
| RESEARCH ARTICLE

The Enlightenment of the Development Experience of the Tokyo Metropolitan Area to the Coordinated Development of Yangtze River Delta

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| ABSTRACT

The Tokyo Metropolitan Area of Japan is a typical world-class metropolitan area with Tokyo as the core city, and the Yangtze River Delta region is one of the regions with the most active economic development, the highest degree of openness, and the strongest innovation ability in China, and has a decisive strategic position in the overall situation of the country's modernization construction and the pattern of all-round opening up.

| KEYWORDS

Tokyo Metropolitan Area; Yangtze River Delta; Modernization

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1. Introduction

There are many problems in the Yangtze River Delta; some areas lack a strong administrative coordination mechanism. The coordination body is not permanent; there is no relevant power or financial power, so it can't carry out specific leadership; also, there is no industrial transfer, ecological construction, river basin governance, and other aspects of compensation and subsidy means. There is no strict appraisal system for the implementation of various plans, and hasn't a supervision mechanism been established, which seriously affects the implementation of various plans. The governments of various administrative regions still focus on developing the local economy and lack close ties and cooperation between the administrations. It is difficult to achieve the optimization of the industrial layout, and the problem of industrial homogeneity is still relatively serious. However, Japan is the first country in the world to propose the concept of "metropolitan area" and carry out unified planning and cross-regional joint governance of metropolitan areas. It has accumulated very rich experience in the development and governance of metropolitan areas. Among them, the "Tokyo Metropolitan Area," with Tokyo as the main core city, is the most representative. Tokyo Metropolitan Area is one of the few world-class metropolitan areas in the world, and its metropolitan area development model and governance experience formed over many years have strong reference significance for the Yangtze River Delta region.

Introduction: To Promote the integrated development of the Yangtze River Delta, enhance the innovation ability and competitiveness of the Yangtze River Delta region, and improve the degree of economic agglomeration, regional connectivity and policy coordination efficiency are of great significance to leading the high-quality development of the whole country and building a modern economic system. Based on the development experience of the Tokyo metropolitan area combined with the actual development of China's Yangtze River Delta, this paper compares the development direction of the Yangtze River Delta region today.

2. A Complete and Refined Administrative Management System Shall Be Formed

The Tokyo Metropolitan Area is the political and economic core of Japan. In the formation of the Tokyo metropolitan area, the government played a good role in guiding and coordinating. According to the data, since the establishment of the Japanese capital region, it has formulated five basic plans. Each plan is formed under the full consideration of many factors such as political,

economic, and cultural background and population size, including the setting up of satellite cities, green belts, and the establishment of a “regional polycentric city complex”. While promoting the rapid economic development of Tokyo, these plans have prompted the surrounding areas to enrich their educational and cultural functions on the basis of the development of the original agriculture and industry and formed urban-suburban areas that are not dependent on the Tokyo metropolitan area (Han, 2013).

The first is to standardize the coordinated behavior of various regional entities through the legislation at the metropolitan area level, strengthen the supervision of all sectors of society, and let the regional coordination within the metropolitan area have a legal basis; the second is to formulate a clear metropolitan area development plan, clarify the basic positioning and development tasks of each region, let the regional subjects participate in the coordination in a targeted manner, and form institutional collective actions; the third is to update the current situation of the coordinated development of the metropolitan area through tracking reports, ensure the right to know of regional subjects in an open and transparent manner, and continuously consolidate the synergistic relationship. The fourth is to set clear inspection standards and measurement indicators to evaluate the progress of coordination, establish a feedback mechanism and accountability mechanism, continuously compare with the overall goal and adjust and optimize in a timely manner to ensure the convergence and consistency of planning. This kind of “standardized” fine operation from law to evaluation is a pragmatic administrative management method, which is a necessary process of coordination from ideological awareness of the agreement text to practical operation (Fu, 2018).

3. Rationally Set Up Planning Institutions that Coordinate Central and Local Governments and Promote Regional Coordination

The Yangtze River Delta Improvement Committee was established, an office directly under the central government led by key central officials, as the main body of planning in the Yangtze River Delta region to promote the coordination of cross-regional development and construction. The Yangtze River Delta Improvement Committee should emphasize the positioning of the development of the Yangtze River Delta region from the framework of the entire national land development, and the relationship between the main body of planning and local governments has also become dominant and subordinate. Planning decision-making power in the hands of the central government is conducive to improving the efficiency of regional planning preparation and enhancing the effect of realization, ensuring the consistency of the Yangtze River Delta planning and national planning system, and easy to obtain the financial guarantee and policy inclination of some large-scale projects (National Research Center Research Group, 2016).

