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Sub-project 1.24: Enhancing Real Sector Cooperation and Integration
with Good Practices of GMS

借鉴 GMS 成功经验加强区域实体经济合作和一体化研究

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For Executing Agency: Ministry of Finance, People's Republic of China

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Sub-project 1.24

Synopsis of Final Report

Enhancing Real Sector Cooperation and Integration with Good Practices of GMS

终期报告提要

借鉴 **GMS** 成功经验加强区域实体经济合作和一体化
研究

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Foreword

This report is the output of Subproject 1.24 *Enhancing Regional Cooperation in Real Economy with Good Practices of the Greater Mekong Sub-region (GMS)*, under ADB Technical Assistance Project TA 7313-PRC: Facility for Policy Reform and Capacity Building III.

This report makes an overall review and evaluation of GMS' achievements and successful experience in carrying out real sector cooperation. In consideration of the current situation and prospect of real sector cooperation under the framework of other economic cooperation mechanisms in the Asia-Pacific region, the report provides strategic alternatives and policy recommendations for further advancing regional real sector cooperation. The report consists of three sub-reports which are respectively *Performance Evaluation of the GMS Real Sector Cooperation*, *Main Challenges and Potential Opportunities of Real Sector Cooperation for other Economic Cooperation Mechanisms in the Asia-Pacific region*, and *Strategic Alternatives and Policy Recommendations for Advancing Real Sector Cooperation in the Asia-Pacific Region*.

Special thanks should be given to Ms. Aihua Wu of ADB who performed as the task manager of this subproject and provided strong support and constructive guidance in the whole process of the subproject.

I. Background and Significance of the Study

Connectivity is an important cooperative component of the Greater Mekong Sub-region (GMS) cooperation. Since 1992, the GMS connectivity cooperation, focusing on transportation infrastructure construction at the early stage, has achieved fruitful progress and gradually extended to the fields of telecommunications, energy and other real economies. The new "GMS Strategic Framework for 2012-2022" identified the following three major objectives: (1) promoting the regional economic integration; (2) creating more favorable policy environment for cross-border trade, investment, tourism by improving infrastructure connectivity; (3) promoting the sustainable development of regional economy while paying much attention to natural environment and relative social factors. Obviously, to promote the development of real economy cooperation through enhancing connectivity is of great significance to the realization of the above strategic objectives.

Considering the various political and economic challenges in the face of the Asia-Pacific regional economic integration process, in-depth analysis of the practice and experience of the GMS cooperation in real economy through enhancing infrastructure connectivity and extending it to other regional cooperative mechanisms in the Asia-Pacific region have important theoretic and policy implication.

Firstly, the Asia-Pacific region is vast in terrene and has a large number of economies with great diversity of political systems, culture and economic development situation. Therefore, the process of Asia-Pacific cooperation is characterized by variety with different cooperation mechanisms developing in parallel. However, the ultimate goal of all of these different Asia-Pacific cooperation mechanisms is to further extend the production and distribution networks in the Asia-Pacific region, and to enhance the relationship and coherence among Asia-Pacific economies, thus realizing the inclusive and sustainable development of the Asia-Pacific economy. Considering GMS cooperation has achieved significant progress and fruitful achievements in real economy cooperation through enhancing infrastructure connectivity, its successful practice and experience could be disseminated to other Asia-Pacific economic cooperation mechanisms such as Asia-Pacific Economic Cooperation (APEC), Association of Southeast Asian Nations (ASEAN) 10+3, and Regional Comprehensive Economic Partnership (RCEP).

Secondly, one of the characteristics of current Asia-Pacific regional economic cooperation is the pragmatization and diversification of member economies' interest orientation. This new trend makes member economies no longer limit themselves to regional trade liberalization cooperation, but pay more attention to stimulate the domestic economic development through cooperation in real economy. The GMS mechanism is a pioneer in carrying out sub-regional real economy cooperation, with a wide range of successfully implemented projects and prominent cooperation achievements. Therefore, a thorough analysis and dissemination of GMS' practice and experience in the field of real economy cooperation would have important significance to enhance the cohesion among member economies of our region, and to maintain the energetic momentum of the Asia-Pacific economic cooperation process.

II. Performance Evaluation of the GMS Real Sector Cooperation

Through more than 20 years' joint efforts, GMS has achieved big progress in promoting connectivity and deepening real sector cooperation, and has made significant contribution to promote economic and social development in this region.

1. Economic and Trade Development of GMS members

The interdependence of economy and trade provide solid foundation of GMS cooperation. The economic and trade development of GMS members presents significant diversification. In terms of trade directions of goods, the People's Republic of China (PRC) is the most important trade partner of other GMS members. In terms of trade pattern, inner trade of GMS is mainly composed of inter-industry trade based on the factor endowments. In recent years, the intra-regional trade increased significantly, and its proportion in total trade is growing. The growth rate of intra-regional trade is faster than that of trade with outside countries. This trend shows that trade interdependence among GMS members has been reinforced.

2. An Overall Review of GMS' Connectivity and Real Sector Cooperation

Since 1992, GMS' cooperation in connectivity and real sector has gone through four stages of development, namely the starting stage in 1992-1996, the slowdown stage in 1997-2002, the comprehensive development stage in 2002-2008 and the new stage since 2008. During the past few years, the GMS cooperation has also gone through the shocks of global financial crisis and political unrest in some members. The quality and scope of GMS cooperation has been improving and expanding. Positive progress has been observed in connectivity and real sector development, and poverty is reduced in GMS members. A cooperation mechanism with unique feature has been formed in which the Asia Development Bank (ADB) plays an important organizing and coordinating role, with the participation of GMS members' governments and international organizations. In recent years, the level of the GMS cooperation has been significantly increased, the cooperation priorities has been explicated and optimized, and the purpose of the cooperation is becoming more and more pragmatic. Early initiatives and frameworks have become detailed and substantial plans and roadmaps, meanwhile more and more related arrangements and agreements have been concluded between GMS member governments.

By the end of 2013, the ADB has carried out 60 GMS loan projects with a total capital input of about \$15 billion and 190 technical assistance projects with a total capital input of about \$352 million. These projects scatter in the real sectors such as transportation, energy, telecommunication, agriculture and so on, among which transportation and energy cooperation projects accounting for the biggest proportion. GMS cooperation has played a significant role in improving the real sector development, raising income and alleviating poverty in the region. The poverty rate and poverty gap has been significantly reduced in GMS members. At the same time, the project-oriented cooperation focusing on connectivity has been widely recognized by GMS members. In the future, GMS' experiences and practices would provide good examples for other economies in the Asia-Pacific region to promote various forms of sub-regional economic cooperation, strengthen connectivity, as well as to improve economic development and efficiency.

