，開發流通業。到21世紀初，九江將發展成為以內外貿易、旅遊和加工工業為特色的綜合性工商業城市。不僅將作為江西北部經濟中心發揮更大作用，也將成為武漢、南京和合肥、南昌之間近百萬人口的大城市。

惠州市 惠州是珠江三角洲東部的明星城市。直接受香港和深圳的輻射。在廣東省實行“以珠江三角洲為中心，向東西兩翼輻射，從沿海向北部山區推進”的發展戰略中，惠州處於承前啟後的重要位置。80年代末以來成為廣東開發的熱點地區。目前，微电子、石化及精細化工、輕紡工業已成為支柱產業，同時成為繼深圳之後的海外投資重點地區。廣東省在惠州沿海的大亞灣區發展原材料工業和電力工業的計劃也在推進之中。至下世紀初，惠州將發展成為東江中下游的經濟中心，城市規模可達百萬人口左右。

阜陽市 阜陽地處淮北平原，擁有皖北和豫東的廣闊腹地。周圍地區農畜產品資源十分豐富，已經形成10多個具有全國影響的農畜產品市場，煤炭資源較豐富、油氣資源具有開發前景。阜陽編組站是京九線上兩個最大的編組站之一，除南北向的京九鐵路幹線外，還同3條東西鐵路幹線相連，在國家鐵路網中占有重要地位。作為“華東第二通道”的阜淮（南）線已發揮了重要的分流作用。80

年代以來阜陽工業發展迅速，輕紡和食品工業已經初具規模，並具有發展機械與化學工業的良好條件。近年城市綜合經濟效益在安徽省名列前茅。在全省經濟發展戰略布局中，阜陽與合肥、黃山一起列為發展重點地區。現正成為京九線北段外商投資新熱點。今後有條件成為皖西北和豫東南的經濟中心。下世紀初城市總人口將達到70萬左右。

商丘市 商丘是全國歷史文化名城，遠古的遂陵陵和明代的歸德古城等聞名海內外。該市位於豫魯皖三省交界地區，京九與隴海三大鐵路、105和310國道四條縱橫交通幹線在此交匯。商丘樞紐將分擔鄭州和徐州兩大樞紐的運輸壓力。商丘是河南的東大門，具備發展流通業的良好條件，目前第三產業就業人員比例已高達45%。商丘市所在的黃淮海平原是全中國重要的糧棉產區，將有更多的農副產品和工業品經此集散轉運。目前該市工業以食品、紡織和農用工業為主；此外，醫藥化工、生物製品、製冷設備等工業部門也有一定規模，是今后工業的主要發展方向。商丘已經成為河南省最具發展潛力的城市之一，將發展成為豫魯皖三省交界地區的商貿旅遊中心和豫東地區的工業中心。下世紀初人口規模將達到70萬左右。

贛州市 贛州在歷史上曾是內地通往嶺南的交通要衝，現為全國歷史文化名城之一。贛州地區稀土和鎢等有色金屬礦產以及森林和旅遊資源在全國占有重要地位，已成為江西通至全國的稀有金屬和林產品的重要產區。繼京九鐵路建設之後，贛粵高等級公路也已進入勘察和施工階段。贛州將成為香港、珠江三角洲產業沿京九線向內地擴散轉移的第一站。將來，隨著韶關、贛州、龍岩鐵路的修建，贛州還將成為閩南、珠江與長江三角洲三個最發達地區聯系的重要交通樞紐，江西的“南大門”。目前它在省內地地位僅次於南昌和九江，將成為人口超過50萬的大城市。

聊城市 聊城市為全國歷史文化名城，曾是京杭大運河沿岸的重要商埠。旅遊資源獨具特色。該市所在的魯西平原農業生產條件良好，農畜產品資源豐富，棉花產量在全國占有重要地位。棉紡織工業發展迅速，已形成70萬紗錠規模，為京九沿線紡織工業規模最大的地區；同時，以大客車為主的機械工業、以阿膠為主的醫藥和化學工業亦有相當規模。聊城西連晉冀煤炭產地，周圍也具有較豐富的煤炭資源，山東省規劃將聊城建成為后續能源基地。預計到下世紀初，聊城將發展成為魯西地區主要中心城市和重要的旅遊中心，人口將超過50萬人。

（執筆人：田文祝 葉舜贊 錢志鴻）



Construction of Key Economic Cities in the Economic Zone Along Beijing-Kowloon Railway Line

By Tian Wenzhu, Ye Shunzhan and Qian Zhibong of Beijing-Kowloon Railway Project Section Under the Chinese

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The urbanization in areas along the Beijing-Kowloon Railway Line has now been comparatively low. Besides Beijing, Tianjin and Shenzhen and Hong Kong at the both ends of the projected railway line, it also connects another 23 Chinese cities together.

