# A CITY ON THE MOVE - CHONGQING

Editor's note: Chongqing lies at the convergence of the Yangtze and Jialing rivers and its position has allowed it to act as a crossroads for inland trade. But the municipality's imbitions extend beyond its borders. China Daily recently explored the municipality and its focus on becoming a major international trade hub.



# Farmers enjoy urban life after relocation

### By JAMES HEALY and JI JIN

Each workday, Li Yingmu rides his motorcycle on the 10-minute commute to his job at a factory in Chongqing's Liangjiang New Area. It's a short trip for Li, but a far cry from the challenging life he led not so long ago as a corn and wheat farmer in the nearby fields.

Those fields are gone now absorbed by one of Liangjiang New belts, traffic coordination and street Area's many new development projects - and Li is one of thousands of rural residents who have relocated as Chongqing expands to become a major trade crossroads of inner China

"It's a big task" to balance urban and rural development on such a large scale, acknowledged Ling Yueming, director general of the Administrative Committee of Liangjiang New Area.

How to best do so is "a very complex question", considering that 20 million of Chongqing's 30 million people live in rural areas, he said.

"We must help farmers who move to the city adapt to urban life. And we must make sure that those who move from rural areas have jobs and a place to live," Ling said.

In addition to those who relocate, Chongqing must also accommodate the natural flow of the rural population into the city, as well as the many migrants who earlier left Chongqing and are returning now that the area is thriving, Ling said.

By the year 2020, Ling's office said, the total population of Liangjiang New Area is expected to reach 5 million, of which more than 1 million will be rural migrants from other cities and provinces. The number of people expected to relocate from 735 new enterprises, he said. "These rural areas of Chongqing is expected to reach 380,000.

Before relocating to the Hehe Community in the New Area, Li, the factory employee, worked long hours as a farmer. He is now a truck driver for the Chongqing Brilliant Elevator Co, a private enterprise that manufactures elevators for sale inside and outside of China.

Li Feng also works at the eleva- meter elevator factory. When asked tor factory. When he relocated, the what he misses about farm life, Peng government provided a month of laughed and said, "Nothing." training and helped him obtain his present position as a forklift opera- wise prefers his new urban life. What tor, a job that pays 3,000 yuan (\$480) per month.

Adapting to city life "was not that difficult", he said, because the government solved two important problems he said. "The environment is good for him — he now has good housing and clean. We have a clean and clear and stable employment.

"Life here is much better. I don't spend as much time working as when use gas for cooking, which we did not I was a farmer. I enjoy more leisure time," he said.

His standard of living is also much higher, said Li Feng, a 28-year-old who is also a former corn and wheat farmer

"Our income as farmers for the whole family was not so high — want to grow food. The younger 10,000 yuan a year," Li Feng said. The farmers want to make more money." combined income of Li, his wife and his parents, who live with him in the there was another reason he was nearby Hehe Community, is now glad to leave the rural life behind. 7,000 yuan per month.

New Area director Ling, in an the harvest." exclusive interview with China Daily, said that of the 137,000 rural people Contact the writers at jameshealy@ who have been relocated so far during the development of the Liangji- jijin@chinadaily.com.cn

ang New Area (the figure includes children and the elderly), 73,000 are former farmers who have found new employment. Only 7,300 have not found jobs, mostly because their age makes it difficult for them to find work, he said.

"But we have not given up on those not able to find work," Ling said. "We help them find government positions such as management of green cleaning?

"As long as we have jobs, we'll fill them with people from the area who have been relocated," he said. "But we should let the market guide people to jobs. We need to develop local economies, create more tax sources and more jobs?

He said the government "is holding match-up meetings between enterprises and farmers who have been relocated and are looking for work". Additionally, the government is paying intermediary organizations "to help provide a bridge between farmers and new enterprises".

Last year, Chongqing registered



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LI FENG FARMER-TURNED-WORKER

create new job opportunities."

The government also provides iob training for the former farmers and public housing for as little as 300 yuan to 400 yuan per month, Ling added.

After corn and wheat farmer Peng Jize, 36, was relocated, he was trained for about a month for his job as a truck driver at the 120,000-square-

Li Yingmu, who is 48 years old, likehe enjoys most is the stable income. He said he's paid more than 3,000 yuan per month as a truck driver.

But there's so much more to like, atmosphere and good air. And the standard of living is better. We can have as farmers."