3. Progress and Performance Evaluation of the Main Areas of GMS' Real Sector Cooperation

First of all, transportation and economic corridors development is one of the most important areas of GMS' real sector cooperation. Since 1992, GMS has carried out a number of projects in the field of highway, railway, water transport and air transport under the guidance of the ADB. The transportation infrastructure of the region has been greatly improved. The highway and railway mileage, the transportation efficiency and facilitation of GMS members have also been increased significantly.

- In the area of road construction, GMS has basically completed the construction of the north-south traffic corridor, and formed the GMS north-south thoroughfare. At the same time, the construction of the southern corridor, which is regarded as one

of the top priorities of the new decade strategy plan, has also begun to take shape. The ADB has started massive subsequent investment to related projects. Road infrastructure condition and road density of GMS members has been significantly improved.

- In the area of railway cooperation, GMS members have unanimously passed the *Strategic Framework for Connecting GMS Railways*, which aims to realize the connectivity of the sub-regional railway network by 2020. As the core content of the plan, Pan-Asia Railroad will become the most important way of bulk cargo transportation between GMS members in the future with its huge capacity, great convenience and low cost. According to the plan, Pan-Asia Railroad will include three lines, namely the East Line, the Middle Line and the West Line. Some of these lines have been put into operation, and other sections are also under construction. At present, there are still some difficulties in the network connectivity of Pan-Asia Railroad, and GMS members are taking measures to solve the problems. On the 19th GMS Ministerial Conference, GMS members signed the MOU for the Establishment of the Greater Mekong Railway Association (GMRA), which will allow GMS members to usher in closer railway connectivity in the subregion and help promote the development of an efficient, safe and environmentally sustainable transportation network. GMRA will also have the capacity to source expertise from outside the region in order to yield positive and productive results for GMS members.
- In the area of shipping cooperation, since the PRC and Lao People's Democratic signed passenger and cargo transportation agreement in November 1994, the sub-regional navigable scope has been expanding steadily, and the shipping capacity has also improved continuously. Lancang-Mekong river international waterway has become a "golden channel" which plays a key role in the development of water transportation cooperation in the GMS region.
- In the area of aviation cooperation, although air transport ability of the GMS members has grown significantly, the aviation infrastructure is still generally weak. The rapid growth of the aviation capacity shows the huge derived demand from economic development in GMS members. However, the relatively insufficient aviation infrastructure may cause inhibition effect to this requirement. Therefore, the GMS members should further improve their air transportation infrastructure in the future cooperation, in order to meet the demand of economic activities.
- While making efforts to improve transportation infrastructure, GMS members have also committed to further promote facilitation cooperation, in order to reduce the sub-regional transportation cost, and to improve the efficiency of economic corridors. GMS Members have signed the *Agreement on Cross-Border Transportation of People and Goods in the GMS*, and have carried out a series of related negotiations on the annexes and protocols.

The construction of transportation and economic corridors of GMS has achieved remarkable progress, and has brought significant benefits to regional economic development. However, there are still some deficiencies in the aspect of software cooperation. Transportation and trade facilitation need to be improved, and the management ability needs to be further improved. In their future cooperation, GMS members should attach more importance to the establishment of a more efficient industrial division system, and give a full play of the pervasion effect of economic corridors.

Energy cooperation is another important GMS priority area of cooperation. GMS members vary obviously in energy advantages, capital, technology and infrastructures, which form complementarities and cooperation opportunities for themselves. At present, the GMS energy cooperation mainly focuses on electric power areas, particularly hydropower. Various kinds of power infrastructure and transmission lines are under construction, and electric power trades are expanding and many power purchase agreements have been signed between governments of GMS members. On the 19th GMS Ministerial Conference, GMS members signed the MOU for the Establishment of the Regional Power Coordination Center (RPCC) as a regional organization to facilitate coordination and cooperation in the development of GMS power systems. In addition, oil and related energy cooperation among GMS members has also achieved certain progress. In the future, GMS energy cooperation in such areas as renewable energy and clean energy will be further promoted, aiming to improve the efficiency of energy use and promote ecological environment protection.

In the field of communication cooperation, the first construction phase of GMS Information Superhighway (IS) has been completed successfully. Communications infrastructure condition and related services of all GMS members have been improved. In the PRC, Thailand and Vietnam, mobile and fixed phone and Internet penetration has been increased rapidly, but the development of communication industry of other three GMS members still lags behind. There is considerable scope for GMS members to enhance cooperation in narrowing development gap of communication industry and increasing information technology popularization.

With regard to agricultural cooperation, GMS members have endeavored positively in setting up the basic agricultural cooperation principles and mechanism and have achieved fruitful results. Though the shares of agricultural output in GDP and employment in some GMS members are declining, agriculture production index has been improved significantly, the agricultural productivity and added value per capita grew obviously, which displayed the improvement of regional agricultural production conditions. GMS has carried out a number of cooperation projects in the field of agriculture, including cross-border prevention and control of animal epidemics and diseases; construction of the GMS Agriculture Information Network Service; agriculture projects demonstration, training in practical agricultural technologies and drug substitution planting. However, the sub-regional agricultural development cooperation still faces many challenges. To expand opening of the domestic

agricultural sector, promote agricultural goods trade and strengthen agricultural technology cooperation have become the common goal of GMS members.

4. Experience Summary and Prospect of GMS' Real Sector Cooperation

First, it should be pointed out that real sector cooperation under the framework of GMS is driven by a series of internal and external factors, but with internal factors as more powerful driving force. Second, stable regional environment and common policy orientation for development of the members is necessary conditions for effective cooperation of real economy of GMS. Third, regional identity and mutual benefit are key factors to promote the in-depth development of GMS members' cooperation in real economy. Fourth, effective interaction and coordination between multiple participants is crucial to cooperation of real economy of GMS. Fifth, the application of cooperation mechanism adapted to regional economic development is another key factor for successful sub-regional cooperation under the framework of GMS. Sixth, the selection of priority industries and their overall planning and regional coordination is very important.

In the future, GMS members should continue to explore more effective sub-regional cooperation mechanisms, and formulate more targeted micro-economic and industrial policies, so as to further enhance the efficiency their cooperation and create new opportunities for their economic development. With regard to specific policy recommendations, GMS members should try to gradually improve the existing project-oriented pattern of cooperation in the short term, and take effective measures to promote the institutionalized cooperation mechanism of GMS.

