

Empirical Analysis on the Relationship between Transportation System and Regional Economic and Social Development

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Abstract

With the rapid growth of China's market economy and the development of basic theoretical issues of market economy, the issue of regional economic development has become more crucial. The development of regional economy cannot be separated from transportation. As the transportation system restricts the economic development of various regions within and outside the country on a large scale, and the continuous demand for transportation in regional economic development can promote the continuous growth of transportation, the relationship between the two is very close. This article focuses on exploring the interrelationships between transportation system construction and regional economic development, and conducts empirical analysis using Guizhou Province as an example.

Keywords

Transportation; Regional Economy; Empirical Analysis.

1. Introduction

The transportation system is divided into three systems: one is a comprehensive transportation system, which includes railway transportation, road transportation, surface transportation, ground aviation, and pipeline transportation, etc; The second is the transportation facility system, which involves the construction, maintenance, and guarantee systems of highways, bridges, railways, waterways, and other transportation systems; The third is a comprehensive transportation management, organization, and coordination system. With the development of the country, China's transportation system has made great progress, but compared with developed countries, it is still in a backward situation overall. Especially in recent years, due to the acceleration of China's industrialization and urbanization process, the regional characteristics of China's economic and social development have become increasingly prominent, and research on transportation construction has become a key focus of local economic and social development. However, due to the impact of China's comprehensive national strength, natural resources, ecological carrying capacity, and transportation conditions, transportation construction can still be gradually promoted in a regional, planned, and phased manner. How to propose a reasonable transportation construction strategy based on the inherent laws of regional economic and social development mainly depends on the understanding of the relationship between transportation and regional development, thereby promoting the interactive development of the two.

2. Theoretical Cognition of the Relationship between Transportation and Regional Economic Development

The relationship between transportation and local economic and social development is very complex. According to the current research results in the academic community, there are generally three understandings of the relationship between the two, which have formed the

guiding ideology for formulating current transportation development strategies and plans in most places.

One understanding is that transportation is a product of local economic and social activities, and the establishment of transportation is precisely to address the transportation needs brought about by local economic and social activities. It is believed that the improvement of transportation can drive the development of local economy and society, and the improvement of transportation facilities can inevitably drive the adjustment of industrial structure and the full utilization of local resource advantages, while obtaining a large amount of funds.

The second viewpoint advocates that the development of transportation can drive the economic development of the entire region, and emphasizing the important function of transportation in the economic development of the entire region, it is pointed out that the development of transportation will inevitably occur with the development of the regional economy, that is, the economic development of the region will inevitably bring about the development of transportation, and the transportation capacity is improved to adapt to the development of the entire regional economy.

The third point is a summary of the above two understandings, pointing out that transportation is not only the root cause of local economic growth, but also the result of local economic and social growth. Because the improvement of local economy drives the improvement of transportation level, which in turn is also promoted by the improvement of transportation.

It should be said that the above three understandings partially reflect the relationship between transportation and local economy and society. But because most of this understanding is still limited to qualitative analysis, it is more about summarizing and summarizing practice, without practical testing.

3. The Construction of China's Transportation Network and its Current Progress in Various Fields

Since ancient times, the construction of transportation has never stopped. At present, with China's high-speed railway network spreading throughout the country, highways are becoming more ubiquitous, and the past dirt roads are gone forever. From a regional perspective, the imbalance of the transportation network. The construction of transportation has not stopped, and transportation will have a significant impact on the economic and social development of various places.

