



## To Construct Jinzhou as a Secondary Provincial Center City --- Another Alternative of the Regional Economic Development Model in Liaoning Province

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### Abstract

Regionalization is one of important trends in the development of the world economy. Its development path and development goal are gradually becoming a hot issue concerned and studied by governments of all countries. Construction of a secondary provincial center city has been a new concept in recent years, and also a significant approach to the development of regional economy. Liaoning Province should further search for a new strategy to balance economy of the whole province and expand space for economic escalation in western Liaoning area when maintaining the old economic development strategy. Jinzhou has advantages and foundation for a center city in western Liaoning, and it can be built as secondary provincial center city so as to cooperatively contribute to the development of economy in Liaoning. Meanwhile, it is also of great value to the region of the Bohai Sea and to the national defense security.

**Keywords:** Secondary provincial center city, Jinzhou, Regional economy, Urban Development, Economy in Liaoning

In addition to globalization, there is another important trend in the development of world economy, that is, regionalization. The development path and development goal of a region has been more and more becoming a hot issue concerned and studied by government of all countries. The strategies of “priority development of eastern China, large-scale development of the western region, plucking up the old industrial base in Northeast China, and rise of central China”, and strategies of “Coastal development in ‘Five Points, One Line’, City cluster in central Liaoning, and breakthrough of Northwest Liaoning” all reflect the strategical development thought. The author of this article believes that in the strategy of large region development, attention should be paid to cultivation of lots of center city and secondary center city in all regions, so as to make them the growth pole of development. Development of the growth pole can drive and lead development of surrounding regions so as to realize overall revitalization of the economy. City economy is the core of regional economy development. Within a developed regional economy system, there should be one or more center cities, which play a vanguard role, leading role and radiation role in the development of regional economy. Their strong cohesive force and radiometric force may well drive and promote rapid development of the economic region. Therefore, to construct a secondary provincial center city within a province is an effective approach to the development of regional economy and escalation of overall power of the whole province.

### 1.

The so-called center city refers to the city which occupies a core position and plays a leading role in the city system. Center cities can be classified into four types. The first type refers to those national center cities having international influences, which play a significant pivotal role in the national economic activities. In China, only Beijing and Shanghai are qualified for this type of center cities. The second type refers to those regional center cities having transprovincial influences, which play a significant backbone role in regional economic activities (such as provincial economic zone), and which can drive development of surrounding provinces and regions, such as Wuhan, Tianjin and Shengyang, etc. The third type refers to those provincial center cities, which assume the function of economic center within the province, and which are generally provincial capital cities and industrial and mining cities, port cities and economically developed cities. The fourth type refers to those center cities within a province, and which assume a core and driving function of

economic development in part of regions within the province, such as Xuzhou, Ningbo and Xiamen, etc. In view of other provinces and cities, quite a large number of them have already constructed secondary provincial center cities, which can construct regions of economic development together with the center city so as to drive development of economy within the province, even within the region.

The so-called secondary provincial center city has the following several meanings. Firstly, it is a regional concept, so the regulation of administrative division should be broken through so as to make this city an important city within the region. Secondly, it should have abundant economic power and potential development space. Thirdly, it should be irreplaceable within the region. Fourthly, it should be a political, cultural and transportation center within the region.

Research and practice of secondary provincial center city started earlier several years ago in China, especially in Hubei Province. In 2002, Qin Zunwen, the proposer of this concept, studied on this concept and recommended Hubei to give up “One major and five particular”, focus on construction of one or two center cities which play a driving and influential role in economy of the whole province, and concentrate on construction of “One major and two secondary” (One major refers to Wuhan, and two secondary refers to Xiangfan and Yichang). Afterwards, this recommendation got recognition from the Provincial Party Committee and government, and the goal of accelerating development of the secondary provincial center city was proposed definitely in the Congress of Party Representatives of Hubei Province in 2007. Besides, such cities as Yichang in Hubei, Wuhu in Anhui, Ganzhou in Jiangxi, Luoyang in Henan and Xuzhou in Jiangsu, etc, all gradually began to construct their secondary provincial center cities for assuming the heavy burden of developing the region and coordinating the whole province.