III. Main Challenges and Potential Opportunities of Real Sector Cooperation for other Economic Cooperation Mechanisms in the Asia-Pacific Region

In recent years, the economies in the Asia-Pacific region have reach common understanding on the importance of strengthening their economic and trade relationship through real sector cooperation, aiming to narrow their economic development gap and realize balanced and sustainable development. The economic cooperation mechanisms such as APEC, China-ASEAN cooperation and Greater Tumen Initiative (GTI) have implemented active measures in promoting real sector cooperation and made remarkable achievements.

1. Real Sector Cooperation under the Framework of APEC

As the largest and most comprehensive economic cooperation forum in the Asia-Pacific region, APEC has been playing a key role in promoting regional trade and investment liberalization and facilitation cooperation, as well as contributing the process of Asia-Pacific regional economic integration. In their declarations made during the past few years, APEC economic leaders have reinforced the significance of real sector cooperation, which is regarded as an important approach to consolidate

the close relationship among APEC members and to promote the process of regional economic integration.

In the field of infrastructure development, APEC has been making great efforts in developing the physical connectivity network involving transportation, information and communication, and energy, aiming to improve the Asia-Pacific supply chains and optimize the regional industrial specialization. In the field of transportation and logistics, APEC is committed to simplify the custom clearance procedures, adjust the unreasonable technical standards, and eliminate non-tariff measures such as import prohibition or certification, in order to speed up the process of trade liberalization and facilitation. Meanwhile, APEC has developed and implemented the *APEC Trade Facilitation Action Plan* and *APEC Supply Chain Connectivity Framework Action Plan*, and has achieved remarkable results.

In order to adapt to the changing internal and external environment, APEC has been trying to make adjustment of its cooperation framework in the past few year. In this aspect, the implementation of APEC Growth Strategy will provide a good platform and many opportunities for enhancing real sector cooperation in the APEC region. In 2013, connectivity was set up as one of the main topics of APEC economic leaders meeting, on which two important documents, *APEC Framework on Connectivity* and *APEC Multi Year Plan on Infrastructure Development and Investment*, were endorsed.

APEC has laid good foundation in many aspects for enhancing real sector cooperation, which has a broad prospect in the future. However, there are also quite a few challenges and negative factors such as great disparity of economic development of APEC members and shortage of funds, etc. therefore, APEC members should carry out more active and effective measures to promote the in-depth development of real sector cooperation, in order to achieve a seamlessly and comprehensively connected and integrated Asia Pacific.

2. Real Sector Cooperation under the Framework of China-ASEAN Cooperation Mechanism

Both the PRC and ASEAN play important roles in promoting Asia-Pacific regional economic integration. The two sides are also closely related in social and cultural exchange, development strategy and geopolitics. Consequently, under the environment of economic globalization and regional integration, the PRC and ASEAN will achieve a win-win situation in strengthening strategic partnership.

Benefited from the driving forces of China-ASEAN FTA, the PRC and ASEAN members have made significant progress in real sector cooperation such as infrastructure development, agriculture and tourism. In recent years, with the improvement of micro-economic and doing-business environment, ASEAN members' demand for infrastructure development has been increasing steadily, which provides a lot of cooperation opportunities for the PRC and ASEAN. In the field of agriculture, the PRC and ASEAN have carried out various forms of cooperation in agricultural

technology application and agricultural personnel training. In the field of tourism, the cooperation between the PRC and ASEAN has not only improved bilateral tourism liberalization and facilitation, but also laid good foundation for exploiting regional tourism resources, developing tourism-related infrastructure and attracting tourists outside the region.

3. Real Sector Cooperation under the Framework of GTI

GTI is the earliest and most fruitful sub-regional cooperation mechanism in North-East Asia. In recent years, with the changing of regional and international economic situation, GTI sub-regional cooperation is also facing a new prospect. Among the GTI members, the PRC implemented the strategy of revitalizing the old industrial bases in Northeast region, and Russia implemented the strategy for the development of the eastern regions. Republic of Korea, Japan and Mongolia have also taken a more active position in participating North-East Asian cooperation. All the GTI members wish to find new approaches for economic recovery through strengthening sub-regional cooperation after the after the world financial crisis, which provide precious opportunities for enhancing real sector cooperation under the framework of GTI.

At present, infrastructure development and energy cooperation are among the sectors with most remarkable achievements. In the future, the GTI members are expected to participate in real sector cooperation in a more active manner with the improvement of economic openness of the region. However, because of the complicated geopolitical situation and lacking of cooperation experience, the real sector cooperation under the framework of GTI will face quite a few challenges.

IV. Strategic Alternatives and Policy Recommendations for Advancing Real Sector Cooperation in the Asia-Pacific Region

The Asia-Pacific region accounts for approximately 40 percent of the world's population, approximately 50 percent of world GDP and world trade. In this sense, the process of Asia-Pacific regional economic integration is not only closely related to the region's economic growth and prosperity, but will also has a profound and long-term effect on the prospect and shape of world economic development. Consequently, it is of great significance to promote Asia-Pacific regional economic integration process through enhancing real sector cooperation, drawing on GMS's successful experiences.

1. Significance of Promoting Real Sector Cooperation in the Asia-Pacific Region

First, real sector cooperation will help to increase trade and investment opportunities in the Asia-Pacific region, to promote economies better integrated in the regional production network, thus laying foundation for a big Asia-Pacific single market.

Second, real sector cooperation will improve the quality and effectiveness of Asia-Pacific regional economic integration, substantially strengthen the implementation efficiency of the FTAs/RTAs in the region, and help to create a transparent, stable and efficient trade and investment environment with lower transaction cost.

Third, real sector cooperation helps to tap new sources of economic growth, to accelerate structural reform, and to promote stable economic growth and employment, which are in line with the common interests of developed and developing economies of the Asia-Pacific region.

2. Necessity of Promoting Real Sector Cooperation under New International and Regional Situations

At present, the world and Asia-Pacific economy is still under recovery after the shock of the financial crisis. The future of the Doha Round negotiation of the WTO is uncertain. At the same time, trade and investment protectionism is resurfacing, and the process of Asia-Pacific regional economic integration is becoming more complex. In this background, to promote real sector cooperation will boost the upgrading of industrial structure and the reconstructing of production network of the Asia-Pacific region, which will help to transform the challenges into new opportunities of integrating regional economy and realizing common development of the economies in the Asia-Pacific region.

