This subject paper is intended to be a research paper delving into different views and analyses from various non-Government sources pertaining to the subject on "Planning Frameworks of Guangzhou, Shenzhen, Zhuhai and Macau". The views and analyses as contained in this paper are intended to stimulate public discussion and input to the planning process of the "HK2030 Study" and do not imply endorsement of the HKSARG.

WORKING PAPER NO. 3
PLANNING FRAMEWORKS OF GUANGZHOU, SHENZHEN, ZHUHAI AND MACAU

Purpose

1. The purpose of this Paper is to study the four major cities, viz. Guangzhou, Shenzhen, Zhuhai and Macau, within the Pearl River Delta (PRD) region focussing on their existing profile and role, future development plans and interface with Hong Kong (HK) in a regional perspective.

Background

2. The past two decades have witnessed increasing socio-economic interactions between HK and the Mainland, particularly the PRD region. According to the Immigration Department statistics, there were some 24,022,931 passenger trips arrived from the Mainland in 1992, accounting for 62% of all arrivals in that year. In the same year, some 23,986,782 passenger trips departed for the Mainland, amounting to also 62% of all departures. In 2000, the arrival and departure figures have risen to 55,751,132 and 55,294,692 respectively, representing increases by more than 100% compared to 1992 figures.

3. Along with the spate in cross-boundary traffic, there has been an increasing number of HK residents working in the Mainland. According to Census and Statistics Department1, some 157,300 persons had worked in the Mainland according to the survey carried out in 1998, as compared against 122,300 in 1995, 64,200 in 1992, and 52,300 in 1988. Besides, it was estimated that in 1986 HK companies in the PRD region had employed 500,000 factory workers, while the figure soared to 5 million in 1998.2 The economic integration between HK and the PRD region is also exemplified by the investment and trade flows. From 1994 to 1999, HK's imports from China have increased from HK$471 billion to HK$608 billion with the re-exports from HK$323 billion to HK$399 billion3.

4. Whilst the said figures aptly manifest an increasing socio-economic integration of HK with the Mainland, the return of HK's sovereignty in 1997 augurs the evolution of a more intimate relationship. The Report published by the Commission on Strategic Development (CSD) in February 2000 identifies strengthening HK's links with the Mainland as one of the strategic themes essential to HK's success. The Chief Executive in his 2000 Policy Address further points to the need to strengthen our infrastructure to facilitate economic flows with a view to promoting economic co-operation amongst Guangzhou, HK, Macau, Shenzhen and Zhuhai.

5. In the Report on "The Planning for Urban Agglomeration of PRD Economic Region - Co-ordination and Sustainable Development" (the Report) prepared by the Guangdong Construction Committee (廣東省建設委員會) in 1996, Guangzhou, Shenzhen and Zhuhai have been identified as the core cities in spearheading the development of the PRD region (Plan 1). On the other hand, with the return of sovereignty in 1999, Macau has become another Special Administrative Region (SAR) under the "one country two systems" principle and will be linked up closely with the PRD region in socio-economic terms. Against the said background, the HK 2030 Study needs to delve into the latest developments and future development plans of our neighbouring cities within the PRD region as an input to the strategy formulation.

Existing Profile And Role

Guangzhou

6. Guangzhou with an area of about 7,400 km2 (Plan 2) currently has a population of about 9.9 million people. Being the traditional administrative and commercial centre of southern China, Guangzhou has been performing the following functions:-

(a) Administrative, commercial and business centre

Being the capital city of Guangdong Province, Guangzhou has been functioning as an administrative centre for both the provincial and city governments. In the 1996 Report prepared by the Guangdong Construction Committee, Guangzhou has been recommended as the primary core city within the
PRD region performing the commercial and trading functions of an international city. Benefited from the open door policy, Guangzhou's GDP (i.e. 206 billion yuan) is the top of the province. It has developed a high proportion of tertiary industry (accounting for 50%, i.e. 103 billion yuan) of the total GDP in 1999 and holds the annual Trade Fair which further affirms its business and commercial status in the Province;