Liaoning is now trying to build Shenyang Economic Region constituted by Shenyang as the center and other seven surrounding cities, which will drive rapid development of middle Liaoning region. However, western Liaoning may be developed relatively slowly, and even lag behind in the future, which will cause aggravated imbalance of economic development of the whole province, and even affect its overall development and the harmony and stability of the society. In Liaoning, development of western Liaoning region lags behind, and drags its economic development slow. So if economy in western Liaoning region gets developed, then economy of the whole province will be developed to a great extent. Flourish of western Liaoning, and then flourish of Liaoning; A powerful western Liaoning, and then a powerful Liaoning Province. Although the Provincial Party Committee and Government has realized this fact and has formulated the strategy of “breakthrough of northwest of Liaoning Province”, it’s a pity that this strategy has been implemented merely in Chaoyang, Fuxin and Tieling. Other cities in western Liaoning, especially Jinzhou, are inclined to be marginalized. It’s true that Jinzhou is included in the “Five Points One Line” strategy, but mere development of Jinzhou Port is far from driving the overall economic development in western Liaoning. Therefore, it is necessary for Liaoning Province to build Jinzhou into a secondary provincial center city and to promote economic development of western Liaoning. That is, to establish an economic region in western Liaoning with Jinzhou being the center, so as to realize the development pattern of Grand Trine in the economy in Liaoning Province, namely, trine of Shen (yang), Da (lian) and Jin (zhou). There will appear in the whole province a development pattern of “One Part and Two Wings”, in which Shenyang economic zone is the principal part and Liaotung Peninsula (Dalian being the center) and western Liaoning economic zone (Jinzhou being the center) are two wings.

The development potential and space for escalation in the future in Liaoning lies in western Liaoning. Furthermore, Jinzhou is second to none in western Liaoning, and has predominant conditions. Flourish of Jinzhou, and flourish of western Liaoning, and then flourish of Liaoning. In western Liaoning, it is only Jinzhou that has had and is likely to have conditions to be a bellwether of a center city. Hence, Jinzhou can be built into a secondary provincial center city, so as to fully play its advantages, drive economic development in western Liaoning and, furthermore, promote the overall improvement of economy in Liaoning Province.

## 2.

It is theoretically supported to select Jinzhou to be built into a secondary provincial center city, which has the following theoretical requirements for a secondary provincial center city.

### *2.1 A secondary provincial center city should be a city with influential force and driving force.*

Geographical position of Jinzhou determines the influential force and driving force it should have. Some scholars believe that regional economic development should eradicate constraints of geographical conditions. However, this doesn’t imply that significance of geographical conditions is not as it should be, because factors of geographical conditions have great impacts on development of a city in the future to a great extent. Significance of geographical conditions lies in the fact that they determine whether and how a city and even a region can be developed. It is true that to realize integration of regional economics should eliminate the administrative division system. However, influences of geographical conditions should be taken into consideration for development of regional economy. As a large province with a solid industrial foundation, Liaoning should take the lead in realizing within the whole country the goal of industrialization and informationization proposed in the Report at the 17th National Party Congress. Liaoning has this

advantage. To promote urbanization with industrialization and to promote modernization with urbanization, which is a path we are taking or will take in the future.

### *2.2 A secondary provincial center city cannot be too close to or too deflective from the major center city.*

Too close distance means it is difficult to have its own independent scope of control, which is exactly the precondition for establishment of a secondary provincial center city. Study by some scholars indicates that the optimal distance between a center city and a secondary center city is above 300 kilometers. For instance, although Huangshi in Hubei and Luoyang in Henan have a powerful economic strengthen, they are actually incorporated into the economic circles of their major center cities just because they are too close to them. Anshan and Fushun in Liaoning are both cities with good conditions, but likewise, they are unlikely to be built into secondary provincial center cities. Of course, a secondary provincial center city should not be too deflective, and its physical features cannot be too rugged. Otherwise, it will be far away from the vital transportation line, its city scope will be restricted, without space for development. As a consequence, there will be great difficulty for it to drive development of its surrounding regions, such as Zhangjiagang in Hebei and Chaoyang and Fuxin in Liaoning.