3. Guidelines and Policy Recommendations for Advancing Real Sector Cooperation in the Asia-Pacific Region

In consideration of the current situation, main features and future development trend of Asia-Pacific regional cooperation, and drawing on GMS's successful experiences, it is recommended that the following basic principles should be adhered to in further promoting real sector cooperation in the Asia-Pacific region:

- Maintaining flexibility, gradualism and inclusiveness;
- Ensuring effectiveness;
- Upholding openness;
- Advocating win-win cooperation

The following areas should be regarded as priorities in further promoting real sector cooperation in the Asia-Pacific region.

- Opening up a New Prospect of Asia-Pacific Real sector cooperation through Enhancing Infrastructure Development

In recent years, the market demand for infrastructure development in the Asia-Pacific region has been witnessing a robust growth. Consequently, to enhancing infrastructure development will not only bring direct benefits for related economies,

but also lay a good foundation and help to open up a new prospect for real sector cooperation in the Asia-Pacific region. However, infrastructure development needs huge amount of financing. Therefore, the economies of the Asia-Pacific region should give a full play of the leading role of the governments, and try to formulate a comprehensive cooperation framework of infrastructure development, thus striving to achieve substantive achievements in a relatively short period of time. Meanwhile, funds for infrastructure development should be raised in multi channels and patterns, through fully mobilizing the broad participation of all sectors of society.

- Enhancing Energy Cooperation

With the rapid economic development and steady increasing of energy consumption, the economies in the Asia Pacific region pay more and more attention to energy security. There are a large number of economies in the Asia Pacific region with big disparity in economic development and resources endowment, which would provide wide scope for enhancing energy cooperation among them. A project-oriented approach should be applied in the process of Asia-Pacific energy cooperation. Efforts should be taken to promote the integration, docking or expansion of energy cooperation projects already implemented in the sub-regional frameworks, aiming to yield achievements of cooperation with regional influence and demonstration effect. At the same time, considering Asia-Pacific economies' common demand for energy investment, regional energy financing should also regarded as a priority of Asia-Pacific energy cooperation.

- Deepening Trade Facilitation Cooperation

Trade facilitation cooperation helps to reduce trade distorting, simplify and harmonize custom clearance procedures, and speed up cross-border flows of trade factors, thus reducing transaction cost and promoting the development of international trade. Moreover, trade facilitation cooperation is of great significance to connectivity cooperation of the Asia-Pacific region. Therefore, trade facilitation cooperation is not only an important component of real sector cooperation of the Asia-Pacific region, but can also create more favorable conditions and external environment for other fields of real sector cooperation. Basing on the existed cooperation achievements, economies of the Asia-Pacific region should strengthen the effectiveness of trade facilitation cooperation through improving the comprehensive cooperation framework and implementing higher level cooperation projects, and try to continuously expand the range and depth of real sector cooperation in the Asia-Pacific region.

- Promoting Economic Corridor Development

The experiences of GMS show that Economic Corridor development is playing a more and more important role in regional real sector cooperation. The Asia-Pacific is a vast region, and there are complementarities between the economies of quite a few countries, which provide basic conditions for them to develop Economic Corridors under the regional, sub-regional or bilateral frameworks. The cooperation in this field will promote trade facilitation and improve investment environment in the Asia-Pacific

region. The economic development along the Economic Corridor will result in the proliferation of industry and processing bases relying on local resource advantages, thus forming economic growth belts with Economic Corridor as core.

- **Carrying out Value Chain Cooperation**

With the acceleration of the economic globalization and regional economic integration process, real sector cooperation in the Asia-Pacific region will cover the entire value chain, including R & D, production, domestic sales, cross-border flows and final consumption abroad. Therefore, economies of the Asia-Pacific region should give full play to their comparative advantages, optimize the economic resource allocation, improve the industry layout, and make joint efforts to foster a big Asia-Pacific market where benefits are shared by all, which constitutes the ultimate goal of real sector cooperation in the Asia-Pacific region.

4. Policy Recommendations

- **Promoting Integration and Docking of Connectivity Cooperation Frameworks of Various Mechanisms in the Asia-Pacific Region**

At present, several regional or sub-regional cooperation organizations have already or set about to formulate connectivity cooperation frameworks with infrastructure development as a priority. These cooperation frameworks have a certain degree of similarities in target, mechanism, key areas or participating members, which lays a foundation for cross region infrastructure networks development. In this regard, the ADB could play an active coordinating role. For example, the ADB may consider establishing an on-line Asia-Pacific Connectivity Cooperation Information Platform. The Platform will collect and timely release information on the overall plans and projects of connectivity cooperation carried out under different mechanisms of the Asia-Pacific region, aiming to enhance communication and attract more stakeholders to participate in. In addition, the ADB may also make efforts to promote in-depth cooperation between various mechanisms through launching a series of research projects, and inviting experts or program officers from the Secretariats of related cooperation organizations to participate in seminars held regularly.

- **Considering Setting up an Asia-Pacific Connectivity Development Fund**

Over the years, the World Bank, the ADB and other financial institutions have been making great efforts in promoting infrastructure development in the Asia-Pacific region. However, the reality is that the funding gap is still very big in this area. Therefore, how to fully mobilize social resources and raise funds through various channels and patterns, and how to establish a systemic, rational and efficient investment and financing mechanism, become key factors influencing the prospect of infrastructure development cooperation in the Asia-Pacific region. Therefore, when conditions are ripe in the future, the ADB and other related financial institutions in the Asia-Pacific region, as well as international financial institutions such as the World Bank, could cooperate in establishing a multilateral financing platform such as Asia Pacific

Connectivity Development Fund. The establishment of the fund could provide more financial support to promote connectivity cooperation in the Asia-Pacific region. It would also be conducive to related regional and international financial institutions to carry out more effective cooperation in relevant projects.

- Promoting Energy Cooperation in the Asia-Pacific Region through Widely Application of Issuing Energy Bond

The practices of the ADB in recent years have proven that it is an effective approach to issue energy bonds to raise funds, which will be used to provide direct financial support to related energy projects. Compared with energy bonds issued by enterprises, the energy bonds issued by regional or international financial institutions have the advantage of high financing value, multiple distribution channels and low market risk, and should be promoted actively in the Asia-Pacific region. Financial institutions such as the ADB and the World Bank are recommended to individually or jointly issue diversified energy bonds to raise funds, which should be mainly invested into those priority areas including waterpower, wind energy, renewable energy and electric power transmission.

