

Opportunities and Challenges of Economic Development under the Construction of High-speed Rail

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Abstract: Along with the improvement of people's living standards and the advancement of science and technology, China has issued a series of policies to support the construction of high-speed rail to meet the growing needs of the people. High-speed rail construction has made tremendous progress in China, and people are increasingly inclined to choose the fast and convenient means of transportation. The support of national policy will strengthen the construction and improvement of high-speed rail roads. In the context of the rapid development of high-speed rail construction, this article analyzes the new opportunities and challenges ushered in by economic development under high-speed rail construction, and provides corresponding solutions.

Keywords: High-speed rail construction; Economic development; Opportunities and challenges; Countermeasures

1. Introduction

High-speed rail is an abbreviation for high-speed railway rail transportation. Compared with other modes of transportation, high-speed rail has the advantages of fastness, comfort, economy, and large passenger capacity, while also ensuring travel safety. It is precisely because high-speed rail can effectively solve the disadvantages of other modes of transportation, more and more people are more willing to spend money on high-cost rail transportation with higher cost performance. According to the plan of the "Thirteenth Five-Year Plan for the Development of Railways", China will vigorously promote the construction of high-speed railways. It is expected that the overall layout of the railway network will be fully optimized in 2020, and the high-speed rail transportation capacity and service quality will be improved to ensure that high-speed rail transportation is safe and sustainable. Stable operation to meet people's growing demand for travel and promote economic development around high-speed rail roads. The expected high-speed rail network in China has begun to take shape. At this stage, the high-speed rail business is in the golden period of rapid and healthy development.

High-speed rail construction brings opportunities and challenges to China's economic development. When facing economic development, we should seize the opportunity and follow the trend of the times to achieve better development. When facing challenges, we should find a strong solution to the difficulties and contribute to economic development.

2. Economic Development Opportunities under the Construction of High-Speed Rail

2.1. Promote regional economic development of high-speed rail stations

The phrase "If you want to get rich, you must build the road" confirms the relationship between economic development and road construction. In the process of high-speed railway construction, it will provide opportunities for economic development. The high-speed rail economy brought by the high-speed railway is an important way for the development of surrounding cities. Therefore, the construction of high-speed rail has become an important factor to promote the healthy development of the regional economy. On the one hand, the rational layout of cities, industries, and population along the high-speed railway will accelerate the industrial gradient transfer and local economic transformation, and drive the urban economic development of high-speed railway stations. On the other hand, the new high-speed railway economic zone established with the help of high-speed railway stations will become the top priority for the development of a new model, which will help promote modern logistics, financial trade, e-commerce, tourism, catering and other related industrial clusters and scale. The development will drive the steady increase of the value of the area where the high-speed railway station is located, and raise the level of regional economic development of the high-speed railway station.

2.2. Promote the development of the tourism industry

Cities along the high-speed rail line will also usher in new opportunities as the construction of high-speed rail progresses. Along with the construction of high-speed railway, it saves passengers time during the journey, accelerates the flow of passengers, greatly stimulates the economic development of tourist cities, and improves the development level of China's tourism industry. According to statistics from survey data, in recent years, the number of tourists on holidays has surged. In addition to tourist groups in cities, tourist cities will usher in more tourist groups from other cities pulled by high-speed rail. The increase in tourist groups and service quality in tourist cities will help to create a form of economic development mainly in the tourism industry. In the past, the number of tourists in some scenic spots was limited due to traffic problems. The construction of high-speed rail solved the problem of travel of tourists, promoted the rise of these scenic spots, expanded the pattern of the tourism market, and thus promoted the development of China's tourism industry.

2.3. Speed up the process of urbanization

At one time, it was an indisputable fact that railway hub cities promoted the local economy. However, the country has vigorously promoted the construction of high-speed rail, and has now entered the era of high-speed railways. As more and more people rely on high-speed rail to travel, the ability of high-speed rail to gather floating population is also increasing, and the new urbanization process will be further advanced, especially from the original cities along the line to today's node cities. Because of the development of the logistics industry and the increase in the number of people, transportation costs between regions have decreased, the freedom of factor mobility has increased, and the process of urbanization in China has been accelerated. [1]

2.4. Optimize transportation structure and change industrial layout

If you want to optimize the transportation structure of our country in depth and increase the progress of high-speed rail construction, it is bound to be the best choice in this fast-paced era. In addition, promoting the efficient development of the high-speed rail industry will help improve China's transportation system and promote the improvement of transportation quality. Along with the extension of the high-speed rail network, the transportation time between different cities has been shortened, the transportation effect has been greatly improved, the industrial structure has been upgraded, and the traditional economic development mode has changed the status quo of China's economically inefficient growth [2]. At the same time, with the construction of high-speed rail, excessive traffic in the central city and some enterprises will be evacuated to the surrounding areas, which

will cause the original central city to further spread to peripheral areas, break the industrial layout of the original urban fringe areas, and accelerate the industrial structure of the fringe areas. Upgrade, thereby improving the rationality of the overall industrial layout and improving the efficiency of China's economic growth.