(b) Transport hub in southern China

i. Development of a number of major highways (e.g. Guangzhou-Shenzhen and Guangzhou-Foshan Highways) and railways (e.g. Guangzhou-Shenzhen Railway) radiating from the city has provided easy access to other cities within the PRD region. In terms of external linkages, the railway station at Guangzhou provides linkages with nearby and distant provinces or cities (e.g. Guangxi, Fujian and Beijing);

ii. (The existing airport in Guangzhou is an important airport in southern China having linkages with other Chinese major cities and is the base of China Southern Airlines, one of the three major airlines in the Mainland. Completion of the new Baiyun (白雲) International Airport in 2003 which will be the third largest in the Mainland will further upgrade its status as a transport hub in southern China; and

iii. In terms of tonnes of the cargo handled in 1999, Guangzhou is the second largest port in the Mainland. In 1999, the cargo throughput amounted to 101.57 million tons. The city is an important transshipment port for transferring goods to HK for re-export. In 1999, the port handled 1.12 million TEUs, representing 32.4% rise over 1998. Of the total throughput, 387,000 TEUs of domestic trade containers have been handled, representing 218% rise over 1998. The efforts of Guangzhou to develop domestic trade container transport has helped the city to become a hub port in southern China.

Shenzhen

7. Being one of the four Special Economic Zones (SEZs) created in 1980, Shenzhen (Plan 3) has the advantageous location adjoining HK and enjoyed the beneficial impact resulted from HK's economic spin-off. Shenzhen is famous of its prodigious pace of growth from a small town to a modernised city within 20 years' time. In 2000, Shenzhen won the international award of garden city and will also host the garden city competition in 2001. The city with a land area of 2,020 km² has a population of about 7 million⁴. The following pertaining to Shenzhen's existing developments should be noted:-

(a) Top city in GDP per capita -

From 1980 to 2000, the population of Shenzhen has increased by more than twenty times and in terms of GDP per capita, Shenzhen (having average GDP per capita of 35,896 yuan) is the top city in the Mainland in 1999;

(b) Foreign investment -

As a SEZ, Shenzhen has managed to attract a number of joint ventures and foreign investment, the number of which totaled 11,035 in 1998 (accounting for 26% of the PRD region). The total amount of exports was up to US $26.4 billion (much in excess of Guangzhou's export of US$10.3 billion);

(c) Port -

There is also a rapid growth of the port development in Shenzhen. In 1999, the container throughput of Shenzhen was 2.8 million TEUs (of which about 90% were handled by Shekou, Chiwan and Yantian terminals), being the second largest container port on the Mainland after Shanghai. In 2000, the container throughput was up to 4 million TEUs and Shenzhen port has become one of the ten busiest container terminals in the world⁵; and

(d) Hi-tech production -

Shenzhen has been moving towards the development of hi-tech production. Whilst, the Central Government has approved Shenzhen together with Beijing and Shanghai as the Mainland's hi-tech development centres, the organisation of annual hi-tech fair in Shenzhen further confirms the Central Government's support. Up to end 1999, there were a total of 142 hi-tech enterprises, 21% increase compared to 1998⁶. In 1999, Shenzhen's hi-tech output was 82 billion yuan, top of all cities and 36 times the figure in 1991.
Zhuhai

8. Zhuhai as a SEZ located on the west bank of the PRD area currently has a population of about 1.2 million and covers a total area of 7,600 km² (Plan 4). Being a small and less glamorous city compared to Guangzhou and Shenzhen, the following should be noted:

(a) Garden city -

Zhuhai has been moving towards the direction of a garden city with more emphases on tourism and recreation activities (e.g. development of car racing track and golf course development). Zhuhai had obtained the United Nations World Habitat award in 1998. In connection with the tourism development, convention facilities have been developed for holding exhibitions in the city (e.g. Zhuhai Air Show);

(b) Hi-tech development -

Northern District (including Tangjia Wan and Jinding) has been developed as a hi-tech corridor mainly for high-tech industrial development and tertiary educational facilities; and

(c) Port -

Port development in Zhuhai dates back to 1982 when the Jiuzhou port was firstly completed, then followed by Qianshan and Gaolan. Zuhai Port now mainly serves the need of west bank of PRD region, particularly Zhuhai and Macau. In 1999, Zhuhai port handled 0.29 million TEUs, ranking 11th position on the Mainland (compared to the 10th position in 1998).

Macau

9. The sovereignty of Macau was reverted from Portugal to the Mainland in 1999 and a SAR under the principle of "one county, two systems" was set up in 1999 (Plan 5). Macau is renowned for its entertainment industry and has the following characteristics:

(a) Entertainment and tourism -

Macau much relies on the entertainment industry and the income generated from the tourist industry. In 1999, the international tourists visiting Macau amounted to 7.4 million;

(b) Airport -

Opened in 1995, the Macau International Airport has the capacity of handling 6 million passengers a year. In 1999, the Airport has handled 2.6 million passengers and 53,118 tonnes of cargo. From January to September 2000, passengers and cargo handled by the Airport have shown 23% and 72% year-on-year increases.