4. The Impact of Transportation on Economic Development

4.1. Transportation Can Promote and Accelerate the Adjustment of Industrial Structure

The change in regional development pattern cannot be separated from the improvement of transportation and the integration of urban and rural areas. At the same time, this will promote the in-depth development of urban integration. As the saying goes, "To become rich, build roads first." A good rural road network will reduce the spatiotemporal differences between rural fresh goods and urban products, enable farmers to timely grasp the cutting-edge agricultural management science and technology, improve their overall literacy, and promote the development of agricultural products towards scientific and technological cultivation, Improving rural output efficiency; At the same time, a convenient urban public transportation system can also guide urban residents who are affected by the hustle and bustle of the city to return to the countryside, feel the simple and quiet rural life again, and drive the development of rural tourism industry, thereby promoting farmers' income growth and prosperity. In addition, a more comprehensive rural transportation network can also promote the economic

development of surrounding villages by driving the construction of urbanization, and use urbanization development to increase farmers' demand for infrastructure materials, production goods, and labor services, thereby promoting the development of surrounding agriculture. Further accelerating the pace of comprehensive poverty alleviation and accelerating the economic development of rural and remote areas. In addition, the development of transportation can enable farmers to introduce advanced and effective science and technology. Promote the modernization of agriculture and rural areas.

4.2. Promote Balanced Regional Development to Reduce Regional Disparities

To understand that the balanced development of the economy and society in a region is generally not just about blooming everywhere, but rather being promoted as a whole. In general, it should be played out by some central cities with superior geographical environment, which promote the balanced development of the economy and society in the region from point to area. However, how the leading effect on the central cities is achieved or fully realized mainly depends on transportation, Central cities use transportation to spread advanced technology, capital, human resources and other factors to the surrounding economically backward areas, so as to achieve a balanced development of a region. The construction of transportation can not only promote the development of information exchange and distribution, but also increase the requirements for basic means of production, so as to promote the vigorous development of various industries in various fields.

4.3. Reduce Transaction and Production Costs for Enterprises

The improvement of the transportation environment is very beneficial for the growth of companies in the region. Firstly, continuously improving the transportation network can reduce the time interval between manufacturing companies going to the sales and product markets, reduce transportation costs, and also save time and production costs. For companies that rely less on transportation, a sound transportation environment is also a key measure to reduce operating costs. The superior transportation environment also provides a favorable investment location environment, which is very beneficial for the government to introduce project investment. The influx of a large amount of funds will definitely promote the development of local government related industries, especially the construction of national key industries and related supporting industries. The construction of these industries is also very beneficial for reducing the cost of government investment.

4.4. The Development of Transportation, Tourism, Culture, and Other Tertiary Industries

The diversity of transportation methods enables the rational utilization of various cultural resources, which can promote the local good traditional folk culture, effectively attract developers to invest, promote regional economic development, increase the visibility and influence of their own region, and attract external cultural capital. Tourists can also conveniently visit for sightseeing, historical and other traditional cultures.

4.5. Promoting Local Economy

The construction of the transportation industry can not only drive the development and growth of various enterprises, enhance the confidence and enthusiasm of the masses, enhance their self-confidence and pride, be enthusiastic about management, enhance combat effectiveness, and make a significant contribution to the construction of the local national economy and its various undertakings. The development of the transportation industry can promote changes in the national economic structure, thereby driving changes in the supply and demand side, driving economic growth in various regions. At the same time, it can engage in multinational

trade, enhance economic and trade relations, and policy relations between land regions, making exchanges closer, and improving mutual awareness, belonging, and trust.

5. Empirical Analysis - Taking Guizhou as an Example

5.1. Background of Guizhou

Guizhou Province is located in the mountainous areas of southwestern China, with a harsh natural environment and backward transportation. Throughout its long history, it has been regarded as a barbarian land and therefore has not been paid attention to by the ruling classes of previous dynasties. Therefore, it was not until the Ming Dynasty that Guizhou Province began to establish the Guizhou Provincial Political Bureau. As a provincial administrative region, although the remote and backward appearance of Guizhou Province cannot be fundamentally improved, it is precisely because of this, Only then can Guizhou Province preserve its superior natural environment and original natural scenery, which is the foundation for the development and utilization of tourism resources in Guizhou Province today. However, the remote and backward situation in Guizhou continued until after the establishment of the People's Republic of China, when China began implementing the third line construction period, it began to improve. During the third line construction period, a large number of military industrial enterprises migrated to the central and western regions, not only providing industry for the remote and backward areas in the central and western regions, but also greatly improving the road facilities in the central and western regions. These have become the cornerstone of industrial development in Guizhou Province today. But the true development of Guizhou Province is the implementation of the Western Development Strategy after the reform and opening up. Due to this national strategy, Guizhou Province has entered a new era of development and achieved unprecedented results in social and economic development. However, due to the unique geographical environment of Guizhou Province, there is still a significant difference in social and economic development between Guizhou Province and developed regions.