3. Challenges to Economic Development under High-Speed Rail Construction

From the development that railway transportation has brought to railway hub cities in the past few decades, we can see the huge benefits behind the construction of high-speed rail. Bengbu, a city once known as Zhengzhou's two major transit stations together with Zhengzhou, is now gradually declining in the era of economic growth driven by trains. Cost-effective high-speed rail transportation can better meet people's requirements for time and efficiency. Seeing that high-speed rail construction provides a lot of opportunities for promoting regional economic development, accelerating the integration of the overall economic landscape, promoting the development of the tourism industry, and optimizing the transportation structure, we should also understand the truth of misfortune. The rapid extension of the high-speed rail network is actually a "double-edged sword". To look at the challenges behind the opportunities from a development perspective.

3.1. Loss of talent resources in some areas

In order to adapt to the fast pace of the current era, the development of the high-speed rail industry has brought unprecedented prosperity to the railway transportation industry, which has greatly shortened the travel time between long-distance cities, which not only gives the production of manpower and raw materials required for social production. The transportation of factors provides convenient services. With the reduction of resource circulation costs such as talents and high-end service industry functions, some high-quality talents will be gathered towards large cities or central cities with a lot of funds, opportunities and good environments, leading to talents. The problem of regional differences in China has intensified. In the long run, the economy of brain drain regions cannot develop healthily.

3.2. Excessive "real estate"

In order to occupy the market ahead of time during the rise of the high-speed rail, some places will inevitably carry out blind city expansion by developing the name of the surrounding area of the high-speed rail station. Small cities should maintain a rational attitude and control the reservation of long-term development space so as not to drive the high-speed rail. The effect has too high expectations. However, the fact is that in many cities today, high-speed rail stations are located far away

from the city, leaving enough area for real estate development. In the case of such development, the initial meaning of the high-speed rail is ignored, and it is excessive. The pursuit of high-speed rail construction has driven up the price of housing and land. The construction of high-speed rail can promote the process of urbanization, but excessive interpretation of the relationship between high-speed rail stations and urbanization will lead to excessive "real estate" in cities along which high-speed rail stations are installed, which has already begun to appear in many cities. An emerging city centered on high-speed rail stations. Once the process of urbanization slows down or is hindered, this new type of city formed blindly will follow a passive situation. This not only loses the convenience that the high-speed rail originally brought to us, but also wastes a lot of resources such as land and human resources, and reduces the quality of economic development.

3.3. High-speed rail construction widens regional disparities

China's "eight horizontal and eight vertical" high-speed rail network was established step by step. During the establishment process, the high-speed rail between first-tier cities and the second- and third-tier cities were first opened. The formation of such a high-speed rail network is in line with the increasing passenger traffic demand in various regions of China, but it has caused the gap between cities in China to further increase, which is not conducive to the balanced and coordinated development of various regions in China [3]. In the first-tier cities after the opening of the high-speed rail, whether it is the daily passenger flow, accumulated human resources, or the speed of industrial structure upgrades, economic growth methods, etc., have significantly improved than before, far ahead of the second and third-tier cities, letting the original The existing gap widens.

3.4. Some high-speed rail stations have less passenger traffic and high operating costs

The traditional construction of a high-speed rail line starts with the active development of cities along the way, and it is bound to set up intermediate stations in some cities. On the one hand, it provides convenient transportation support for the development of the local tourism industry, on the other hand, it can facilitate the daily travel of local residents, and on the other hand, it can strengthen the coordinated development of surrounding cities. However, not all cities proceed as planned according to the original plan. For example, some third- and fourth-tier cities, although high-speed rail lines pass through, also have corresponding high-speed rail stations, but the base of urban residents is small, and a large number of rural workers go out to work. As a result, the number of high-speed rail travel-

ers is relatively concentrated around the Spring Festival, and the high-speed rail seating rate is low at other times, which greatly increases the operating cost of the high-speed rail and faces a huge crisis of the closure of the high-speed rail station.

3.5. Impact on other transportation industries

When a city enters the period of high-speed rail construction, it will cause different degrees of impact on other transportation industries. Taking short-distance passenger transportation as an example, before the opening of the high-speed railway, most short-distance passengers may not be able to tolerate the noisy and chaotic environment of the train, so they choose a small number of buses with a general environment. After the opening of the urban high-speed rail, the inter-city travel time has been greatly shortened, and the Chinese high-speed rail has been praised by domestic and foreign passengers. I believe that most passengers would prefer to spend more on fares and choose a more comfortable environment. High-speed rail. As a result, most passengers travel on high-speed rail, and the passenger car industry will gradually decline, and fewer seats will not be enough to cover high operating costs. Short-distance business will be abandoned step by step and slowly turn to other areas for development.