### *2.3 A secondary provincial center city should have a strong economic strength and a large population.*

According to statistics by scholars, economic aggregate of a genuine secondary center city should not be lower than 50 billion Yuan (in 2005), and simultaneously have comparative advantages over its surrounding cities. Otherwise, radiative force of this center will not get strong enough, and it will be difficult for it to be built into a secondary center city, let alone promoting development of this region. Besides, the size of population is also one of indicators to measure local economic strength, which can reflect the economic vigor of this city. Among the five cities in western Liaoning (Jinzhou, Huludao, Fuxin, Chaoyang & Panjin), Jinzhou ranks the first in terms of the comprehensive strength (See Table 1). It is obvious that the economic aggregate of Panjin exceeds 50 billion Yuan, but the growth extent and potential is not such great. Growth extent of Chaoyang is obvious, but its economic aggregate is small. At the same time, given such factors as traffic and prospective development of the city, only Jinzhou is likely to be built into a secondary provincial center city.

### **Insert Table 1 Here**

### **3.**

Practically speaking, Jinzhou has many obvious advantages among the many cities in western Liaoning, and is equipped with fundamental conditions, so it can be constructed into a secondary provincial center city and drive economic development of western Liaoning.

#### *3.1 Jinzhou has an appropriate geographical position, a flourishing harbour trade and obvious transportation advantages.*

Jinzhou has a competitive geographical position and its location advantages are unique. It is located in the east of "Liaoxi corridor", and is a transport hub which connects the Northeast and North China. Jinzhou is located in the stronghold inside and outside Shanhai Pass, an important port city in Bohai Rim, the most convenient marine outfall of eastern Inner Mongol and western part of Northeast, and is a key part of coastal economic pattern in "Five Points, One Line" of the province. Beijing-Harbin Railway, Qinhuangdao-Shenyang Railway passenger special line, Beijing-Harbin Highway and Beijing-Shenyang Expressway traverse across Jinzhou. Jinzhou-Fuxin, Jinzhou-Chaoyang Expressway and NO. 102 National Highway makes Jinzhou and its surrounding cities "One hour city cluster". Jinzhou Port is the northmost commercial port of China coastal area, and has ranked among the top twenty in China ports. It is true that the Provincial Party Committee and Government have made the plan to develop Jinzhou Gulf, put emphasis on construction of Jinzhou grand harbour as a breakthrough, made construction of national petroleum chemical processing and storage base a breakthrough point, made a growth pole escalation of overall level in the economic and technical development zone and construction of Linghai industrial and economic belt, largely developed economy adjacent to the ports and marine economy, upgraded primacy ratio of center cities, and tried to realize Jinzhou's taking the lead in breaking through, driving and serving coastal economic region of western Liaoning. However, this is not enough, because development of Jinzhou should not only drive coastal development, but should promote development of the whole western Liaoning region. Therefore, it is necessary to bring development of Jinzhou into a greater developmental strategy for investigation. Jinzhou should be endowed with more roles for full play.

Jinzhou is located in the middle of coastal economic zone of western Liaoning, and within the "One hour traffic circle" together with other surrounding cities. Jinzhou airport is the only civil aviation airport that attains the national standard of 4C Level in western Liaoning, and is accessible to any city in the country. Competitive geographical position and developed steric transport system of navy, army and air force strengthen its influences and economic and cultural radiometric force to a great degree, and also lay a natural foundation for construction of regional center city and modern logistics center city in Jinzhou.

### *3.2 Its economic strength is prominent and its industrial foundation is solid.*

Among the many cities in western Liaoning, economic power of Jinzhou ranks uncontrovertibly the top. In recent years, its economy grows rapidly, and has been preliminarily equipped with conditions for construction of the secondary provincial center city.