(c) Small population -

Unlike Hong Kong, Macau did not face the problem of rapid population growth. In the 1970s, the total population of Macau was between 200,000 and 240,000. In the 1980s, it grew to over 300,000 with an annual growth of about 10,000. In 1990s, the annual increase of population was only about 8,000. The natural growth rate only amounted to about 4,000 in recent years compared with 6,000 in the past. The mainlanders who held one-way permits and were allowed to move to Macau were about 280 per month. Besides, there are about 20,000 Mainlands who will come to Macau for family reunion in the next four years, averaging about 420 per month. It was forecasted that by 2020, the population in Macau would be around 650,000.

Planning Visions

10. The State Council has submitted the 10th Five-Year Plan to the National People's Congress for consideration in March 2001. According to the proposal of the CPC Central Committee for formulating the 10th Five-Year Plan (2001-2005) for National Economic and Social Development, the objectives for the next five years have been set out to maintain a relatively fast pace of economic development, achieve marked progress in strategic economic restructuring and to improve economic growth and efficiency, in a bid to lay a solid foundation for doubling the GDP in 2010, as compared to
11. At the local level, Guangdong Province and its municipalities are in parallel formulating their 10th Five-Year Plans for submission to the provincial or municipal parties for consideration. According to one of the proposals endorsed by the Provincial Party on 26.10.2000, Guangzhou and Shenzhen should speed up its pace towards development as modernised central cities with a high level of attraction and radiation. The proposal also suggests that the overall planning and macro-control for the PRD region should be strengthened whereas its functions should be defined scientifically and a cluster of modernised cities be developed. It is also targeted that by 2005, expressways will be in place linking up all the municipal cities within the Province. Besides, Guangzhou and Shenzhen have been designated as Guangdong's core cities with Zhuhai to function as a regional city centre. In this regard, the three Mainland cities are in the course of gearing up towards enhancing their city development and different sources of information will help provide a glimpse of their plans in striding out for their visions in the 21st century.

Guangzhou

12. In the 9th Five-Year Plan, Guangzhou has been planned as a modernised international city performing the "Dragon Head" function to expedite the modernisation of the Guangdong Province. In the context of the PRD region, Guangzhou would have eight major functions:-

(a) Technology centre;  
(b) Financial centre;  
(c) Information centre;  
(d) Transportation centre;  
(e) Commercial centre;  
(f) Tourist centre;  
(g) Education centre; and  
(h) Cultural centre.

13. Notwithstanding the said visions and its well-established status as the commercial, business and administrative centre in southern China, Guangzhou has been facing an increasing challenge and competition from other neighbouring cities within the PRD area, particularly Shenzhen. To face the challenges ahead, Guangzhou in 2000 has redrawn its administrative boundary by adjusting Huadu and Panyu from the status of county-level city to district. Pursuant to the re-organization, area under the direct administration of Guangzhou municipal government has increased from 1,400km² to 3,700km².

14. In parallel, Guangzhou has taken the initiative to prepare a new master plan with a view to setting out a blueprint for the city development. Five institutes including Qinghua University, Zhonghsan University, China Academy of Urban Planning & Design, Tongji University and Guangzhou Urban Planning Design & Research Institute, have been asked to prepare the master plan for the city. Whilst the Guangzhou Urban Planning Bureau has yet to firm up its finalised plan based on the input and advice from these institutes, different suggestions on the role and vision on Guangzhou should be noted as follows:--

(a) Commercial and business centre in southern China -

In recognition of the declining role of the primary and secondary sectors, it is considered that increasing importance needs to be accorded to the tertiary sector as the main driving force of the economy. Efforts should be stepped up to promote the development of logistics, financial and information technology of the city.

(b) Role of Guangzhou in relation to other cities -

Guangzhou should become an important centre of the PRD region in addition to another centre made up of Shenzhen and HK on the east bank. The city should be further developed with a population of over 10 million whilst providing functions and services to the neighbouring cities within the region. The city should become an important window to attract foreign investment and also the gateway for the Mainland goods to export.