Of the 23 cities, only Nanchang, capital of east China's Jiangxi Province, is a big city, the remaining 22 cities are all medium-sized and small cities.

Non-farming population of all the cities along the railway line account for 8.7 percent of their population total and is equivalent to 40 percent of the non-farming population for economic zones along Beijing-Shanghai Railway Line and along Beijing-Guangzhou Railway Line.

Economic strength of the cities along the Beijing-Kowloon Railway Line is also very weak, and their average urban industrial output value is only equal to 22 percent of that for cities along Beijing-Shanghai Railway Line and 37 percent of that for cities along Beijing-Guangzhou Railway Line, and the capacity for leading neighboring areas in regional economic development is not strong.

When the Beijing-Kowloon Railway Line finishes construction, it will be connected to 22 other west-east railway lines in the future. By then, conditions of transportation will be greatly improved, which will in turn give impetus to the quick development of the economy in areas along the Beijing-Kowloon Railway Line and to an accelerated urbanization there.

Cities, serving as transportation hubs and with geographical advantages, will experience fast expansion and turn into new regional economic urban giants as long as they seize the opportunities and choose correct orientations for development.

The following is a brief introduction into these cities which are Jiujiang City of Jiangxi Province, Huizhou City of Guangdong Province, Fuyang City of Anhui Province, Huizhou City of Guangdong Province, Ganzhou City of Jiangxi Province and Liaocheng City of Shandong Province.

Jiujiang City used to be one of the most famous four major rice markets and one of the most well-known three tea markets in ancient China. It is now on the juncture of the industrial zone along the Yangtze River and Beijing-Kowloon Railway Line Development Area.

In addition to having Yangtze River as its convenient conditions for expanding transportation on water, the city is witnessing the construction of the Beijing-Kowloon Railway Line, Hefei-Jiujiang Railway Line, Wuhan-Jiujiang Railway Line and Tongling-Jiujiang Railway Line, as well as the building of graded national highways along the Yangtze.

The convenience of transportation on land and on water will make Jiujiang City into a hub of transportation and center of circulation. As the only open and foreign trade city along the Jiangxi Province on the Yangtze River, Jiujiang has become the "northern front gate" for the economic development of Jiangxi Province. The city has been making efforts to vigorously develop petrochemical industry, equipment of transportation, light and textile industries, strengthen building of scenic spots at Lushan Mount and Poyang Lake, and to explore circulation sector.

By early 21st century, the city will become into a comprehensive industrial and commercial city with internal and external trade, tourism and processing industry as its features, playing a bigger role as the economic center in northern Jiangxi. By then it will develop into a big city with a population of one million between Wuhan and Nanjing, and between Hefei and Nanchang.

Huizhou City is a star-like city in the eastern part of the Pearl River Delta and has much influence from Hong Kong and from Shenzhen. It is situated at a very important location when Guangdong Province implements a development strategy entitled "with Pearl River Delta as the center, radiate to the east and west and push forward from the coastal areas in the south to mountainous areas in the north." The city has become one of Guangdong's popular development areas since late 1980s. So far, micro-electronic, petrochemical, refined chemical, light and textile industries have become the city's pillar industries, and the city has also become one of the most favorable places of overseas investment only after Shenzhen.

Guangdong Province's plan for promoting raw materials industry and power industry in areas around Daya Bay of Huizhou has now been in the process of implementation. Up to early next century, Huizhou will develop into an economic center for the middle and lower reaches of the Dongjiang River and will have a population of one million.

Fuyang City is located in the northern plain of the Huaihe River, Anhui Province. It abounds in resource of farm produce and livestock products in its neighboring areas and has formed a dozen of influential markets of farm products and side-line products in the country, with rich coal resources and bright prospecting potentials of oil gas resources.

Fuyang City is built with one of the two biggest classification stations, and besides North-South Beijing-Kowloon Railway Line, it is linked up with three other west-east railway Lines. Fuyang-Huainan Railway Line,

considered as the No.2 thoroughfare of east China, has played an important role in split flow.

Fuyang City has experienced a fast development in industry since 1980 and has now gained scale in light industry, textile and food industries, and has sound conditions for developing machinery and chemical industries. Over the past few years, its comprehensive urban economic benefit is ranked high up in Anhui Province. Fuyang, together with Hefei City and Huangshan City have been listed as areas for key developments in the economic development strategy layout of Anhui Province.

Fuyang City has now become a new popular investment area for overseas investors at the northern section of the Beijing-Kowloon Railway Line. It boasts conditions for building into an economic center of northwestern Anhui Province and southeastern Henan Province. Total population of the city will reach 700,000 in early next century.