In 2005, the national economy grew rapidly, and economic aggregate stepped onto a new stage. A total output value of 38.47 billion Yuan was achieved in the whole city, which increased by 16.5% compared with the former year if calculated at comparable price. Added value of primary industry was 8.81 billion Yuan, which increased by 3.3%, that of secondary industry 14.76 billion Yuan, which increased 20.1%, and that of tertiary industry 14.9 billion Yuan, which increased by 22.5%. In the tertiary industry, wholesale trade, retail trade and catering industry increased 13.2%, and other service trades increased by 19.7%. The tertiary industrial structures were adjusted respectively from 26.4, 36.1, 37.5 last year to 22.9, 38.4 38.7 this year. GDP per Capita reached 12,486 Yuan, which increased by 16.4% if calculated at comparable price.

In 2006, a total regional output value (GDP) of 46.32 billion Yuan was achieved in the whole city, which ranked the fifth in the province and which increased by 16.2% if calculated at comparable price, with an increment speed ranking the sixth in the province. Added value of primary industry was 9.43 billion Yuan, which increased by 7.0%, that of secondary industry 18.25 billion Yuan, which increased 21.1%, among which industrial added value was 16.20 billion Yuan which increased by 21.4%, and that of tertiary industry 18.64 billion Yuan, which increased by 16.9%. Ratio of added value of the tertiary industries was 20.4:39.4:40.2. Contribution rate of the tertiary industries to GDP were respectively 10.1%, 47.7% and 42.2%, which respectively pulled the economic growth percentage point of 1.6, 7.7 and 6.9. Industrial contribution rate was 42.3%, which pulled the economic growth percentage point of 6.8. Per Capita production value attained 15,003 Yuan.

In 2007, a total production value of 55.19 billion Yuan was achieved in the city, which increased by 15.1% compared with the previous year. Investment in fixed assets in the whole society achieved 16.76 billion Yuan, which increased by 37.7%. Foreign exchange through export attained \$ 900 million, which increased by 37.3%. Urban per capita disposable income was 12,010 Yuan, which increased by 20.3% compared with the previous year. Rural per capita net income was 5,048 Yuan, which increased by 21.2%.

In 2008, a total production value of 69.04 billion Yuan was achieved in the city. Urban per capita disposable income was 13,6925 Yuan, which increased by 16.3% compared with the previous year and rural per capita net income was 6,0894 Yuan, which increased by 20.6%.

Jinzhou is one of the important industrial cities in China, and has a solid industrial foundation. Many “China firsts” were born here in Jinzhou, such as the first transistor in China and the first electro-bombardment furnace, etc. Jinzhou has stood first in construction of old industrial bases in Northeast. A solid industrial foundation is formed in Jinzhou with petroleum, chemical engineering and mechanical electronics industry as the subjects. A batch of large-scale enterprises are located in Jinzhou, such as Jinzhou Eastern Power Co., LTD and Panzhihua Titanium Industry Co., LTD. In Jinzhou economic and technical development zone and Jinzhou high and new technology industrial development zone, a large number of innovative and high technology leading enterprises are developed in explosion into competitive new enterprises. For the time being, Jinzhou is speeding up construction of the major six industrial production bases with fine chemistry industry and welding material being the focal points, etc. Jinzhou has become the biggest production base of monocrystal silicon used in solar battery, and has the four major newly born industries, such as new material, auto parts and components, etc. Production value of photovoltaic industry achieved approximately 3 billion Yuan in 2008 and it is predicted that by the year 2012, the value will surpass 30 billion Yuan. A relatively complete photovoltaic industry chain has already been formed, and a situation of goingtoscale, intensification and aggregation emerges. The photovoltaic industry has become a new growth point in revitalization of industry and rapid development in Jinzhou.