- Strengthening Development of Supply Chains and Logistics Networks in the Asia-Pacific Region

Efficient and convenient regional logistics system is of great significance to the in-depth development of real sector cooperation in the Asia-Pacific region. Therefore, in order to create more favorable external environment for real sector cooperation in the Asia-Pacific region, effective measures must be taken to reduce barriers hindering the development of logistics. In addition to improve logistics-related infrastructure, a comprehensive Asia-Pacific logistics information exchange platform should be established as soon as possible. Through setting up pivot points in economies as much as possible in the Asia-Pacific region, the platform will timely collect and release information related to logistics companies, import and export custom brokers company and professional service companies, and provide comprehensive information services and guidance for enterprises involved in the logistic.

前 言

本报告是亚洲开发银行亚行技术援助项目 **TA7313: “政策改革与能力建设支持”** (三) 下子项目 **1.24“分析大湄公河次区域 (GMS) 推进互联互通深化实体经济合作的实践与经验, 促进区域实体经济合作发展”** 的最终成果。

本报告系统评估了 **GMS 互联互通实体经济合作** 所取得的进展与成功经验, 并结合亚太地区其它主要合作机制在实体经济合作方面的现状和前景, 提出了深入推进亚太实体经济合作的战略选择和政策建议。本报告由三个子报告组成, 分别为: **GMS 实体经济合作的绩效评估**、**亚太地区主要区域合作机制推动实体经济合作的挑战和潜力**、**推动亚太区域实体经济合作的战略选择与政策建议**。

在项目执行期间, 亚洲开发银行吴爱华女士作为项目经理对本项目的实施给予了大力支持和指导, 在此谨对吴女士表示衷心感谢。

一、研究背景与意义

互联互通合作是 **GMS 合作** 的重要组成部分。自 1992 年以来, 以交通基础设施建设为主体的 **GMS 互联互通合作** 成效显著, 并逐渐拓展到电信、能源等其他实体经济领域。新制定的《**GMS 合作战略框架 (2012-2022 年)**》明确了三大战略目标: 一是推动次区域一体化进程; 二是在完善基础设施互联互通的基础上, 为跨境贸易、投资、旅游等合作创造有利的政策环境; 三是关注自然环境和社会因素, 促进次区域经济可持续发展。通过加强互联互通合作促进实体经济发展与上述战略目标的实现密切相关, 在 **GMS 次区域一体化进程** 中发挥了愈发重要的引领作用。

综合考虑亚太区域经济合作中面临的各种政治和经济挑战, 深入分析 **GMS 通过推进互联互通深化实体经济合作的实践与经验**, 进而将其扩展到其他区域实体经济合作具有重要的理论研究和政策指导意义。

首先, 亚太地区地域辽阔, 经济体众多, 各成员在社会制度、经济发展水平、文化、历史等方面存在很大的差异。因此, 亚太区域合作具有比较显著的多样性, 各种不同类型的区域合作机制并行发展。但是, 亚太地区各种区域合作机制的最终目标都是为了进一步加深和拓宽亚太区域生产和流通网络, 加强亚太国家之间的相互联系和凝聚力, 实现亚太经济的包容性和可持续增长。鉴于 **GMS 以基础设施的互联互通合作** 为抓手和渠道, 已经取得了非常显著的合作效果, 亚太地区各成员都应该积极借鉴其成功经验, 并在 **APEC、东盟“10+3”、RCEP 等区域经济合作框架** 中积极推进。

其次，当前亚太区域经济合作的重要特征之一是各成员利益取向的现实化与多元化。这一趋势使各成员不再仅局限于边界上贸易自由化措施的合作，而是更为关注通过实体经济合作直接促进国内经济发展。而 **GMS** 是开展实体经济合作最早、项目最广泛、合作成果最为突出的地区合作机制之一。因此，深入分析 **GMS** 的合作经验并加以推广，对于增强本地区各成员之间的凝聚力，保持区域经济合作的良好势头具有重要的示范和指导意义。

二、**GMS** 实体经济合作的绩效评估

经过 20 余年的共同努力，**GMS** 在推进互联互通，深化实体经济合作领域取得了积极进展，成果丰硕，为促进本地区的经济和社会发展做出了显著贡献。

（一）**GMS** 各成员宏观经济及贸易关系发展状况

经济及贸易关系上的相互依存是 **GMS** 合作得以顺利推进的坚实基础。**GMS** 各成员经济发展水平及商品贸易规模呈现出显著的多样化特征。就商品贸易流向而言，中国是其他 **GMS** 成员的主要贸易伙伴。就商品贸易结构而言，**GMS** 成员间贸易主要以产业间贸易为主，其贸易格局基本以各成员的要素禀赋为主要依据进行分工。近年来，**GMS** 成员的区域内贸易规模得到了显著提升，区域内贸易在贸易总规模中所占的比重也随之不断增长。**GMS** 区域内贸易的增长速度也明显快于 **GMS** 成员与区域外国家贸易的增长速度。这一变化趋势显示出 **GMS** 各成员间的贸易依存关系正在不断得以强化。

（二）**GMS** 推进互联互通及实体经济合作的总体回顾

自 1992 年成立以来，**GMS** 先后走过了四个不同的发展阶段，即 1992-1996 年的合作启动阶段，1997-2002 年的合作放缓阶段，2002 年至 2008 年的全面发展阶段以及 2008 年至今的合作新阶段。在此期间，**GMS** 合作经历了全球金融危机以及部分成员国政治动荡等不同困难与考验，合作层次和规模不断升级，在推进互联互通，促进实体经济发展，消除贫困方面取得了积极进展，并形成了以亚洲开发银行为项目组织和协调方，各成员政府及国际组织共同参与的独具特色的合作运行机制。近年来，**GMS** 合作的层次显著提升，合作的优先范围得到了不断的明确和优化，合作的宗旨更加务实。**GMS** 合作已经从早期的纲领性倡议具体化为各主要合作领域实质性的规划和路线图，并且达成了与之相配套的政府间协定及实施项目安排。

截至 2013 年，亚洲开发银行共开展 GMS 贷款项目 60 个，总投资约为 150.85 亿美元；技术援助项目 190 个，总额约为 3.52 亿美元。项目涉及交通、能源、电信、农业等实体经济领域。其中，交通及能源领域的合作占有较大比重。GMS 合作对于提高各成员实体经济发展水平，改善人民的收入状况，消除贫困发挥了显著作用。GMS 各成员贫困人口比率及贫困差距显著下降。GMS 部分国家收入分配状况有所改善。同时，GMS 以互联互通项目建设为主导的合作方式也得到各成员的普遍认可。展望未来，GMS 合作的经验及模式将为亚太地区继续推进多种形式的次区域经济合作，加强互联互通，提高实体经济发展水平及效率提供良好的范例。

