

Jiangsu in recent five years has been increasing by 43% annually, while the number of mobile telephones has increased by 146%. Now the telephone exchange capacity has exceeded 10 million lines. Jiangsu leads China in realizing the access to telephones in every corner of the province.

Ladies and gentlemen, although Jiangsu has made great progress over the past 20 years, it is still in the developing stage. There is still a long way to go. In particular, I would like to stress that we will, as always, unswervingly implement the policy of opening to the outside world and try our best to promote economic cooperation between Jiangsu and foreign countries, since opening up has become a key driving force in Jiangsu's economic growth. Jiangsu has close relations with many countries in Asia and Europe. People from overseas economic, financial, and business circles are encouraged to establish and develop trade relations with their counterparts in Jiangsu and invest directly in Jiangsu in various ways. Investment in water conservancy projects, infrastructure, new and high-tech industries, and tourism industry are warmly welcome. Projects in accordance with the state guideline list of foreign investment will be encouraged and given preferential treatment. Jiangsu is sure to make even more rapid development through economic and trade cooperation with foreign countries.

Lianyungang, a rising port city and the east bridgehead of the Euro-Asia Continental Bridge, is one of the first 14 coastal cities in China to open to the outside world. Suzhou, an important communications hub in China, and Lianyungang, form the Suzhou-Lianyungang Economic Belt in north Jiangsu. Since the Second Continental Bridge was open to traffic, the central and provincial governments have attached great importance to this economic belt, which is located in the eastern part of the bridge.

The government has listed the planning and construction of Suzhou-Lianyungang Heavy Industry Belt as the priority project on China's 21st Century Development Agenda. More efforts have been put in the infrastructure construction in Suzhou and Lianyungang. The first-rate Nanjing-Lianyungang Highway, Guanyin Airport in Suzhou, and the first phase of Xugou Port in Lianyungang have been completed. The first-rate Nanjing-Suzhou Highway has been open to traffic for half its length. The construction of the multiple tracks of the Suzhou-Lianyungang Railway, construction of the Lianyungang nuclear power station, construction of the Suzhou-Lianyungang Expressway and the International Exhibition Center in Lianyungang are now under way. In order to develop international transportation along the Second Continental Bridge, we have intensified the overall development of Lianyungang Port, improved the collecting, distributing, and transporting conditions and enhanced the service quality of the port.

The Second Continental Bridge has connected Asia and Europe and facilitated the cooperation and exchanges between the two continents. It has also provided favorable

conditions for its surrounding areas. With the functions of Lianyungang as a port being fully realized, the further economic development of the regions along the Continental Bridge, Suzhou-Lianyungang Economic Belt and Lianyungang will play an even more important role in international trade and cooperation.

That is all for my briefing. Later on you will make an on-the-spot study of Lianyungang and see with your own eyes the progress made after the implementation of reform and the opening policy. Your suggestions will be highly appreciated. We hope this symposium will strengthen our friendship, deepen mutual understanding, and enhance cooperation. I wish you a pleasant stay in Jiangsu and good health. Thank you very much.

Guo Gengmao

Join hands to build the Continental Bridge

Guo Gengmao is the vice governor of Hebei Province. This speech was delivered in Qinhuangdao on Oct. 30.

In the golden season of autumn, the sub-meeting of the International Seminar on 21st Century Euro-Asia Economic and Trade Relations and New Euro-Asia Continental Bridge is being held in Qinhuangdao, a beautiful seaside city in Hebei Province. On behalf of the People's Municipal Government of Hebei Province, I would like to express my warm welcome to all the representatives attending the seminar.

The economic cooperation and cultural exchanges between Asia and Europe have a long history. Functioning as the comprehensive international passageway between Asia and Europe, the New Euro-Asia Continental Bridge enjoys many favorable conditions of crossing vast lands, large spaces, and rich natural resources. It also has great importance for developing complementary economies among different geographical locations along the bridge, and there is much potential for enhancing regional economic cooperation. The opening of New Euro-Asia Continental Bridge will redisplay the Silk Road, glowing once again, which used to spread the ancient culture and traditional friendship to the people of all nations, and will provide new opportunities for extending exchanges and cooperation in economy, trade, and technology in the countries and regions along the bridge, and further improve the economic development and prosperity of Asia and Europe.