### *3.3 Catalytic action of development o “Five Points, One Line”*

“Five Points, One Line” development is a significant development strategy in development of coastland in Liaoning Province. This strategy has been implemented not for long, but Jinzhou has benefited a lot. The new appearance of its economic strength makes its scale enlarged and lays the foundation for construction of the secondary provincial center city. Implementation of the strategy of “Five Points One Line” is a new breakthrough for revitalization and development of Jinzhou. The future developmental goal of Jinzhou is closely associated with the strategy, and Jinzhou will be transferred from an inland city into a coastal port city. Excavating Nanshan Tunnel, constructing Bohai Highway, and connecting the Port with the old town into one whole will make Jinzhou a new coastal city. Meanwhile, the implementation of the “Five Points One Line” strategy promotes investment in Jinzhou, accelerates the process of industrialization and urbanization, and improves its opening to the outside world. Such broad developmental space as West Sea International Industrial Park has obvious late-development advantages. At present, some enterprises, such as

photovoltaic industry, chemical industry and auto parts and components, have already successively entered the Industrial Park. Citic Co., Ltd has also been classified into the Tanghe River Sub-industrial Park of the development and opening up area of "Five Points One Line" strategy. With overall proceeding of developing Jinzhou Gulf and the effort of the entire city to blend into the proceeding of Jinzhou Gulf development, a good interaction situation has appeared in coastal area and inland area, which will necessarily escalate influences of Jinzhou in the world.

### *3.4 Requirements and environment of development of Bohai Sea*

After Pearl River Delta and Yangtze River Delta, China has regarded Bohai economic rim as the third economic growth pole to reinforce its development strength and policy support. Bohai Sea Gulf with Binhai New Area in Tianjin being the center has preliminarily manifested a good developmental situation, and is "an organic whole" of Bohai economic rim. Coastal area of western Liaoning with Jinzhou Gulf being the center actually is located within Bohai economic rim, and is "one wing" of the economic rim. Therefore, development of western Liaoning area behoves to be integrated into the great development strategy of Bohai Sea, and will make it possible for Jinzhou to be developed better and more rapidly and to set up and strengthen its central status in western Liaoning. Likewise, development of Bohai Sea calls for balanced development, and should try to avoid any imbalanced regional development. Therefore, the fast rise of coastal area in western Liaoning is required with Jinzhou being the center, so as to contribute to development of Bohai Sea, and become the strong "one wing" in the "One subject two wings" of Bohai economic rim. Under such a circumstance, it is likely that Jinzhou, as the center city, can and should assume the heavy burden of developing economy in western Liaoning, so that the economic zone of western Liaoning can be formed. At the time when obeying the large developmental strategy of the nation, Jinzhou should also drive the regional economic development and finally realize balanced development of the economy in Liaoning Province. In the future several years, it will be a basic pattern of economic development that there are small economic circles within large economic circles and that large cities and medium-sized cities play a leading role respectively as a central point.

### *3.5 Construction of urban infrastructure has had a definite scale and there is a large population.*

Urban and rural environmental construction is progressing each single day. The step of south expanding is speeding up, and the ten south expanding projects are completed in succession, including Bohai Highway, Nanshan afforestation, Municipal Government Plaza, Experimental School, NO.3 Hospital, and Nu'er River Park, etc. The framework of the city has gradually taken its form. Such projects are successfully completed as the first stage of East Lake Forest Park, the Third Track Rubber Dam of Xiaolinghe River, and Yunfeinan Street Nu'er River Bridge, etc. Reconstruction of the old town and major construction projects are being successfully proceeded. The development pattern of the city is further improved, and the following projects are completed, including adjustment of overall city planning, conceptual planning of Songshan New Zone, and regulatory planning of Xiaolinghe River and Nu'er River. Sixteen primary and secondary roads are constructed, repaired and widened, such as Nanjing Road, and a batch of projects is successfully completed, such as Hankou Street rail and highway overpass, Jinzhou Highway passenger transport center station, etc. 293 urban highways are newly constructed, widened and modified; road of feeling about in the dark have almost been eliminated in the main urban zone; non-property residential areas get thoroughly regularized; the permanent mechanism of urban management has been gradually formed; a batch of key urban construction projects are built and put into service, such as sewage and harmless rubbish treatment plant, etc.

Urban managerial level is increasingly improved. Wire management is implemented in 64 streets and roads managed by the city. Assessment mechanism of permanent management in the professional sanitation team is gradually improved, and sanitation & cleaning spreads to the community step by step. Air quality of the urban district achieves the national secondary level during 85% of the time.

