

On the Coordinated Development Path of Urban Agglomerates in Northeast China

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Abstract: Based on the concept of coordinated development, this paper explores the overall development strategy of urban agglomeration in Northeast China. Adhere to systematic thinking, overall over all regional development; strengthen the status of central cities, play a radiation-driven role; break administrative barriers to promote the free flow of factors of production; share transport infrastructure, improve the system management system; strengthen ecological environment coordinated protection, build ecological environmental community, for the Northeast urban agglomeration construction injected new impetus and vitality, so that urban agglomeration construction to lead the Northeast comprehensive, all-round revitalization of an important grasp.

1. Introduction

Collaborative development is the eternal theme in the study of urban agglomeration development. With the deepening of world ties, in order to gain a foothold in the trend of world globalization, the major regions and cities of the country need not only their own unremitting efforts, but also actively do a good job in the coordinated development of various regions and cities. In the 13th Five-Year Plan proposal adopted by the Fifth Plenary session of the 18th CPC Central Committee, the "urban agglomeration in Northeast China" is put forward for the first time. The outline of the 13th Five-Year Plan further clarifies the development direction of 18 urban agglomerations, and regards Northeast China as one of the key urban agglomerations that need to be developed and strengthened. At present, the northeast is in the key node of rolling stone up the mountain and climbing over the ridge. It is of great and far-reaching strategic significance to strengthen the research on the coordinated development strategy of urban agglomeration in Northeast China, to solve the imbalance of regional development, optimize the layout and spatial structure of productive forces, and build a new growth pole in China, especially to promote the comprehensive and all-round revitalization of Northeast China.

2. Strengthening Top-Level Design and Promoting Regional Linkage Development

For a long time, the urban agglomeration in Northeast China lacks top-level design and unified planning, and the coordinated development and coordinated development among regions and cities are relatively lacking. Therefore, the urban agglomeration in Northeast China should adhere to systematic thinking, strengthen overall planning, strive to establish a system of coordinated development system with complementary advantages and mutual benefit and win-win, and build the highland of regional institutional mechanism.

One is to set up a long-term vision and strengthen strategic thinking. In the process of coordinated development of urban agglomeration in Northeast China, we should dare to jump out of the narrow vision of urban planning, construction and management, put the development of urban agglomeration at the height of comprehensive overall situation and economic development in Liaoning, Jilin and Heilongjiang provinces. Second, the scientific formulation of regional coordinated development planning. Regional coordinated development planning is the basis for promoting regional coordinated development, which has a guiding role in the overall spatial layout

of urban agglomerations and is conducive to the adjustment of regional industrial structure, the construction of regional public infrastructure and the protection of resources and environment. Based on the actual development situation and characteristics of the northeast urban agglomeration, the regional cooperative planning is formulated, and the rational industrial layout of the urban agglomeration is carried out from the regional perspective, which makes the urban agglomeration not form a reasonable division of labor and cooperation between cities.[1]The third is to establish a unified multi-level coordination body for urban agglomerations. The unification of multi-level urban agglomeration coordination organization is a key breakthrough to promote the construction of urban agglomeration, which is helpful to reduce the regional division caused by administrative barriers, strengthen the complementary advantages of resources, and promote the free flow and efficient allocation of regional elements. The urban agglomeration in Northeast China has a vast territory, so it can be jointly set up by Liaoning, Jilin and Harbin three provinces to form a unified coordination mechanism of sharing interests and risks, strengthen regional cooperation, and provide a strong organizational guarantee for promoting regional deep cooperation.

3. Strengthening the Influence of Central Cities and Giving Play to the Role of Radiation-Driven

The central city is the booster of the regional economic development and the locomotive of the growth of the local economic gross domestic product and local fiscal revenue. In the first round of the 19th Central Committee, Shenyang, Dalian and Harbin were named as "not enough to lead"[2]Taking Shenyang as an example, as the central city of Shenyang Economic Zone, because of its relatively weak economic strength, its self-economic development depends more on the agglomeration of surrounding areas, and its economic, cultural, social and other economic radiation capabilities are weak, it is difficult to support the development of the whole region effectively, and the exertion of cluster advantages is limited. It is not difficult to find out that most of the reasons for the lack of radiation power in the central cities of Northeast China are due to the unreasonable layout of urban space, the decline of old industrial bases and the deterioration of ecological environment.