4. Strategies for Improving Economic Development under High-Speed Rail Construction

4.1. Optimize the employment environment and accelerate the accumulation of innovative talents

The innovation-driven strategy is the main engine for achieving optimized industrial structure and high-quality economic growth. Regarding the phenomenon of brain drain in some areas, it can be improved from two aspects: government and enterprises. For the government, on the one hand, it is necessary to formulate relevant policies, establish a talent management system and a talent reward mechanism, optimize the employment environment, and encourage talents to keep the region for development. On the other hand, the government should increase support for some small and medium-sized enterprises and private enterprises. Based on many considerations, banks are more willing to issue loans to state-owned enterprises, and small and medium-sized enterprises will experience financing difficulties. Improve the development status of small and medium-sized enterprises and provide more employment and entrepreneurial opportunities for the region. For enterprises, the long-term development of the enterprise should be the primary goal, not a temporary benefit. Enterprises should actively respond to the country's call for building a "digital China", accelerate the digital transformation of the in-

dustry, increase investment in advanced equipment, increase the level of digitalization of industrial production, and improve the level of regional economic development, so as to attract more innovative talents. To improve the current situation of brain drain in some areas. In this way, attract talents, so that their talents can have room to play. A region must have human resources in order to have more development possibilities and to have higher expectations for the level of economic development.

4.2. Regulate real estate development and prevent "real estate"

Regarding the more serious "real estate" phenomenon, the government should clarify the scope of the high-speed rail station location and the development distance from the high-speed rail station in policies and warnings issued by the government. At the same time, it should also regulate if the intended scope is to be developed Outside the region, it needs to go through a series of processes and be publicized after obtaining consent, and development can be continued without objection. Of course, it is difficult to achieve everything by relying solely on government action. What is needed is more developers' conscious compliance with the announcement issued by the government, not blindly following, considering the expected utility and benefits that can be obtained after development and the need to invest in real estate development. The cost of required human and material resources also needs to be considered whether the benefits that can be brought to the local economic growth after the development of new real estate can be directly proportional to the cost of the original input.

4.3. Properly allocate resources to promote overall regional development

For China's provinces, cities along the high-speed rail line have low transportation costs and easy access to various resources such as labor, capital, and energy, resulting in excessive resource gaps between cities within the province. Provinces should make reasonable development plans based on the current development status and the future development direction of China, optimize the rational allocation of resource cities and cities, and cities and villages, reduce the development gap between different regions in the province, and improve the overall regional The level of development. At the same time, with the construction of high-speed railways, the industries related to high-speed railways will inevitably develop unprecedentedly [4]. The government must pay attention to the development of high-speed rail-related industries, rationally flow resources to industries with significant development prospects in the future, and achieve efficient use of resources among industries.

4.4. Increasing passenger flow and avoiding "not making ends meet"

A few high-speed rail stations have less passenger traffic, which can be divided into two cases. First, several developed high-speed railway stations are set up in more developed cities at the same time. However, due to the differences in infrastructure and traffic conditions around different high-speed railway stations, some high-speed railway stations are "isolated" and there is less passenger traffic. Second, due to the relatively backward regional development and small population base, there are fewer passengers who need to travel by high-speed rail on a daily basis. In order to solve the problem that some high-speed railway stations cannot make ends meet, the region can attract foreign investment and enterprises to settle in by improving the investment promotion mechanism and providing policy support and a good investment environment for foreign investors. On the one hand, to improve the level of regional economic development, on the other hand, to improve the infrastructure construction around high-speed rail stations, thereby increasing the passenger flow of high-speed rail stations.

4.5. Establishing an integrated transportation system

With the rise of high-speed rail as a new mode of transportation, China's traditional transportation industry has ushered in huge challenges, and the number of passengers has decreased significantly. To this end, China should accelerate the establishment of an integrated transportation system and promote the coordinated development of various modes of transportation [5]. Various transportation modes should be based on their own competitive advantages, combined with the needs of passenger and freight transportation, determine "transportation objects", realize division of labor, efficient operation and connection, promote coordinated development of the transportation industry, and improve the national economic level.

5. Conclusion

Economic development is inseparable from the support of road construction. Although China's high-speed rail construction business started late, after continuous scientific innovation and long-term unremitting exploration, China has entered the era of convenient, safe and efficient high-speed rail construction. At the same time that high-speed rail construction provides better services, it also shows the beneficial effects of promoting high-speed rail station regional economic growth, promoting tourism development, accelerating urbanization into cities, optimizing transportation structure, and adjusting industrial layout. In the initial stage of implementing the high-speed rail business and economic development,

various problems will occur one after another. Only by constantly exploring and summing up experience can we minimize or even eliminate the disadvantages brought about by the rise of the high-speed rail, and reduce the adverse impact on economic development.

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