Among cities in western Liaoning, the population of Jinzhou ranks the top ones. By the year 2008, the total population of the whole city had reached 3.09 million, while at the same period of time, the population of Fuxin was 1.93 million, that of Panjin 1.282 million, that of Chaoyang 3.402 million and that of Huludao 2.787 million. A large population creates a competitive space for the development of the city, which is fundamentally in accordance with requirements of the construction of a secondary provincial center city.

### *3.6 Advantages in science, education, trade and business are prominent.*

Jinzhou has a solid educational, scientific and technical foundation. There are presently six colleges of higher learning and 25 scientific research institutions, with approximately 130 thousand professionals and technicals, and its educational and scientific research power ranks the third in the whole province. Jinzhou has ranked the 40<sup>th</sup> among the top 50 cities in terms of comprehensive power in China, which provides human resource basis, intelligent support and technical support for its construction as a secondary provincial center city. Its service radius of commercial trade and logistics covers about 400 thousand square kilometers of western Northeast and eastern Inner Mongol, so it is a distributing center for important goods and materials inside and outside Shanhai Pass. Construction pace of its commercial center is accelerated, and its total retail sales of consumer goods achieves 18.52 billion Yuan, which

increases by 17.4% compared with the previous year. Its investment environment is increasingly optimized, and awarded as “The top hundred cities with best investment environment in China” and “A new financial and ecology city with the best investment value in China”, etc. The construction and development of its commercial center speeds up, and its regional radiation function is further strengthened.

### *3.7 Jinzhou has a long history of culture.*

Jinzhou has a long history of over two thousand years, rich in cultural heritage, abundant in cultural relics and historic sites within the border, and profound cultural deposits required in development of a modern city. At the same time, Jinzhou was the provincial capital of the original Liaoxi Province in the history, so it has fundamental conditions and historical traditions for a center city.

## **4.**

Construction of the secondary provincial center city is a systematic and complicated project, which can be thought and carried out from the following several aspects.

### *4.1 The Provincial Party Committee and Government is suggested to position Jinzhou properly, and to give policy support so as to further strive for recognition of the country.*

Meanwhile, a leading group should be established to construct the secondary provincial center city to be especially responsible for relevant affairs of development plan of secondary provincial center city, and to execute functions of supervision. The Provincial Party Committee and Government Jinzhou Municipal Party Committee and Government should coordinate closely and work out together long-term development plan of the construction of the secondary provincial center city.

### *4.2 To grasp the opportunity and to enlarge Jinzhou's scale.*

For the time being, the whole world is at the period of financial crisis, and China takes significant measures of enlarging internal demands and strengthening infrastructure. The State Council decides to furnish funds of 4000 trillion Yuan, and Liaoning will invest 1.3 trillion Yuan to drive economic growth next year. Considering only investment made in Liaoning Province, most has been applied to constructing significant infrastructure project, developing service industry and county town economy. Jinzhou should grasp this opportunity, make a program, and try to settle capital and projects in Jinzhou so as to develop and expand Jinzhou. Although a part of Bohai Rim, Jinzhou develops slowly, and, furthermore, the country seems to lose balance in its development and investment. Therefore, Jinzhou should take the initiative to strive for the national investment from the perspective of balanced development of Bohai region.

### *4.3 Acceleration of the industrialization process is the central task.*

To reinforce infrastructure construction in the city, to enlarge its framework, to create the best in the city, and to build Jinzhou into a templete city of the “two-type society” (resource saving and environmentally friendly) and “two-ization society” (industrialization and informationization). Jinzhou should strengthen its infrastructure construction, pay attention to improvement of transportation and communications and effective hydroelec guarantee, etc. To build Jinzhou into a ligament that connects Shenyang and Tianjin is a window for external communication of western Liaoning. In terms of industrial pattern, we should take into consideration both requirement of local development and development of Bohai Sea area, as well as its role in military value and national defense and security.