First, the rational planning of urban spatial layout of central cities. After a long period of development, the disadvantages of spatial planning in central cities are gradually exposed, and the space for urban development is seriously insufficient, which requires measuring the actual situation of housing, industry, agriculture, commerce and other land use in central cities. Second, promote the optimization and upgrading of industrial structure. With the gradual promotion of industrial upgrading, traditional industries have gradually become an important factor restricting the development of central cities, which determines that central cities must promote the transfer and upgrading of industrial structure, expand the old and declining industries to the surrounding small and medium-sized cities, and the surrounding small and medium-sized cities through the core city market, technology and other aspects of spatial spillover effects, while promoting their own development, but also for large cities high-end industries to provide the market[3]The third is to strengthen the ecological circle construction of the central city. Central cities should strengthen the treatment and control of industrial pollutants, optimize the industrial structure, and promote the development of high-tech industries, clean energy industries and recycling and renewable industries. In the process of continuous exploration, the experience of strong governance will be popularized, so that the whole urban agglomeration presents a state of clear sky, blue, green and clear water.

4. Breaking Down Administrative Barriers and Promoting the Circulation of Factors of Production

A truly high level of integration must be based on a unified market, breaking the shackles of the administrative system, breaking down narrow local protectionism, and promoting the flow of elements such as people, money, technology and information. One of the major obstacles to the development of urban agglomeration in Northeast China is that the administrative barriers still exist

among the cities in the urban agglomeration, which leads to the low degree of marketization of the flow of elements, thus cutting off the organic links formed by the flow of elements between cities and hindering the further development and maturity of urban agglomeration[4]Therefore, it is necessary to break down the administrative barriers of "one mu and three points of land ", realize the rational division of labor among industries in the region, promote the complementary industries in various regions, promote the free flow of various commodities and factors of production within the urban mass areas, and realize the optimal allocation of resources.

From the specific level, it is necessary to further promote the development of urban agglomeration in Northeast China towards a more open and fair direction, to form a market environment for the free flow of capital, talents, information, technology and other elements, so that all cities can use all kinds of elements equally to promote their own development. It is necessary to make clear the important position and role of enterprises in the market system, constantly enhance their enthusiasm and initiative as economic subjects, enhance their independent autonomy in operation and management, actively and enthusiastically participate in market competition, carry out various economic activities in accordance with the basic laws of the market, train enterprises to form a sense of fair competition, and rejuvenate the vitality and competitiveness of the whole metropolitan area. From the overall level, we should pay attention to the role of government in the construction of economic coordination system. The governments of various cities should strengthen cooperation and exchange, jointly formulate reasonable plans for the sustainable development of urban agglomerations in Northeast China, reduce direct economic intervention, give more play to the role of supervision and service to the market, and effectively supervise the market within Shenyang Metropolitan Area. It is necessary to reduce all kinds of regulatory barriers within urban agglomeration, so that enterprises can enjoy the same treatment as local enterprises in different cities, and establish a market system of mutual benefit, open communication, fair and equal, so as to strengthen the unity of the internal market of urban agglomeration in Northeast China.

5. Sharing Transport Infrastructure and Improving System Management

Transportation integration is the foundation and forerunner of the coordinated development of urban agglomeration. The rapid development of transportation network not only shortens the physical space distance between regions, but also changes the traditional production and life style, and provides a new platform and carrier for the coordinated development of urban agglomeration. Since the reform and opening up, the construction of transportation infrastructure in Northeast China has made great achievements, but there is still a big gap with the Yangtze River Delta urban agglomeration, the Pearl River Delta urban agglomeration, the Beijing-Tianjin-Hebei urban agglomeration and so on, which needs to be further strengthened.