（三）GMS 主要实体经济合作领域的进展及评估

交通及经济走廊建设领域的合作是 GMS 合作的重中之重。1992 年以来，GMS 成员在亚洲开发银行的指导下，在公路、铁路、水运及航空运输领域开展了多项合作，使地区的交通基础设施状况得到显著改善，公路及铁路里程数不断提高，运输效率大幅度提高，为提高 GMS 各成员的便利化水平做出了积极贡献。

- 在公路建设中，GMS 已基本完成了南北交通走廊的建设，形成了 GMS 南北大通道。同时，东西及南部走廊的建设也已初具规模并被定位为新十年战略发展的首要合作内容，亚行已就相关项目进行了大规模后续投资。GMS 各成员公路基础设施状况得到了显著改善，公路密度不断提升。

- 在铁路建设合作领域，GMS 各成员一致通过了“GMS 铁路衔接战略计划”，并计划到 2020 年实现铁路网络的连通。其中，“泛亚铁路”的建设是这一计划的核心内容，将以其巨大的承载能力和便捷低廉的特征成为未来 GMS 各成员间大宗货物运输的重要途径。根据规划，泛亚铁路可分为东中西三线。其中的部分线路已经投入运营，其他线路区段也正在紧张建设之中。目前，泛亚铁路的建设在网络衔接等方面仍然存在一定的困难，GMS 各成员仍在采取措施争取早日实现泛亚铁路的衔接和贯通。在 2013 年 12 月举行的 GMS 第十九次部长级会议上，GMS 成员正式签署了建立 GMS 铁路联盟（GMRA）的谅解备忘录，以使 GMS 成员之间的铁路实现更加紧密的连接，促进高效、安全和环保的运输网络的发展。同时，GMRA 的建立还有助于从区域外获取专业技术，使 GMS 成员在铁路建设方面取得更多的成果。

- 在航运领域，自 1994 年 11 月中国和老挝两国正式签署《澜沧江—湄公河客货运输协定》以来，次区域通航范围不断扩大，航运能力不断得到提升。澜沧江—湄公河国际航道已成为在 GMS 合作建设中发挥着重大作用的水运“黄金大通道”。

● 在航空合作领域，GMS 各成员的航空运输能力增长较为显著，但航空基础设施普遍偏弱。航空运力的快速增长显示了 GMS 成员经济发展对航空运输能力衍生出巨大需求。而相对落后的航空基础设施状况则有可能对这一需求造成一定的抑制作用。GMS 成员应在未来合作中进一步增加对航空运输基础设施的改进投入，以适应经济活动的要求。

● 在开展交通基础设施建设的同时，GMS 还致力于进一步完善客货运便利化合作，以降低次区域运输成本，提高经济走廊的运行效率。各成员签署了《次区域便利货物及人员跨境运输协定》，并开展了一系列相关附件和议定书的谈判。

GMS 各成员在交通及经济走廊建设领域已经取得了积极进展，为地区经济发展带来了显著的收益。但同时，目前的合作项目在软件方面仍然存在一定的欠缺，交通及贸易的便利化水平有待提高，管理水平有待进一步改进。未来合作中应注意在 GMS 各成员间逐步构建有效的产业分工合作体系，使经济走廊的辐射效应得到更加充分的体现。

能源合作是 GMS 又一重要的优先合作领域。GMS 各成员在能源优势、资金、技术及基础设施发展水平等方面具有较大差距及互补性，存在巨大的合作发展空间。目前，GMS 各成员的能源合作主要集中于电力特别是水电合作领域，各类电力基础设施及输变电线路的建设蓬勃开展，国家间的电力贸易规模也在不断扩大，并签署了多项政府间购电协定。在 2013 年 12 月举行的 GMS 第十九次部长级会议上，GMS 成员正式签署了建立区域电力协调中心（RPCC）的谅解备忘录，以加强 GMS 次区域电力系统发展的合作与协调。此外，各成员在石油及相关能源合作也取得了一定进展。未来，GMS 能源合作将可能向再生能源及清洁能源等领域深入推广，为提高地区能源利用效率，保护生态环境探索新的合作空间。

在通讯合作领域，GMS 信息高速公路（简称为 GMS IS）一期工程建设已圆满完成。GMS 各成员的通讯基础设施状况及相关服务均得到了一定程度的改善。中国、泰国、越南的移动及固定电话和互联网普及率都已得到较快速的发展，但其他三国的通讯发展水平仍然较低。GMS 在发展通讯产业合作，缩小各成员间发展差距，提高信息技术普及程度等方面仍然有很大的合作空间。

在农业合作领域，GMS 各成员已在农业合作的原则、机制及项目安排等方面做出了积极的协调努力并取得了良好效果。目前，农业在各成员 GDP 及就业中所占比重不断下降，但农作物生产指数得到了显著的提升，农业生产率及人均增加值出现了较为明显的增长，显示地区农业的生产状况正在得到改善，生产效率在不断提高。GMS 在农业领域已经开展了多项合作行动，包括跨境动物疫病防控；GMS 农业信息网建设；开展农业示范及科技培训以及毒品替代种植等。但大湄公河次区域的农业发展仍然面临许

多挑战。扩大农业部门的对外开放、促进农业品贸易，以及加强农业技术合作已成为 GMS 各成员的共同目标。

（四）GMS 实体经济合作的经验总结和前瞻

首先，GMS 实体经济合作进程是一系列内、外因素共同作用的结果，但相对而言内部因素是主因。其次，稳定的地区环境与共同发展的政策取向是 GMS 实体经济合作成功的必要条件。第三，地区认同与共同获益是推动 GMS 实体经济合作深入发展的关键因素。第四，多元化的参与主体之间的有效互动和协调对 GMS 实体经济的发展至关重要。第五，适应地区经济发展特征的合作机制是次区域合作取得成功的又一关键因素。第六，重点产业的选择及其发展规划的制定和地区统筹显得尤为重要。

在未来合作中，GMS 成员应继续努力探索更加有效的次区域合作机制，制定富有针对性的宏观经济及产业政策，以进一步增强合作的效率，为各成员经济发展创造新的机遇。就具体建议而言，在短期内应以逐步完善当前的以项目为引导的合作模式，在长期内则应采取措施深入推进 GMS 的机制化合作。

三、亚太主要区域合作机制推动实体经济合作的挑战及潜力评估

近年来，通过加强实体经济合作促进各成员之间的经贸联系，缩小发展差距，实现经济的均衡和可持续发展，已成为亚太地区各成员的广泛共识。以亚太经济合作组织（APEC）、中国—东盟合作机制、大图们江次区域合作机制等为代表的亚太主要经济合作机制在推进实体经济合作方面采取了积极的措施，并取得了显著的成果。