5.2. Analysis of the Current Situation and Existing Problems of Developed Transportation in Guizhou

5.2.1. The Current Situation of Transportation Development in Guizhou

With the support of relevant national policies, Guizhou Province has increased infrastructure construction focusing on transportation. Up to now, the lagging infrastructure of transportation has been greatly improved. The operating mileage of railways has exceeded more than 2000 kilometers, and the mileage of roads has exceeded 151600 kilometers, including more than 2000 kilometers of roads. Longdongbao International airport has been put into use, There are over six branch airports across the province, and several domestic and international routes have been opened. Overall, it basically constitutes a comprehensive transportation network that includes highways, railways, and air transportation.

5.2.2. Analysis of the Problems in the Development of Transportation in Guizhou

In recent years, Guizhou Province has increased investment in transportation construction projects, which has promoted the leapfrog development of transportation in Guizhou Province. Nowadays, the comprehensive transportation network has basically taken shape, and the road traffic pattern and layout have also significantly improved. Especially with the application of many advanced experience, science and technology, the transportation capacity of the three-dimensional comprehensive transportation network has been significantly improved. However, due to historical and natural conditions issues, insufficient investment in road maintenance funds in the later stage, lack of assurance in the quality of transportation network and vehicle operation, and the need to strengthen information resource sharing, the road transportation

facilities in Guizhou Province are still at a relatively low level overall. The capacity of roads entering and exiting other provinces is still significantly insufficient, and the road network layout is uneven and lacks depth. The phenomenon of low road surface levels is still evident, which greatly constrains the economic and social development of Guizhou Province. So: "To become rich, build roads first" must be implemented in the actual economic and social development of Guizhou Province.

5.3. Prospects for Future Transportation Development in Guizhou

5.3.1. Accelerate the Construction of Transportation Infrastructure.

Increasing investment in funds to address issues such as insufficient investment in later maintenance funds, lack of guarantee of transportation efficiency levels in transportation networks and vehicles, and incomplete information sharing, constitutes an efficient and operational transportation system.

5.3.2. Promote the Construction of Comprehensive Transportation Hubs and "Big Logistics" Systems

Transportation hub stations are a very important component of China's comprehensive transportation network, serving as an important node between the intersection of comprehensive transportation networks and the transformation of different transportation forms. Transportation hubs also play a very important role in passenger and freight transportation and logistics management. Therefore, by vigorously carrying out the construction of comprehensive transportation hub stations, scientifically and reasonably arranging transportation hub stations, the quality of passenger and freight transportation can be improved. It is of crucial significance for the construction of a more modern comprehensive transportation system in our province; Freight transportation is a new type of industry that, at the beginning of its development, relied on transportation for survival, so it is particularly sensitive to transportation requirements. And logistics distribution is an inseparable and important part of modern social development. Therefore, strengthening the service integration of endpoint station buildings and logistics parks will have a positive impact on improving the quality of goods transportation and forming a complete and fast large freight system.

5.3.3. Promote Management Innovation and Improve Overall Management Level.

We must conscientiously promote the institutional reform of various units in transportation management, clarify the responsibilities of each unit, and ensure that each unit is responsible for its own responsibilities. It is necessary to take responsibility for the tasks within its jurisdiction. With the concerted efforts of various departments, efforts are being made to gradually establish a unified national transportation law enforcement cooperation system and establish a sound and complete system of transportation laws and regulations.

6. Summary

Transportation development is the foundation and inevitable result of economic growth, and it is a causal relationship between transportation development and the economy. The development of local economy cannot be separated from the development of transportation systems on roads. "To be rich, build roads first" should be used in specific local development. The transportation system will benefit from the development of local economy, and the two complement each other.

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