### *4.4 Port construction should be greatly promoted in accordance with practical characteristics of Jinzhou.*

At present, development of Jinzhou Port should proceed as an assistant port of Tianjin Port, coordinate with development of Tianjin, and its connection with Tianjin should be strengthened, which comply with requirements of developmental strategy in Bohai Sea. Capital and projects strived for from the country should be primarily applied into the port construction. Development of Jinzhou Port can resort to development experiences of Tianjin Port and Dalian Port. Different from Tianjin and Dalian, there is no need for Jinzhou to be built into a financial and trade center, but should be strengthened in its competitive industries according to its features, so as to build petrochemical industrial base and ship manufacturing base. Construction of Jinzhou Port should be reinforced so as to become another new marine outfall in Northeast China. Jinzhou Port should have its civilian use at a peaceful period and military use at a war period.

### *4.5 Jinzhou should play its advantages, and take ship manufacturing as its major brand.*

Development of ship manufacturing may promote swift development of machine building industry and equipment industry not only in western Liaoning but also in Shenyang, simultaneously resolve employment issue, mitigate social contradictions and promote social stability. With increasing shortage of land resources, exploration of ocean resources is imperative. Developmental concentration of China is ocean, so China should be developed into a powerful ocean country. To develop ship manufacturing, to exploit ocean resources, to march towards the ocean, to upgrade comprehensive strength of China and to construct China into an ocean power. Abundant conditions in Jinzhou may

enable Jinzhou to be well developed as a center city in western Liaoning and to be significantly constructed as a navy base. Army and common people in Jinzhou should work together to expand and make strong its ship building industry.

Ship building can be applied both into civilian and military aspects. As a port of Bohai Sea of Chinese inland sea, development of ship building in Jinzhou cannot only encourage development of the regional economy, but can also reinforce the national defense power, and contribute to development of a powerful navy.

*4.6 The relationship between Jinzhou and the center city Shenyang is “monitor” and “vice-monitor”, and the joint between their industries should be well finished.*

Jinzhou should take its initiative in the communication with Shenyang in terms of industrial pattern, coordinate actively and form industrial complementation and optimum development. At the time when Jinzhou has become the “relay station” of Shenyang center city, it should also play its role of main force as a center city in western Liaoning. In terms of industrial pattern, such civilian and military competitive industries as mechanical industry, chemical industry and ship building industry should be developed as key targets for building of a new coastal Jinzhou. At the time when Jinzhou strengthens its port construction, it should also attach great importance to development of new types of port-vicinity industries, and concentrate on exploitation of industries related to ocean, such as oversea shipping trade, fishing industry, offshore farming industry and oversea capture fisheries, etc. Meanwhile, Jinzhou should enlarge its reconnaissance of continental shelf and exploitation of resources, and search for new resources for sustainable development of its economy. Smallware distributing bases should be built continually, which can become center of service industry in western Liaoning. Jinzhou should attach great importance to farm production reserve and further processing of provisions, and make full use of its port advantages for being a base for sale of f exported farm products, such as foodstuff, which also has great significance to combat preparation of national defense.

*4.7 Significance of construction of secondary provincial center city should be fully recognized, so as to transform developmental thought and replace inland sentiment with an ocean culture.*

To strengthen city construction with Jinzhou Gulf as the core, and to complete gorgeous transition of the city. Jinzhou should take the initiative to build a cooperative and negotiative platform with other cities in western Liaoning, discuss together overall developmental strategy of western Liaoning and learn from successful experiences of Shenyang Economic Zone. Relevant experts and scholars should be organized to provide their recommendations for the construction of the secondary provincial center city and make its normalization realized. Meanwhile, experiences of advanced provinces in their construction of secondary provincial center cities should be focused upon, for instance, visit and investigation to such provinces as Hubei Province, and reinforcement communication and study.

*4.8 High distribution of government cadres*

High distribution of government cadres is a feasible attempt to promote construction of a secondary center city. In this aspect, Hubei and Anhui have had precedents and had revealed its effects. In order to promote development of county economy, Hubei Province made this attempt as early as more than ten years ago, and executed jurisdiction directly by the province and high distribution of cadres in the four county-level cities of Xiantao, Qianjiang, Tianmen and Suizhou. Over ten years later, advantages of this attempt have been well known. Therefore, whether considering the experimental effects in Hubei or considering the tendency of development at home and abroad, high distribution of cadres and highlight of important points is an effective and administratively innovative method.