（一）APEC 框架下的实体经济合作

APEC 作为亚太地区最大最完整的区域经济合作机制，为促进本地区贸易和投资自由化便利化合作，提升区域经济一体化水平发挥了不可替代的作用。近年来，APEC 领导人曾多次发表声明推进本地区的实体经济合作，并将其确定为巩固 APEC 成员的紧密合作，推动区域经济一体化进程的重要途径。

在基础设施领域，APEC 努力推进基础设施的网络化建设，包括运输、信息与通讯技术、能源等“物理性硬件”网络建设，以达到完善亚太物流供应链，进一步提高区域产业分工水平的目标。在交通和物流合作领域，APEC 致力于简化繁琐的通关手续，改进不合理的技术标准，削减进口禁令、许可证等非关税贸易壁垒，加快亚太地区内部的贸易自由化便利化进程。为促进上述领域的合作，APEC 相继制定并实施了《APEC 贸易

便利化行动计划》和《APEC 供应链联通性框架行动计划》，并取得了显著的阶段性成果。

近几年来，APEC 为适应内部和外部环境的变化，尝试对其合作框架进行调整，并制定了 APEC 经济增长新战略，从而为 APEC 框架下的实体经济合作创造了新的机遇和平台。2013 年，APEC 将互联互通列为领导人会议的主要议题之一，并通过了《APEC 互联互通框架》和《APEC 基础设施建设和投资多年期计划》两项重要文件。

虽然 APEC 各具体领域的实体经济合作已经具备较好的基础，未来合作前景也非常广阔，但仍然存在诸多的现实条件限制，如成员经济发展水平差异巨大、缺乏资金等。因此，APEC 各成员应该采取更加积极有效的措施，深入推进实体经济合作，以真正实现亚太无缝、全方位的互联互通和一体化。

（二）中国—东盟合作框架下的实体经济合作

东盟和中国在亚太区域经济一体化中都占据着非常重要的地位，双方在社会文化、发展战略和地缘政治等方面也有着紧密的联系。因此，在经济全球化和区域经济一体化的趋势下，努力推进中国—东盟战略伙伴合作关系可以实现双赢。

在“中国—东盟自由贸易区”的带动下，中国与东盟成员在基础设施建设、农业和旅游等领域的合作取得了显著进展。在基础设施建设领域，东盟成员近年来的宏观经济和营商环境不断改善，对建筑业的市场需求量持续提高，为中国与东盟在该领域开展全面合作提供了很多机遇。在农业领域，中国和东盟在农业技术应用推广、农业技术人员培训等方面开展了形式多样的合作。在旅游领域，中国和东盟在促进双边旅游业便利化、自由化的同时，也为深度挖掘该区域旅游业资源、建设旅游业基础配套设施、吸引区域外旅游消费奠定了良好基础。

（三）大图们江次区域合作机制框架下的实体经济合作

大图们江次区域合作是东北亚地区开展最早、合作成果较为突出的次区域合作。近年来，随着东北亚以及世界经济格局的变化，大图们江次区域合作出现了新的发展趋势。从各成员的情况来，中国提出振兴东北老工业基地战略，俄罗斯实施东部开发战略，韩国、日本、蒙古也积极参与东北亚合作。尤其是金融危机以来，各国都希望加强区域内合作，为经济复苏寻求新途径，这为大图们江次区域开展实体经济合作提供了难得的机遇。

目前，基础设施建设和能源合作是大图们江次区域实体经济合作成效最显著的领域。从前景来看，随着大图们江次区域内经济开放程度的不断提升，各成员参与实体经济合

作的积极性也将越来越高。另一方面，由于地缘政治结构复杂，合作经验匮乏，大图们江次区域实体经济合作仍面临着诸多挑战。

四、推动亚太区域实体经济合作的战略选择与政策建议

亚太地区的人口约占世界总人口的 40%，GDP 总量和贸易总额约占世界的 50%。从这个意义上说，亚太区域经济一体化的进程不仅关系到本地区经济的增长和繁荣，对世界经济未来的未来走势和格局也将产生深远影响。因此，借鉴 GMS 的经验，通过深入推进实体经济合作促进亚太区域经济一体化进程，具有非常重大的意义。

（一）在亚太地区推进实体经济合作的意义

首先，实体经济合作有助于增加亚太地区的贸易投资机会，促进各成员更好地融入区域生产网络体系中，从而为构建亚太统一大市场奠定重要基础。

其次，实体经济合作将提升亚太区域经济一体化的质量与实效，显著促进区域内诸多 FTAs/RTAs 的实施效率，从而建成一个交易成本较低、透明度高、稳定高效的贸易投资环境。

第三，实体经济合作有助于形成新的经济增长点，加快各经济体内部的结构调整，促进经济与就业的稳定增长，符合亚太地区发达和发展中成员的共同利益。

（二）国际和地区新形势下推进亚太实体经济合作的必要性

当前，全球及亚太地区经济仍处于金融危机之后的恢复过程之中。WTO 多哈回合谈判前景不明，贸易和投资保护主义抬头，亚太区域经济一体化格局趋于复杂。基于这一背景，推进实体经济合作可以对亚太区域产业结构升级和生产网络重构起到积极的促进作用，有助于将空前的挑战转化为整合地区经济、实现亚太地区成员共同发展的新机遇。

（三）推进亚太实体经济合作的指导原则和战略选择

考虑到亚太区域合作的现实情况、基本特征和未来发展趋势，并借鉴 GMS 合作的成功经验，在推进亚太实体经济合作的进程中应遵循以下基本原则：

- 坚持灵活性、渐进性和包容性；

- 确保实效性；
- 维持开放性；
- 倡导合作共赢

基于以上原则，亚太地区各成员应该以下述优先领域为重点，循序渐进地推进实体经济合作。

1. 推进基础设施建设

目前，亚太地区基础设施建设市场的需求呈现出强劲增长的势头。因此，在亚太地区加强基础设施建设合作既可以为各成员带来直接收益，也可以为亚太实体经济合作打造基础平台，有利于合作新局面的全面打开。但是，基础设施建设的融资需求巨大。亚太地区各成员应该发挥政府的主导力量，加快制定亚太基础设施建设合作的整体框架，并充分调动社会各界的广泛参与，多渠道、多方式地筹集建设资金，力争在较短时间内取得实质性合作成果。