The Tokyo metropolitan area has long been the largest metropolitan area in the world, with the world's most complex, densely populated, and highest-traffic rail transit system and fleet of commuter stations. Due to its unique economic, geographical, and cultural advantages, the development of Japan's metropolitan area, especially the Tokyo area, has always shown a trend of agglomeration. For most of the time since World War II, its population has grown at a much larger and faster rate than other metropolitan areas. According to the Japan Statistical Yearbook, Tokyo's metropolitan area currently accounts for 9.64% of Japan's land use, carrying 34.03% of the country's population (2011), while the Tokyo circle, as the core area of the Tokyo metropolitan area, accounts for 3.54% of Japan's land, carrying 27.91% of the country's population (2011). It's not just about population gathering. At international exchange rates, the real GDP of the Tokyo area in 2010 was as high as \$1.9 trillion, second only to the size of the world's top seven economies (the United States, Japan, China, Germany, France, the United Kingdom, and Italy). The Tokyo Metropolitan Government is also home to one of the world's largest Fortune 500 headquarters. The Tokyo metropolitan area has Tokyo at its core and includes cities such as Yokohama, Kawasaki, Yokosuka, Chiba, Saitama, Kizugen, and Tsukuba. The urban scale system in the capital city cluster is relatively complete, the division of labor is also relatively clear, and the sub-core cities and service functional areas are also planned. In the capital city cluster, Tokyo is the core area, which is home to political and judicial institutions such as the National Diet, government departments, and the Supreme Prosecutor's Office and the Courts, as well as economic hubs such as large financial institutions such as banks, securities, and insurance, as well as the headquarters of large enterprises.

4. Accelerate the Formation of A Flexible and Effective Cross-Regional Administrative Coordination Mechanism Adapted to National Conditions

To promote the establishment of regional complementary cooperation and regional administrative coordination and cooperation mechanisms, it is necessary to closely combine the characteristics and external conditions of the Yangtze River Delta region and flexibly adopt different forms to improve them. The formation of a cross-regional collaboration mechanism in the Tokyo metropolitan area gives not only full play to the advantages of improving the efficiency of resource utilization and avoiding disorderly competition under the leadership of the central government but also gives full play to the initiative of local governments to seek cooperation in a timely manner. This not only meets the needs of Japan's reform of local autonomy and decentralization but also realizes the coordination of some regional functions without breaking through the framework of the current local administrative system. To this end, starting from the strategic needs of promoting the coordinated development of the Yangtze

River Delta, at present, the Office of the Beijing-Tianjin-Hebei Coordinated Development Leading Group has played a key role in coordinating the resolution of major cross-regional and cross-departmental matters and improving the supervision and inspection mechanism. In the next step, it is necessary to establish a regional coordination mechanism in the cooperation and linkage of various provinces and cities and the supporting implementation of various departments. It is necessary to continuously strengthen the authority and enforcement of the leading group through normalized top-level coordination and legislative guarantees; it is also necessary to further accelerate administrative coordination, policy communication, and substantive cooperation between departments and local and local governments and build a coordinated development community based on the rational allocation of resources, open sharing, and efficient cooperation based on market mechanisms (Xiong, 2016).

Located about 20 km to 40 km from central Tokyo, Kawasaki and Yokohama are the sub-core cities of the capital city cluster. Kawasaki and Yokohama have connected Tokyo into one, and it is difficult for the average person to distinguish the administrative divisions of Tokyo, Kawasaki, and Yokohama. The Tokyo Bay area from Tokyo, Kawasaki to Yokohama is Japan's famous Keihin Industrial Belt, with many large manufacturing enterprises, of which steel and chemical industry and electric power are the most famous, and Yokohama is an important port city in Japan undertaking important logistics missions such as transporting import and export goods (Xie, 2020).

Rail transit connects the entire urban agglomeration. At the beginning of the planning, the capital city cluster has determined the direction of connecting the entire urban agglomeration with rail transit, and the dense rail transit network closely and organically links the capital urban agglomeration, and rail transit has become a means of transportation that people must rely on every day. In addition to the more than 400 kilometers of subway lines owned by Tokyo's two subway companies, the capital city cluster also has hundreds of kilometers of road trams operated by different rail transit companies, making it one of the city clusters with the densest bus lines in the world.