Li Yingmu acknowledged that not everyone prefers the lifestyle after relocation. "Some of the senior citizens who were farmers are now too old to work," he said. "They miss the land. They miss the old life. They Li Feng, the forklift operator, said "Now we don't have to worry about

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Li Feng, a forklift operator at an elevator factory in Liangijang New Area. is a former farmer who said he is adapting well to life in the city because of his stable income.



Cuntan Inland Port in Chongging has two of its nine piers for loading automobiles onto ships. Located in Liangjiang New Area, the port is expected to handle 1 million containers a year in three to five years, up from 650,000 containers in 2013

The municipality is pinning its future on becoming China's foremost inland crossroads for domestic and international trade, whether by air, water, rail or road. Kang Bing and James Healy report.



hongqing, a growth-spurt city in China's awakening southwest, has been compared to Chicago because, like that midwestern American city in the 19th century, it stands as a gateway to development of the nation's western frontier. But Chongqing, one of four municipalities under the central government's direct control — and a pilot city that is pioneering China's inland development - could just as easily be compared to Texas, the US state that prides itself on doing everything on a grand scale. From cavernous new convention center facilities to sprawling factories to bustling mega-ports on the upper reaches of the Yangtze River, Chongqing has taken to heart the Texas big-is-best spirit in its recent urban growth. This is evident throughout the city, but especially in Liangjiang New Area, where construction cranes perched atop new high-rises are as common a sight as the lush foliage and countless trees that line the city's

highways and boulevards.

Driving this growth, as the mountain-hemmed city of 30 million people overtakes the farmland and villages of its rich past, is a vision of Chongqing stepping onto the world stage.

"We want to become an international city," said Du Shulin, deputy director of Liangjiang New Areas information office.

Noting that coastal cities such as Shanghai have long enjoyed the fruits of robust investment and bustling exports, Du said, "We think it's our turn now."

### 'Everything is big'

It's evident that a bigger-is-better spirit is guiding the growth of Liangjiang New Area, the third nationaldevelopment and opening-up zone in China (after Shanghai's Pudong New Area and Tianjin's Binhai New Area) and the first such area in inland China.

"Big projects and big planning everything is big," Zhang Li, an associate research fellow with the Liangjiang New Area, said when describing the city's approach to becoming China's next major trade hub.

Take, for instance, the city's newest port on the Yangtze River, Guovuan Inland Port. (Chongqing has eight ports along three rivers.) Built atop what used A church stands in Liangjiang New Area, which is the third national to be a riverside village, Guoyuan, inland China's largest port at 2,800 meters long, features 16 piers — 10 for loading and companies need time to plan and Chongqing to overseas, 90 percent of unloading cargo containers, three for know the port. They are still making them are transported from here." automobile shipments and three for arrangements," Liu said. Even so, the non-container goods.

all four seasons will make Guoyuan and 800,000 in just five years, he said. available year-round to even the largest cargo ships, said Liu Jian, general man- Port is the workhorse among Chong- recent day, a five-deck cargo ship with ager of Guovuan Port Container Corp. qing's ports. Guoyuan is a sleeping giant, how-

ever. Its rail link won't be finished until port at the end of the Yangtze River, ney to Shanghai. October, with its opening set for next Cuntan is an important port at the start In 2006, when the port opened,

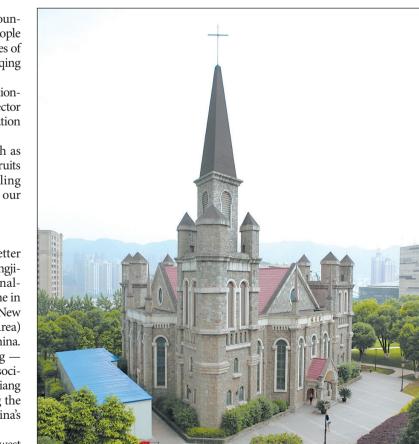
is still in low gear.

port expects to handle 100,000 cargo features nine piers, seven of which can In the meantime, Cuntan Inland ing automobiles onto ships. On one

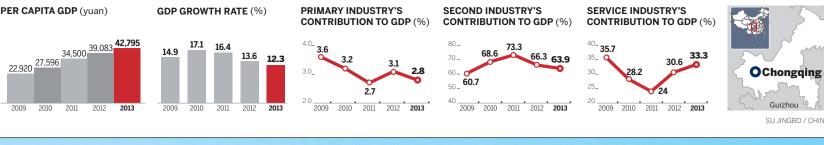
"Because this port is new, shipping Ltd. "Of all the goods transported from dled 650,000 containers and expects cal costs."