## **5. Conclusions**

The history has revealed to us that, geographical position of Jinzhou is extremely vital, because it is a throat to connect North China and the Northeast. It was ever highly desirable for players to control, and it is now connected with national defense and national security, with great military value. Construction of Jinzhou and Jinzhou Port not only promotes economic development of Bohai Sea, but ensures security of inland sea. As a strategic eastern rear of the Capital City Beijing, Jinzhou has the significant value of defending the capital city and its environs, and guaranteeing the national security. It can be constructed into an important part of the second coastal front in terms of military. Only a powerful industry can bring a powerful military, which, in turn, can bring into full play the significant strategic role of Jinzhou. Development of Jinzhou will also guarantee the national defense and security most effectively when driving economic development of western Liaoning region.

Development of Liaoning economy should be directed by the Scientific Outlook on Development, and focus on scientification, sustainability and overall plans. Hence, it is really an appropriate idea to construct Jinzhou as a secondary provincial center city so as to drive economic development of western Liaoning, cooperatively develop economy of the whole Liaoning Province, to integrate Jinzhou into development strategy of Bohai Sea, and to guarantee the national security. Whether from the perspective of economic development of the whole province or development of Bohai Sea, or, furthermore, from the perspective of ensuring the national security and interests, there are reasons, significance and value for key development of Jinzhou as a secondary provincial center city.

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## Notes

Note 1. Mode of the Grand Trine has had its antecedent all over the country, such as Shensui Port in Pearl River Delta, Huninghang in Yangtze River Delta and Jingjintang in Bohai Gulf, etc.

Table 1. Comparison of major economic indicators of cities in western Liaoning (2006/2007/2008)

City	Population (Ten thousand)	GDP (a hundred million Yuan)	Added value of primary industry (a hundred million Yuan)	Added value of secondary industry (a hundred million Yuan)	Added value of tertiary industry (a hundred million Yuan)	Urban residents per capita disposable income (Yuan)	Rural per capita net income (Yuan)
Jinzhou	309.2/309/*	463.2/551.9/690.4	94.3/113.2/*	182.5/220.4/*	186.4/218.4/*	9981/12010/13962.5	4165/5048/6089.4
Huludao	275.7/278.7/*	348.1/419.6/454.4	48.6/59.7/62.1	168.3/206.4/218.4	131.2/153.6/173.9	9795/12009/13930	3650/4313/5261
Chaoyang	340.1/340.2/*	253.1/333.1/446	63.5/85.2/*	102.1/145.7/*	87.5/102.2/*	7440/9010/10700	3365/4130/4940
Fuxin	192.97/193/*	158.6/195.5/233.9	32.9/43.6/52.2	60.1/73/93.5	65.8/78.9/88.2	*/ */10114	*/ */5030
Panjin	127.1/128.2/*	509.1/562.9/670	50.7/60.5/*	371.9/402.5/*	86.5/99.9/*	12205/14907/17000	5711/6391/7700

Note: \* means vacancy left temporarily because some data were not mentioned in work statement of the government, and not published in Liaoning yearbook 2009.

Data source: Liaoning yearbook 2007 & 2008 <http://www.jz.gov.cn/n435777/n437135/n437136/12764.html> Jinzhou GovNet; [http://www.fuxin.gov.cn/Html/tjgb/2009\\_03\\_19\\_09\\_40\\_59\\_470\\_2.html](http://www.fuxin.gov.cn/Html/tjgb/2009_03_19_09_40_59_470_2.html) Fuxin GovNet; <http://www.hld.gov.cn/government/ShowArticle.asp?ArticleID=18883> Huludao GovNet; <http://www.panjin.gov.cn/pj/zwgk/szsc/sgx/gzbg/gzbg.html?url=/pj/2009/01/21/14406.htm> Panjin GovNet.