(c) Transport hub for southern China -

Whilst appreciating HK's well-established status and role as an intentional hub in shipping and flight services, Guangzhou should focus on the establishment itself as the transport hub for the southern China catering to the needs and requirements of the Mainland. Its advantages e.g. construction of new airport and river transport should be fully optimised.
15. In parallel, Guangzhou has embarked on a number of major projects to enhance its competitiveness in the future:-

(a) **New Airport -**

The new Baiyun International Airport in Huadu with a total investment over 15 billion yuan is currently scheduled to be completed in 2003. It is forecast that by 2010, the total number of passengers to be handled by the new airport will amount to 25 million per annum with the annual cargo throughput up to one million tonnes. Together with Shanghai and Beijing, the new airport will be a key hub in the Mainland.

(b) **Guangzhou MTR -**

Line No. 2 of the Guangzhou MTR currently under construction will be completed by 2003. With a total length of 23km, the new line will run in a north-south direction linking the new airport in the north and cutting through the congested areas in the existing urban core.

(c) **Hi-tech and biotech hub -**

According to Lin Yuanhe, Guangzhou vice-mayor, development of hi-tech is considered as a way to enhance Guangzhou's competitiveness in the 21st century9. Software and biotechnology would be the city's focus. Software production has become the leading sector of the hi-tech production and ranked only after Zhongguancun in Beijing. By 2005, the total production of software production would amount to 20 billion yuan10. A Guangzhou International Bio-island, covering 1.8km2, would be developed by government and operated by enterprises. Besides, hi-tech will be further developed on the basis of Guangzhou Science City.

Shenzhen

16. On 24.1.2000, the State Council approved the Shenzhen Comprehensive Plan (1996-2010). According to the Comprehensive Plan, Shenzhen would be developed by 2010 into a major city with successful finance, commerce, trade, information technology, transportation and hi-tech industries. Besides, Shenzhen would be built as a prosperous and well-managed city that is attractive to tourists and is a comfortable place to live. After 2011, it is envisaged that Shenzhen will evolve into a modern, international city with a strong identity and image. The strategic objectives are to develop Shenzhen into a regional economic centre, garden city and modernised international city (Plan 6).

17. The Comprehensive Plan focuses the greatest development into three clusters located within SEZ (Nanshan, Central Urban Cluster and Eastern SEZ) (Plan 7):-

(a) **Central Urban Cluster** (of 74km²) which includes Futian District and the Luohu-Shangbu area is the city's political, economic and cultural centre, and has a projected population of 1.15 million.

(b) **Eastern Urban Cluster** (of 15km²) is made up of the Shatoujiao, Yantian and Meisha areas, and has a projected population of 180,000. It will be an international transportation hub together with comprehensive tourism and businesses centres.

(c) **Nanshan Urban Cluster** (of 72km²) to accommodate a population of 470,000 will be transportation hub and the logistics and distribution nexus of SEZ, an education and research base, as well as the main tourism destination of Shenzhen.

18. In building new economic growth points, the Comprehensive Plan envisages the following:-

(a) **Hi-tech industry:**

This sector is the most important economic growth point for Shenzhen which is planned to be developed into a dominant and internationally competitive industry. Hi-tech industrial parks have been delineated, including Shenzhen Hi-tech Industrial Park, Kuichong Hi-tech Industrial Zone, Longgang Industrial District Hi-tech Export Park, Longhua Hi-tech Development District, and Hangkongcheng Hi-tech Processing Industrial District;

(b) **Modern logistics industry:**
Logistics and distribution industry is considered as another important pillar industry to drive the future economic development of Shenzhen. Eight distribution parks are proposed in two categories - transition hub and distribution centre. The Plan prioritises development towards the following distribution parks - Sungang-Qingshuihe, Pinghu, Yantian Port, Western Port and Airport-Bao'an; and

(c) **Commercial and Trade Industry**:

Dominated by the financial, information technology, commercial and trade industries, the tertiary industrial sector will be an engine for Shenzhen's future economic growth. The Plan focuses development on the city's Central Business District at Futian and creates a 3-level hierarchy of commercial service centres (i.e. 1 city-level commercial service centre, 5 district-level centres and 23 town-level centre).

19. Mr. Yu Youjun (于幼军), Shenzhen mayor, in September 2000 has set the target to attract US$20 billion foreign investment from 2001-2005, equivalent to the total made during the past 20 years11. In addition, it has been reported that in the next 15 years under the 10th Five-Year Plan, Shenzhen will invest a total of 55 billion yuan on infrastructure development (including the Shenzhen Western Corridor) which would then be on a par with HK12. According to the statement made by Mr. Yu in February 2001, Shenzhen has targeted to reach the basic modernisation level in 2005, then the medium-developed country level in 2010, and the advanced country level in 203013. Besides, Shenzhen's GDP will reach 300 billion yuan in 200514.