WANG JING / CHINA DAILY

Cuntan, which is 1,316 meters long, which are specially designed for load-"While Shanghai is an important anchored offshore, awaiting the jour-



development and opening-up zone and the first in inland China.



to handle 700,000 this year.

Because Chongqing's industry is developing so rapidly, port officials foresee 1 million containers a year going through Cuntan in three to five years, Qu said. The port's maximum capacity is 1.4 million cargo containers a year, he added.

One advantage of Cuntan port, Qu said, is the meat and fruit distribution center being built on a hillside beside the port. It's a coup for Cuntan, considering the stricter regulations on the shipment of such products by water versus air. Guoyuan's Liu said his port will have no such facility.

However, when Guoyuan is completed, it will be the only inland port to exports is not sustainable. Our eco-hub boast water, road, rail and air links inchpins for Chongqing's ambition to out the rest of China and the world. launched an English-language webbecome inland China's most accessible And the development of China relies site to spotlight success stories and to looks firmly ahead to a booming nland trade hub.

#### Silk Road connection

the Chongqing-Xinjiang-Europe rail- biles, helicopters and small airplanes, French wines.

export channel," Ling Yueming, director general of the Administrative Committee of Liangjiang New Area, said of the 11,179-km railway that links Chongqing and Duisburg, Germany, by way of Kazakhstan, Russia, Belarus The port's steady water levels through containers this year, 350,000 next year load cargo simultaneously, and two of and Poland (and which makes trade stops in all those countries).

<sup>°</sup>But we're also strengthening efforts the Standing Committee of the CPC Chongqing Municipal Committee, said in an exclusive interview with Chiyear's Spring Festival, Liu said. And of the river," said Qu Hong, general 46,000 cargo containers, import and na Daily. "By organizing return cargo, the port, which opened in December, manager of port operator Chongqing export combined, came through Cun- we reduce the trade deficit between International Container Terminal Co tan, Qu said. Last year, the port han- China and Europe and reduce logisti-



A newlywed couple pose for photos in Liangjiang New Area in May. The development area is designed to include not only the biggest convention center in western China, but also residential buildings and plenty of green space.

nomic development cannot go withon three 'horse carriages': domestic attract investment and foreign trade, future, its planners also are mindful demand, exports and investment."

way, which is part of the new Silk Road. the city aims to attract investment by for new enterprises.

This is an efficient way to cut costs."

Ling said such reforms will help accelerate local development.

### Showcasing the city

Besides, he said, "reliance solely on feed traffic into the burgeoning trade parks and schools, a projected popula-

Liangjiang New Area recently especially from Europe. And to show- of the city's past. While coastal cities rely on exports to case what is available for import, the With an eye to boosting import traf- drive economic development, he said, city built the Commodity Trading serve its heritage in such places as fic and domestic demand along with Chongqing is looking to ride all three Exhibition Center, a sprawling venue Long Xing (Prosperous Dragon) facilitating the exports from Chong- carriages to sustainable growth. In where wholesalers (and eventually Ancient Town, where winding stone qing's growing industrial might, the addition to stoking domestic demand retail shoppers) can visit numerous streets lead past ancient temples and river city is taking full advantage of its for the fruits of Chongqing's industry, shops to preview available goods, teeming alleys, and where some familand connections as well, particularly including laptop computers, automo- from American-made automobiles to lies still draw their water from ancient

halls in China", Shi said.

Surrounding the center will be resiat rows of mist-covered mountains. dential buildings and plenty of green space, and Shi envisions the center and *Contact the writers at kangbing@* adjoining areas eventually becoming a *chinadaily.com.cn and jameshealy@* Chongqing also is taking steps to "sustainable smart city" with its own *chinadaily.com.cn* 

tion of 80,000 and a total area of 12 million square meters.