2. 加强能源合作

随着经济的快速发展和能源消费量的不断增加，亚太地区各成员对能源安全问题的关注度越来越高。亚太地区成员众多，在能源禀赋以及经济发展水平上存在巨大差异，从而为亚太多边能源合作提供了广阔的空间。亚太能源合作应该主要依托以项目为引导的方式，并积极推进对次区域框架下已开展的能源合作项目的整合、对接或扩员，争取尽快取得一些具有示范效应和地区影响力的成果。同时，鉴于各成员对于能源投资的共同需求，以适当的方式开展区域能源融资也可以作为亚太能源合作的重点议题。

3. 深化贸易便利化合作

贸易便利化合作有助于减少贸易扭曲，简化和协调各种通关程序，加快贸易要素的跨境流动，降低交易成本，促进国际贸易的发展。除了上述收益之外，贸易便利化合作对于亚太互联互通合作也具有重要的意义。因此，贸易便利化合作不仅可以作为亚太实体经济合作的重要组成部分，而且还有助于为其他领域的实体经济合作创造更加良好的基础条件和外部环境。亚太地区各成员应该在既有合作成果的基础上，通过进一步完善整体合作框架和实施更高水平的合作项目，加强贸易便利化合作的实效性，不断拓展亚太实体经济合作的广度和深度。

4. 推广“经济走廊”建设

GMS 的经验表明，区域实体经济合作中的经济走廊建设地位和作用日益重要。亚太地区地域广阔，很多国家之间的经济互补性较强，从而为他们在区域、次区域

或双边框架下构建“经济走廊”创造了良好的基础条件。“经济走廊”建设将带动亚太区域贸易的便利化和区域投资环境的改善，而沿线经济的发展也将促使依托既有资源优势的加工基地和产业基地不断出现，从而形成以“经济走廊”为核心的经济增长带。

5. 开展亚太价值链合作

随着经济全球化和区域经济一体化进程不断加快，亚太实体经济合作将覆盖整个生产价值链，即产品研发、生产、国内销售，以及产品的跨境流动和国外最终消费。因此，亚太地区各成员必须充分发挥各自的比较优势，优化经济资源配置，完善产业布局，共同培育普惠各方的亚太大市场，这构成了亚太实体经济合作的终极目标。

（四）推进亚太实体经济合作的对策建议

1. 促进亚太地区不同机制下互联互通合作框架的融合和对接

目前，亚太地区的多个区域、次区域合作组织均已经或正在着手制定以基础设施建设为重点的互联互通合作框架。这些合作框架在目标、机制、重点领域和参与成员方面有不同程度的相似或相通之处，从而为跨区域的网络化基础设施建设奠定了基础。在这方面，亚洲开发银行可以发挥积极的协调作用。例如，亚洲开发银行可以通过国际互联网筹建一个“亚太互联互通合作信息平台”，将亚太地区各个合作机制下开展互联互通合作的总体规划、项目信息等进行汇总和及时发布，起到加强交流和吸引多方参与的作用。此外，亚洲开发银行还可以通过开展系列专项研究、邀请各个合作组织秘书处的专家或项目官员定期举行专题研讨会等方式，促进各个合作机制之间的深度合作。

2. 筹建“亚太互联互通建设基金”

多年以来，世界银行、亚洲开发银行等金融机构在促进亚太地区的基础设施建设方面发挥了积极的作用。但现实情况表明，该领域的资金缺口仍然十分巨大。有鉴于此，如何充分调动社会资源，多渠道、多方式地筹集建设资金，建立更加系统合理、便捷高效的投融资机制，就成为影响亚太地区基础设施建设合作前景的重要因素之一。因此，在未来条件成熟的情况下，亚洲开发银行可以和亚太地区其他相关金融机构，以及世界银行等国际金融机构合作筹建一个多边融资平台，如“亚太互联互通建设基金”。该基金的建立不仅可以为促进亚太地区的互联互通建设提供更多的资金支持，同时也有利于各

个国际和地区金融机构在相关项目实施中开展更加高效的合作。

3. 通过推广发行能源债券的方式促进亚太地区的能源合作

从亚洲开发银行近年来的实践来看，通过发行能源债券筹集资金并直接为能源项目提供支持是一种行之有效的方式。相对于能源企业发行的债券，由国际或地区金融机构发行的能源债券具有融资额高、发行渠道广、市场风险低等优势，可以在亚太地区进行积极推广。亚洲开发银行、世界银行等地区和国际金融机构可以单独或合作发行品种更加多元化的能源债券，并将筹集到的资金重点投向水利、风能、可再生能源以及电力输送等领域。

4. 加强亚太供应链和物流网络建设

高效便捷的区域物流体系对亚太实体经济合作的深度发展具有极其重要的意义。因此，为了给亚太实体经济合作创造更加良好的基础和外部环境，必须采取有效措施减少阻碍物流发展的各种壁垒。除了努力全面改善与物流有关的基础设施之外，应该尽快着手建立一个综合性的亚太物流信息交流平台。该平台将在各经济体设立支点，及时汇总和发布与物流公司、进出口报关公司，以及专业服务公司相关的信息，为参与物流的企业提供全面的信息服务和指导。

About the Asian Development Bank

ADB's vision is an Asia and Pacific region free of poverty. Its mission is to help its developing member countries reduce poverty and improve the quality of life of their people. Despite the region's many successes, it remains home to approximately two-thirds of the world's poor: 1.6 billion people who live on less than \$2 a day, with 733 million struggling on less than \$1.25 a day. ADB is committed to reducing poverty through inclusive economic growth, environmentally sustainable growth, and regional integration.

Based in Manila, ADB is owned by 67 members, including 48 from the region. Its main instruments for helping its developing member countries are policy dialogue, loans, equity investments, guarantees, grants, and technical assistance.

关于亚洲开发银行

亚洲开发银行（亚行）的远景目标是实现没有贫困的亚洲和太平洋地区。亚行的工作旨在帮助其发展中成员体减少贫困，改善亚太地区人民的福祉。尽管亚太地区发展迅速，但该地区的贫困人口仍然占全世界贫困人口总数的三分之二：16 亿人口日均生活费用低于 2 美元，7.33 亿人口挣扎在日均生活费 1.25 美元的贫困线以下。亚行致力于通过包容性经济增长、环境可持续发展和区域一体化来帮助亚太地区减少贫困。

亚行总部设在菲律宾首都马尼拉，现有 67 个成员体，其中亚太地区成员 48 个。亚行主要通过政策对话、贷款、股本投资、担保、赠款以及技术援助等工具向成员体国家提供帮助。

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