20. According to the Shenzhen Municipal Party's proposals for the 10th Five Year Plan15, Shenzhen would step up its port development, and further enhance its position as the container hub in southern China. Port development in the eastern and western parts, ancillary services and support system would be speeded up. Efforts would be made to strengthen cooperation with Hong Kong port with a view to becoming one of the eight busiest container ports in 10th Five-Year Plan period.

**Zhuhai**

21. A new draft master plan for Zhuhai (1999-2020) (珠海市城市總體規劃) had just been produced by the Zhuhai government and would be submitted to the Provincial Government for approval before sending it to the State Council for final endorsement. It would take about one year to go through these procedural requirements. Yet, some key features of its new plan may be worth to note as follows:-

(a) Zhuhai authorities realised that the amount of economic development would not be very high in the future so it chose to follow another path. Consequently, the main objective of Zhuhai's master plan was to improve the quality of living environment and to develop Zhuhai into a garden city. To avoid landuse interface problem, new industrial and hi-tech development would be located to the northern and southern parts of Zhuhai whereas only the non-polluting processing industries would be allowed to remain in the city centre;

(b) Zhuhai would make use of the development potential of its outlying islands and had planned to develop Wanshan Islands (萬山群島) for tourist, chemical, medical, and fishery related activities. Its vast areas of water within its boundaries would be planned for mariculture, petrochemical and tourist activities;

(c) Two major road and railway links, viz. Guangzhou-Zhuhai Railway (粵珠鐵路) and Beijing-Zhuhai Expressway (京珠高速公路), have been planned and developed to provide convenient linkages between Zhuhai and other areas in the west bank of the PRD Region and more distant areas in the Mainland. Plans are being contemplated to further extend these transport networks to enhance Zhuhai's linkage with Macau. As to the section of Guangzhu Railway within Zhuhai, alignment of the railway and the station to be provided in Doumen had been firmed up. Commencement of construction work is pending the availability of necessary fund. There has been plan to extend the railway to Cotai new town in Macau;

(d) In a longer term, Zhuhai is still considering the development of Lindingyang (LDY) Bridge to provide direct road link with Hong Kong. Zhuhai is currently looking into two options, the northern and the southern. The northern option has the landing point at Jinding via Qiao (淇澳) and Neilingding (內伶仃) Islands, whilst the landing point in Hong Kong is at Black Point. The southern option proposed would provide a new alignment of the bridge linking Zhuhai, Macau and Hong Kong (with landing point at the southern tip of Lantau Island); and

(e) According to the new master plan, the population of Zhuhai would increase to 1.8-1.9 million in 2020. The urbanisation level of Zhuhai was targeted to reach from present 40% to 95% by 2020. Moreover, it was planned that the GDP of Zhuhai would reach 40-50 billion yuan in 2005. In a longer term, it would reach 100 billion yuan with the GDP per capita amounting to 60,000 yuan.
22. With the return of sovereignty in 1999, Macau is moving towards the development of a tourist city and the city planning would therefore focus on the provision of tourist facilities, comprising the following:

(a) To enhance tourist spots, newly granted land for tourist facilities includes fishermen's wharf, cinema city, cultural village and Wong Tai Sin temple;

(b) Macau Peninsula and Taipa will have sufficient land to cater to population increase in the next 20 years. According to existing plan, Macau Peninsula could accommodate about 550,000 and other islands about 160,000. Based on the current population increase, there will not be any pressure on the residential land in Macau;

(c) Reclamation at Cotai would provide a total 62 ha of land. Pursuant to Macau’s tourist policy, development has been changed from commercial/residential to tourist-oriented. Land has also been reserved at Cotai for land-based links with Mainland;

(d) In parallel, the Macau SAR would step up their efforts to improve the living conditions of the Macau residents. For example, the average living area per resident had recently increased from 10-15m² to 15-20m², which had exceeded the standard of Singapore and was close to that of Malaysia. Furthermore, a target of 20-25m² had been set for new development; and

(e) Unlike Hong Kong, Macau did not have the problem of fast population growth and Macau SAR is contemplating to devise policy to attract more immigrants, particularly professionals and investors, to live in Macau.