Shangqiu City is one of China's most well-known cultural and historical places and it's ancient cultural relics have been known far and wide. The city is located on the juncture of Henan, Shandong and Anhui provinces, and projected Beijing-Kowloon Railway Line, Lianyungang-Lanzhou Railway Line, and two national roads join together at the city. Shangqiu Hub will share transport pressure with two other big hubs of Zhengzhou and Xuzhou.

As the eastern gate of Henan Province, Shangqiu has fair conditions for developing circulation sector. So far, 45 percent of its workforce are engaged in service trade. Even more farm produce and sideline products and manufactured goods will be collected and distributed via Shangqiu as the city is situated in the plain is one of the country's leading production bases of grain and cotton.

At present, the city has food, textile industries and farm-use industrial businesses as its main features, and has formed a certain scale in the development of medicine, chemical industry, biological products, and refrigeration equipment, which will be the main orientations of efforts in industrial development. The city has become one of the cities with the biggest development potentials in Henan Province. It will become a center of commerce, trade, tourism on the border of Henan, Shandong and Anhui Provinces and an industrial center in eastern Henan. By early next century, it will have a population of 700,000 Ganzhou City, which Served as an important point of transport from interior areas to the southern areas of Five Mountains of south China in history, is now one of China's famous cultural and historical cities.

Ganzhou region holds an important place in the country as far as reserves of rare earth and other non-ferrous metal ores and tourism resources are concerned, and has become an important production base of rare metals and forest products for Jiangxi and for the whole country.

After the construction of Beijing-Kowloon Railway Line was started, graded highway from Jiangxi to Guangdong has also entered the period of prospecting and building. Ganzhou City will be the first station for businesses of Hong Kong and Pearl River Delta to expand into interior areas along the Beijing-Kowloon Railway Line.

In the future, following the building of the Shaoguan-Ganzhou-Longyan Railway Line, Ganzhou will become an important transport hub for linking up the southern Fujian Province, Pearl River and Yangtze River deltas, the three most developed areas in China and the southern big gate for Jiangxi. At present, it is in only next to Nanchang, the provincial capital, and Jiujiang City in importance. It will develop into a city with a population of 500,000.

Liaocheng City is one of the country's famous historical and cultural areas and used to be an important commercial port along the Beijing-Hangzhou Grand Canal. Tourism resources here are of special features. The west Shandong plain, where the city is located, has sound conditions for farming, and abounds in farm and sideline products resources, as well as holds important position in China as far as cotton output is concerned. It has experienced fast development in cotton textile industry and has formed a production scale of 700,000 spindles, and is an area with the biggest textile production scale along the Beijing-Kowloon Railway Line.

The city has obtained quite a scale in the development of engineering industry, dominated with bus production, medicine dominated with the Production of donkey-hide-gelatin, and chemical industry.

Shandong Province plans to build Liaocheng City into a follow-up energy base as Liaocheng City links to coal production bases of Shanxi and Hebei provinces in the west and has rich coal resources in other areas adjacent to it.

It is expected that by early next century, Liaocheng City will be developed into a major city and a center of tourism in western Shandong Province, and its population will exceed 500,000.



發展中的豐臺

豐臺區簡介 Fengtai District

豐臺區位於北京城西南，轄14個街道辦事處、6個鄉，面積為304.2平方公里，長住人口80萬。

豐臺，由北京西客站、豐臺站、豐臺西站及若幹衛星站構成了全國最大的鐵路樞紐；北京市的三環、四環路貫穿境內，京開、京石以及京津唐高速公路起首於豐臺，又形成了首都東、西、南方向的公路樞紐；南苑機場已在全國19個大中城市開闢了26條固定航線，架起了到達全國各地的空中橋梁。

豐臺區是北京의 科研基地和工業基地之一。1000多家中央、市屬企業坐落在豐臺區。區屬、街道及鄉鎮企業1700多家，“三資”企業接近300家。全區有各類集貿市場38個。豐臺區素有“蔬菜王國”之美稱，在18000多畝現代化菜田上，除了各種傳統蔬菜、優質細菜外，還有百餘種近年引進的紫葉生、香芹、綠葉花、甜豌豆等國內外新菜。豐臺區每年還生產大量的魚、肉、蛋、奶以及幹鮮果品，是首都重要的副食品基地。

豐臺區自然風光秀麗，旅遊資源豐富。

豐臺區北大地、周莊子、太平橋、方莊、西羅園等18個住宅小區，總建築面積800多萬平方米。市政基礎設施逐年得到改善，科、教、文、衛、體等多項事業也是全面發展。一個開發建設中的新城區，已經在首都西南大地上崛起。

到2000年，豐臺區的基本構想是：不斷加強和完善現代化副食品基地建設，大力發展第三產業，創辦具有特色的各類新型市場，逐步建成首都西南貿易中心，充分發揮首都的科技優勢，加快豐臺區科技園區建設，加快旅遊資源的開發建設，逐步形成具有豐臺特色的旅遊區。擬通過以下幾大工程來逐步實現。