According to the Tokyo Metropolitan Development Bureau, 86% of the daily commuter population in the Tokyo area uses rail transit, and 91% of people travel by rail during peak periods. Although the capital city cluster has a population of more than 40 million, accounting for about one-third of the country's population, there is no inconvenience due to the convenient and fast rail transit.

In the process of the formation of the Tokyo metropolitan area, there is a concept that runs through the whole process, that is, unified planning and governance at the legal level, the unified layout of urban functions, and industrial division of labor by market-oriented means, the allocation of land and population is also effective, and the rational and free flow of factor resources is guaranteed while maintaining Tokyo's leading development status while driving the economic and cultural development of the surrounding areas, the harmonious coexistence of one capital and three prefectures are fundamental (Zhang, 2019).

Revelation: Through the comparison with the development path of the Tokyo Metropolitan Area, we can not only make the current gap and our own problems in the process of developing the integration of the Yangtze River Delta more profound but also provide us with some feasible method references and let us have a broader space for thinking. First of all, I think the most critical problem is that "integration" has not really reached a complete consensus in the minds of member governments. Just like a large-scale organization within the school, its operation needs to be planned and executed by the subordinate departments; just as the organization department is responsible for planning each activity, the propaganda department is responsible for how to make the activity more attractive; the cultural and sports department is responsible for promoting this activity, etc. Each department performs its own duties and maximizes its expertise, which will make each activity more effective, make the organizational strength more enhanced, and finally make the school's soft power and popularity go up. In the same way, if I compare the Yangtze River Delta to this organization of considerable scale, then the members of Shanghai, Anhui, Zhejiang, Jiangsu, and other members are the lower departments of this organization. The most efficient and better way to accomplish their respective tasks can only be achieved by communicating to achieve coordination and help in some aspects. This is also the policy that I appreciate the "Tokyo Metropolitan Area Summit" set up in the development of the Tokyo Metropolitan Area to regularly coordinate exchanges and legislate - "local consultation and central leadership". Only by putting the development of the delta in the first place in the development of each member, that is, the belief driven by action, can we truly develop regional integration, implement the plans issued by the national government more deeply, and thus solve other related problems more confidently, such as the administrative government is still mainly focused on the development of the local economy, and lack of close ties and cooperation between the administrative regions; or the lack of support for environmental planning governance; finance, regional education, transportation, etc.; or the old concept of local governments - "unbalanced strategy" Or is civil society's awareness of policies or actions in integration still weak (Fang, 2010).

In these problems, only when the provinces and municipal governments of the delta really discover the problems for the development of the delta, jointly make plans, and implement various specific measures to the problems and loopholes in which provinces and cities can we more efficiently discover and deal with development problems. Secondly, in the process of developing the regional integration of the delta, there is still a problem of deficiency in the three parts of the administrative management system, law, and supervision. Some regions lack a strong administrative coordination mechanism, which leads to a lack of corresponding financial power, and the inability to carry out specific leadership, and the lack of a sound legally guaranteed compensation and subsidy program. And this also shows the importance of the legislative level, and the strong means of law are the catalyst for ensuring action. Similarly, the implementation of various plans has neither a strict assessment system nor a supervision mechanism, which seriously affects the implementation of various plans.

5. Conclusion

Rebuilt almost from the ruins of the post-war period, Tokyo has developed into a political, economic, cultural, and other central city in Japan in less than half a century and has led to the prosperity of the entire Japanese capital region. The significance of the development and governance of the Tokyo Metropolitan Area lies not only in the leading scale and development level it has reached but also in its intensive, multi-core development model and government-led governance mechanism (which is different from the traditional European and American metropolitan areas). Therefore, the Yangtze River Delta region needs to optimize the spatial structure and functional layout of Shanghai and its surrounding areas in the mode of metropolitan area development, achieve the successful transformation of multi-core and create a dense and moderately intensive multi-core metropolitan area structure. The second is to establish a scientifically perfect and dynamically adjusted regional unified planning and corresponding institutional guarantees to promote the coordinated development of the metropolitan area. Across the scope of administrative divisions, from the perspective of national strategic needs and greater play of regional development scale benefits and agglomeration advantages, according to the overall development level of the metropolitan area, the overall consideration of regional issues such as spatial organization, infrastructure, urban environment, and public services, and the overall planning and targeted project planning. Finally, it is necessary to form an administrative mechanism that not only gives full play to the advantages of improving the efficiency of resource utilization and avoiding disorderly competition under the leadership of the central government but also gives play to the initiative of local governments to seek cooperation in a timely manner. Thus promoting the further development of the Yangtze River Delta region.

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