Implications On HK In a Regional Context

23. The above analyses set out the existing dynamics and future growth of the four cities and some salient implications on the future development of Hong Kong are highlighted as below:

Regional infrastructure

(a) With the rapid development of the PRD region, there is a need to facilitate the development of cross-boundary transport links so that HK will be well placed to meet the future developments ahead and grasp opportunities within its own reach. The planning of Shenzhen Western Corridor and the long-term proposal of LDYB will in one way help cater to the need for additional cross-border links to cope with cross-boundary movement of goods and people.

(b) At a strategic level within a longer time frame, it is necessary to explore additional links or cross-boundary operations with a view to catering to the need of increasing cross-boundary interactions. The 10th Five-Year Plan proposal for Guangdong already envisages the development of a modernised cluster of cities with complementary relations and the overall development needs to be controlled in a macro manner. Shenzhen in its own Comprehensive Plan has also proposed the development of the Shenzhen Eastern Corridor to further cope with the cross-boundary traffic. We therefore need to make an overhaul of the regional infrastructure development, with particular focus on the railway, road, port and airport developments within the PRD region so as to plan ahead regarding how HK's long term transport facilities, if needed, would converge with Mainland's proposal.

HK Residents in the Mainland

(c) Given the increasing the interactions between HK and the Mainland, in particular the PRD region, the movement of goods and people will keep intensifying in the years ahead. In the "Cross Boundary Travel Survey" completed by PlanD in March 2000, it has been found that during the fieldwork period, about 1.4 million HK residents departed for the Mainland and amongst them, about 627,300 made regular visits. Besides, surveys undertaken by different organisations also point to a trend of increasing number of HK residents to move into the Mainland. It is therefore imperative to establish the magnitude of the HK residents living in the Mainland and to gauge its future development.

(d) In addition, the intensifying cross-boundary socio-economic interaction and the shortage of land to cater to the development needs of HK will result in mounting pressure on the Government to explore the potential of the Frontier Closed Area and its possible uses in a long term perspective.
Tourism

(e) To stimulate cross-border tourism, both the Mainland and HK have spared no efforts in simplifying the procedures for foreign tourists to visit PRD region from and increasing the quota for the Mainland residents to visit HK whilst the PRD region has been developing into a single entity for tourism. In the near future, development of the HK Disneyland will certainly become an important tourist spot and also have a spin-off effect on the tourism development in the whole region.

(f) In addition, it should be noted that the Mainland visitors account for nearly 30% of the total in 2000 and the destination of 85% of the HK resident's departures is the Mainland. Hence, there is a need to map out our strategy to tap the tourism potential of the PRD region whilst taking account of the future developments of the major cities within the region.

Hi-tech production

(g) Whilst Shenzhen has been designated as a pilot hi-tech development, HK has also set out our objectives to promote hi-tech development. In the meantime, some organisations have been urging the Government to enhance co-operation with Shenzhen in hi-tech production by developing a hi-tech park in the border area. In formulating an overall strategy for hi-tech production, the potentials and constraints of the PRD region and possible ways to enhance co-operation and co-ordination call for further study.

Next Step

24. The possible implications of Guangzhou, Shenhen, Zhuhai and Macau on Hong Kong (para. 23) will be further examined in the separate papers as part of the HK 2030 Study.

Attachments

Plan 1: City Clusters within Pearl River Delta Region
Plan 2: Plan of Guangzhou
Plan 3: Plan of Shenzhen
Plan 4: Plan of Zhuhai
Plan 5: Plan of Macau
Plan 6: Shenzhen Comprehensive Plan (1996-2010)
Plan 7: Urban Structure of Shenzhen

Footnotes

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PLANNING DEPARTMENT
JUNE 2001
LEGEND

- Individual
- Sensitive area
- Existing road
- Planned road
- Planned waterway
- Existing waterway
- Existing airport
- Planned airport
- Planned port
- Existing port
- High speed rail
- Existing high-speed rail
- Planned high-speed rail
- Railroad
- Existing railroad
- Planned railroad
- High-speed route
- Existing high-speed route
- Planned high-speed route
- Metropolis
- Planned metropolis
- Large urban area
- Planned large urban area
- Medium urban area
- Planned medium urban area
- Small urban area
- Planned small urban area

Source: 广東省城市建设委员会 (1995)
Construction Commission of Guangdong Province (1995)

Plan No: 地域编号: TSP 1822a
Date: 05/03/2001

珠江三角洲城市群协调规划图
CITY CLUSTERS WITHIN PEARL RIVER DELTA REGION
深圳市城市總體規劃圖 (1996-2010)

SHENZHEN COMPREHENSIVE PLAN (1996-2010)