以北京新技術產業開發試驗區豐臺園區的開發建設為龍頭，推動豐臺區城鄉工業的全面發展。豐臺科技園區總面積為50平方公里，其中新技術產業基地占2.87平方公里。豐臺區將在引進人才、引進項目、引進資金等方面，實行全方位開放。

以北京西客站南廣場的開發建設為龍頭，推動豐臺區市場建設和第三產業的發展。該廣場占22.7萬平方米，規劃建設

面積38萬平方米，由金融中心、招商大廈、超級市場及美食城等四部分構成現代化商業群。

以提高1.8萬畝蔬菜現代化生產水平為龍頭，推動全區副食品生產基地的建設。

以右安門外危房改造和西南四環的開發建設為龍頭，推動全區城鄉建設的全面發展。

為把豐臺區建設成為經濟繁榮，文化發達，生活方便，社會安定，環境優美的新市區，我們熱忱歡迎國內外各界朋友，本着互惠互利的原則，通力合作，共求發展。

Located in southwest Beijing, the Fengtai District governs 14 neighborhood committees, six towns, which covers an area of 304.2 square meters. The total population reaches 800,000.

Fengtai is the largest railway hubs of the country consisting of the Beijing West Railway Station, Fengtai Station, Fengtai West Station and other satellite stations. Beijing's third and fourth round highways cross through the district, and the highways of Beijing Kaifeng, Beijing Shijiazhuang, and the super highway of Beijing Tianjin Tanggu all starts from the districts. From the Nanyuan Airport in the districts, there are 26 air lines to 19 cities in the country.

Fengtai is one of Beijing's scientific and industry bases. There are 1,000 state and city owned enterprises, 1,700 township enterprises, and 300 enterprises involving foreign funds.

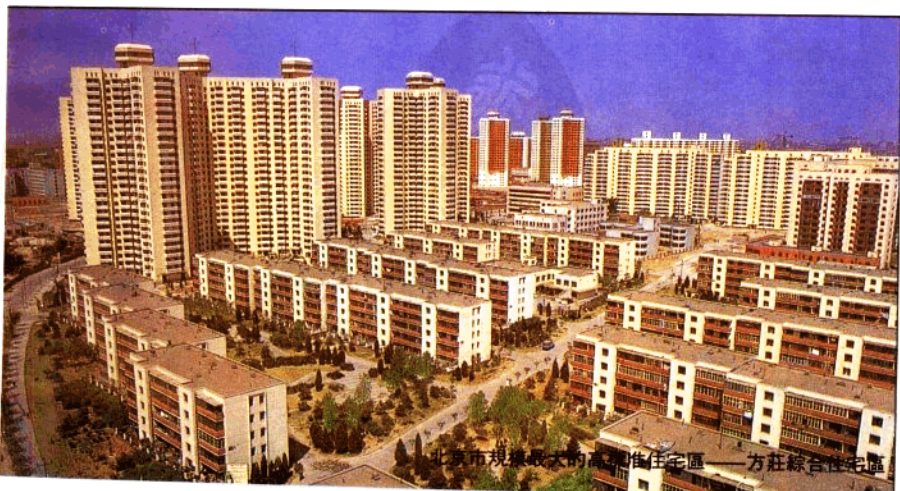
The district is famous for its production of vegetables. The vegetable planting fields reach 18,000 mus. It is also an important base of non staple food of the capital.

The infrastructure of the district has been developed rapidly in recent years. The 18 living zones cover an floor area of eight million square meters.

The development plan to 2000 includes strengthening the development of non staple food base, furthering service industry and setting up new types of markets in order to make the district become a trade center in southwest Beijing. The development of the science and technology zones should also be furthered to bring its science and technology advantage into full play. The plan will be fulfilled through following projects.

The development of the Fengtai Zone of the Beijing New and High Technology Development Experiment Zone will promote the industry development of the district in an all round way. The zone covers an area of 50 square kms including 2.87 square kms of a hi tech industry base.

The completion of the south square of the Beijing West Railway Station will further the development of Fengtai's trade markets and service industry. The designed construction area of the square which covers an area of 227,000 square meters will reach 380,000 square meters. The modern business buildings will consist of four parts, including financial center, business building, super markets and restaurant.



北京市規模最大的高層住宅區——方莊綜合住宅區



The increase of the production level of the 18,000-mu vegetable fields will promote the development of the non-staple food base.

The restructuring of the obsolete apartments zones and construction of the southwest fourth round road will further the development of the infrastructure in the district.



大欄生產



豐臺科技館

我國建成的第一個機械化駝峰編組站——豐臺西站