Meanwhile, although Chongqing

Chongqing is taking steps to prewells

Additionally, to draw tourist and The city also is resurrecting its past "Its original purpose was for an streamlining the registration process business trade to the New Area, the by building a replica of Old Chongcity has constructed the super-sized qing in the New Area. The true-to-"All enterprises can go through Yuelai Exhibition & Convention City, size buildings, faithfully reconstructed the registration process with just one which General Manager Shi Jian said with old stone and brick, will eventuapplication table now, one window, is the biggest in western China. The ally cover 350,000 square meters in and finish in one day," Ling said. "This center, just 15 minutes from the air- the Liangjiang International Film City, simplification of business registration port, features an adjacent five-star where part of the 2012 movie Back to procedures will change pre-approval hotel (still under construction), 18 1942 was filmed. Visitors can stroll into post-registration. For business restaurants, exhibition areas, a grand along streets that duplicate 1940s-era registration, we will no longer ask a ballroom and a 20,000-square-meter Chongqing, including shops, restauto bring back cargoes from Euro- bank for a deposit letter. (An enter- multifunctional hall that can hold rants, a theater and a Flying Tigers 1,300 cars made in Chongqing was pean countries," Ling, a member of prise) will just have to promise they will from 15,000 to 20,000 people. The Club, climb stone stairways that follow get capital ready in three to six months. hall "is one of only four such pillar-less the steep hillsides, and commune with songbirds and butterflies while gazing



An Enstrom helicopter assembled in Chongqing is on its way to an exhibition in May. Chongqing General Aviation Industry Group Co acquired the US helicopter manufacturer Enstrom in 2012.

# Chongqing pushe general aviation

#### **By TAN YINGZI** and LUO WANGSHU in Chongqing

Aviation in Chongqing got its start in the early 1940s, when the city served as an important base for the 1st American Volunteer Group, popularly known as the Flying Tigers, which came to aid China against Japanese aggression

during World War II. Decades later, the city looks to the sky again. It will establish a general aviation industrial park in Liangjiang New Area as one component of an industrial transformation.

General aviation covers all flights other than commercial airlines and the military, and includes such activities as private flights, air ambulance services, police aviation and air charter services. The 8-square-kilometer indus-

trial park has already attracted 31 foreign aviation enterprises, including the Swiss aircraft manufacturer Pilatus Aircraft and the US helicopter manufacturer Enstrom Helicopter Corp. Thirteen enterprises have been set up by the Chongqing government.

Enstrom was acquired by Chongqing General Aviation Industry Group Co in 2012. Two helicopter assembly lines in Chongqing are expected to assemble five choppers this year and produce 50 helicopters annually in the future.

The company, which sold 26 helicopters globally in 2013, plans to sell 40 this year, said Wu Jisen, vice-president of Chongqing General Aviation Industry Group Co. Pilatus has also set up two production lines in Chongqing for its

fixed-wing aircraft, the PC-6 and the United States, there are at PC-12 passenger and cargo planes.

## Urgent need

For the city, transforming the industrial structure and develop- people, such as white-collar we ing new industries is urgent.

Chongqing is an important flight clubs and study how to industrial base in China, known an aircraft for fun, he said. as the country's largest motorcycle manufacturing base. But its the Chinese Academy of Scien export volume of motorcycles has said Chongqing has done it righ declined because of the gloomy emphasizing professional train global economy in recent years, which will be the city's big adv pushing the government to look to tage as it develops general aviat a new path.

Although Chongqing is not a jiang New Area includes at l traditional aviation base, it can two schools for training pilots. make use of its industrial advantages in aviation materials and parts School, a private school, has b manufacturing, said Ling Yueming, recruiting students since Sept director general of the Administra- ber 2012. It has 300 students. tive Committee of Liangjiang New Area.

General aviation is believed to the Civil Aviation Flight Univer be a new growth point after China of China and the Chongqing C decided to relax its control on low- eral Aviation Industry Group altitude airspace — below 1,000 2012, will start to recruit stude meters — in 2010.

More than 20 provincial areas or cities, including Chongqing, and commercial pilot licensing have devised plans to explore the well as aircraft maintenance tr general aviation industry. But the ing, the school aims to certify boom has yet to come, and more pilots and 500 maintenance efforts are needed before local sonnel each year. governments will see the industry bring real economic benefits, than 3,000 pilots within the co said Yang Fengtian, an academi- ing five years, said Chen Bi cian at the Chinese Academy of researcher with the Sino-US j

Engineering. Yang, who is also president of Shenyang Aerospace University, plan. According to authoritie said China still has not solved many Liangjiang New Area, the gen of the problems associated with the aviation industry is expected

management of general aviation. Creative mechanisms must be 300 billion yuan (\$48 billion) a y established to let local govern- to the municipality by 2020. ments, not civil aviation authori- It's an auspicious start for ties, lead the development of local home of the Flying Tigers. general aviation, he said.

He said he believes that only an *Contact the writers at* industry that involves wide public *tanyingzi@chinadaily.com.cn and* participation can really boom. In *luowangshu@chinadaily.com.cn* 

YUAN ZHIQIANG / FOR CHINA DAILY

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