As one of the essential foundations of the New Euro-Asia Continental Bridge, Hebei Province has many advantages to promote economic and trade cooperation and accelerate the construction of eastern Euro-Asia Bridgeheads.

Favorable geographical position and extensive market space

Hebei Province, situated at the eastern end of the New Euro-Asia Continental Bridge, and in the center of Bohai region surrounding Beijing and Tianjin, forms the structure of the Beijing-Tianjin-Hebei economic development zone. It has an important position in the state master development plan. It has more than 100 million population and concentrated large and medium-sized cities. It also serves as a transfer station in the commodity chain connecting East, South, and Southwest China, with Northeast, Northwest, and North China. . . .

A well-developed transportation and communications system

Hebei Province is located on the pivot area connecting the capital, Beijing, with all regions of the nation. There are 15 trunk railways: Beijing-Guangdong, Beijing-Shanghai, Beijing-Jiulong, Beijing-Harbin, Beijing-Baotou, Datong-Qinhuangdao, and Shijiazhuang-Taiyuan, and 17 trunk roads. . . .

There are several large ports, including the Port of Qinhuangdao, Port of Jingtang, Port of Tianjin, and Port of Huanghua, which is under construction. . . .

Industry economic structure has been formed in the whole province, and the main body is composed of ten industries, such as coal, textiles, metallurgy, building materials, chemical industry, machinery, electricity, petroleum, light industry, and medicine.

Many products hold important positions in China. Agriculture, forestry, animal husbandry, and fishing farming are well developed, and grain, cotton, meat, nuts, and fruits are leading in China. . . . Entering the 1990s, the speed of economic development has been obviously accelerated; annual GDP has increased at 14.1%, surpassing the national level for seven years running. . . . Hebei is one of the most vigorous regions of the Chinese economy.

Ladies and gentlemen, on our journey toward the new century, centered on the target of building Hebei into a province with a powerful economy, we will be more active to join the world economy and we will speed up the course of carrying out the strategies of "Rejuvenate Hebei through science and technology," and . . . "Sustained development." . . . These provide more opportunities to enhance exchanges and cooperation in the field of economy, technology, culture, and education. . . .

Let us join hands to build the New Euro-Asia Continental Bridge and march forward to the new century. May the seminar be a great success. Thank you!

Zhang Duliang

An important role for Qinhuangdao bridgehead

This paper was prepared by Zhang Duliang, of the Qinhuangdao City Research Group on the New Euro-Asia Continental Bridge, in June 1998. Its full title is "Qinhuangdao Bridgehead Will Play an Important Role in the Transportation Through Eurasia Continental Bridge."

1. *It will help expand trade among countries and districts in/around the economic band along the continental bridge.*

World trade has developed in the frame of global interaction, with transnational/continental companies. Commodity exchange, technical transfer, and international tourism between countries and districts urgently need easy, quick, safe, and cheap channels.

The continental bridge transportation route, with Qinhuangdao as its bridgehead, together with other bridgeheads along the coast of China, open a new "Silk Road" for the countries and districts in the three big economic zones of Asia-Pacific, Midwest Asia, and Europe. This route will shorten the distance by more than 10,000 km from that [sea route] from Qinhuangdao via the Straits of Malacca, the Suez Canal, the Strait of Gibraltar to Rotterdam, and save about 30 days time. It is 2,000 km shorter than that across the Siberian continental bridge, taking 3-5 days less. West Europe is a developed region economically, and the European Union has become the biggest trade group in the world. In 1994, total production value reached US \$7,300 billion, foreign trade totalled US \$3,200 billion, 40% of the world total. Their commodities need to find markets in East Europe and Asia.

With the world economy center shifting eastward, the Asia-Pacific region has become the most vigorous part in world economic development. In 1991-94, the rate of economic growth in the Asia-Pacific region was 7.7%. Some countries and districts, such as China, Japan, Taiwan, South Korea, and Singapore, have been among the world's 20 big trade zones. It is anticipated that the total economy of the Asia-Pacific region will increase from one-quarter of that of the world in 1990 to one-third in 2010. In the past 12 years, Asia's exports increased from 18.5% of the world total to 25%, while imports increased from 19% to 27%. Therefore, cargoes from Japan, South Korea, Hong Kong, Taiwan, etc. in the Asia-Pacific region, are transported from Qinhuangdao quickly along the bridge to Mid-Asia, West Asia, and Euro-