First, adhere to open and interoperability, and make every effort to weave a "net" of public transport. An efficient and fast transportation system is constructed from the three levels of integrated traffic network, common trunk network and basic service network. The construction of inter-city fast transportation network, which is mainly composed of inter-city railway network, highway network, cross-river and sea passage, high-grade inland waterway and regional aviation network, further shortens the space-time distance between cities and strengthens the connection between scattered cities; The urban transportation system, which is mainly based on rail and public transport travel, and the small and medium-sized cities to build "bus rapid transit, conventional public transport, public transport hub" as one of the three-dimensional public transport, formed a variety of transport modes parallel, green low-carbon urban public transport system, for residents to travel for fast and efficient, low energy consumption, low cost, low pollution operation mode. Second, improve the inter-city railway of urban agglomeration in Northeast China, and build an integrated public transport metropolitan area. Urban transport and inter-city transport systems are effectively linked through other modes of transport, such as urban rail transit, railway hubs, conventional public transport, car traffic, bicycle traffic and pedestrian traffic. Linkages between cities within urban agglomerations should be strengthened by narrowing the gap in public transport payment systems between different cities and accelerating the implementation of more integrated

public transport payment systems. The third is to fully consider the transfer between different modes of transportation. Bus stations, subway stations, high-speed railway stations and other stations should be reasonably planned location, reasonable planning of the distance between different modes of transportation stations, in order to facilitate the movement of people in the metropolitan area. From the point of view of cargo transportation, it is necessary to establish a logistics information network system based on Internet +, continuously improve the speed of cargo transportation, strengthen the construction of major ports, air ports, railways and highways, establish closer transportation links, and improve the level of facilitation of logistics and transportation. Constantly improve the openness of transportation, respond positively to the policy call of "going out ", so as to promote the development of modern logistics industry and improve the opening level of northeast urban agglomeration.

6. Strengthening the Coordinated Protection of the Ecological Environment and Building a Community of Ecological Environmental Protection

Good ecological environment is an important feature of world-class urban agglomeration and the foundation of urban agglomeration development. While promoting the rapid economic development, urban agglomerations in Northeast China also face a series of problems, such as mineral resources are on the verge of exhaustion, forest area is reduced, soil erosion is serious, and river and lake pollution is serious. Even though different administrative regions have managed ecological problems, the lack of comprehensive and coordinated measures of compulsory, market-oriented and autonomous management leads to low performance in pollution control. The urban agglomeration in Northeast China should be based on the demands of multiple subjects such as environmental restoration, economic transformation, social governance and so on, and establish an ecological environment governance system suitable for the stage of economic and social development, so as to enhance the system and integrity of the ecological environment coordinated governance system.

One is the establishment of regional legislative coordination bodies. Perfect legislative mechanism and punishment mechanism are effective means to curb ecological deterioration. The urban agglomeration in Northeast China should draft relevant laws and regulations through consultation, clarify the basic principles and specific responsibilities of local government cooperative governance, and make unified provisions on environmental pollution indicators and pollution punishment standards of urban agglomeration, so that the whole urban agglomeration can carry out the relevant laws and regulations. Second, the establishment of a unified environmental regulatory body. The impact of environmental pollution is not limited by the boundaries of administrative jurisdiction, and environmental problems in one area often cause damage to other areas. However, at present, the administrative region-based "block" management system is implemented, local protectionism is more serious, improper interference in environmental law enforcement supervision occurs from time to time, it is difficult to form a situation of joint management, resulting in regional environmental problems can not be effectively resolved[5]In Northeast China, a unified environmental regulatory body should be established to break the limits of administrative areas, provide timely and unified information feedback on the state of ecological environmental pollution in Northeast China, and reflect on solutions and measures, so that enterprises can make unified criticism and notification of serious environmental pollution and damage. Third, the establishment of ecological environment protection responsibility system construction. The responsibility of ecological environment protection is divided into specific regions, cities, enterprises and individuals, so that these responsibilities of ecological environment protection are concretized and clarified. For some major cross-regional development projects involving other urban ecological environment, they must be examined and approved by a unified specialized ecological environment management agency before they can be implemented.

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