

2021 年度报告
The Annual Report 2021

“一带一路”倡议下的
IN THE VISION OF THE BELT AND ROAD INITIATIVE
GLOBAL CITIES 全球城市

跨越鸿沟：全球城市的复苏
Bridge the Divide: The Recovery of Global Cities



前言 PREFACE

2021年，新冠肺炎疫情持续蔓延、极端天气更加频繁、大国博弈持续加剧，全球城市复苏不确定因素与中长期挑战不断增多。全球供应链供需两端复苏不匹配、各经济体间复苏不同步、既有发展能力复苏不均衡，全球城市的疫后复苏呈现更加分化隔离、沟壑纵横的图景。

面对全球化的多重挑战，世界更需要坚持包容性全球化理念，构建更加平等均衡的全球发展伙伴关系，共同打造开放、包容、均衡、普惠、共赢的新型全球合作框架，分享全球化的积极成果，推动后疫情时代的全球城市焕发新生。

因应全球化新特点和新趋势，我们进一步完善优化全球价值活力城市、“一带一路”潜力城市指标体系及算法，对疫后全球城市复苏的特征作出新观察，揭示全球城市格局的动荡变革。

我们发现，全球城市复苏程度因疫苗获取能力、信息数据获取应用能力不同而分化。全球价值链区域化倾向日益突出，北美、欧洲、亚洲城市更加内聚联结。亚洲城市创新活力持续提升、设施联通保持强劲、政策经贸民生等多领域合作日趋紧密，描绘了全球疫情下的亚洲韧性复苏场景。中国凭借积极的抗疫成效、强大的供应体系、广泛的国际合作，发挥了稳定器的重要作用，为区域甚至全球城市走出逆境提供了强劲推动力。

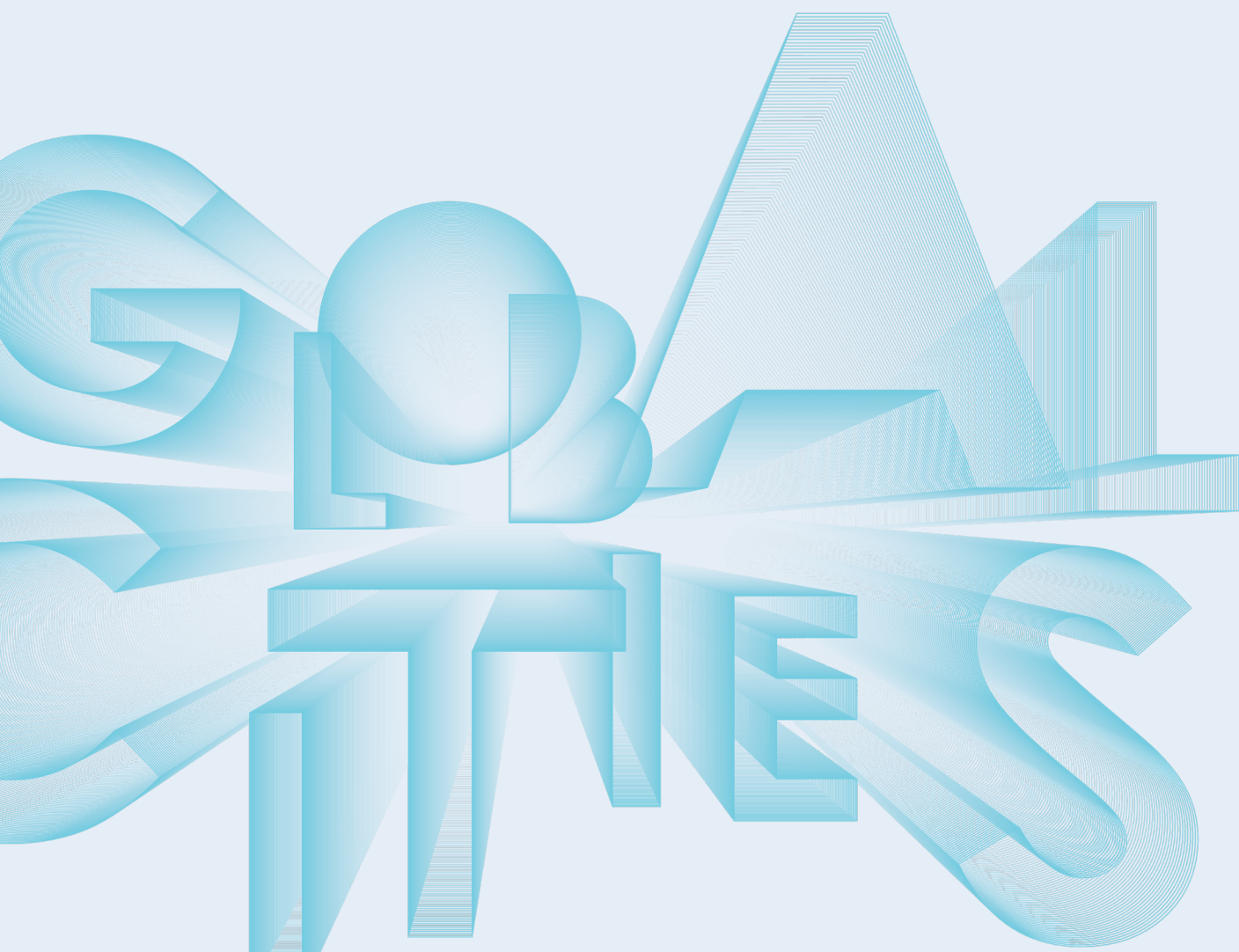
In 2021, the continuous spread of COVID-19, more frequent extreme weather events and intensifying great-power rivalry have exacerbated the uncertainties and medium to long-term challenges for the recovery of global cities. In the global supply chain, the recovery on the supply side and demand side fails to match with each other. The pace of recovery varies across economies. The rebound in existing development capacity is imbalanced. In the post-pandemic era, the recovery of global cities is increasingly divergent and divided.

Faced with the challenges around globalization, it is more necessary for the world to adhere to the idea of inclusive globalization, build a more equitable and balanced global development partnership, create a new global cooperation framework that is open, inclusive, balanced, win-win and beneficial to all and share the fruits of globalization, so as to give new life to the global cities in the post-pandemic world.

In response to the new realities and trends in globalization, we have further improved the index system and algorithm for global dynamic cities and Belt and Road potential cities, with new observation on the features of global cities recovery and revelation of the disruptive change in the landscape of global cities after the pandemic.

We've discovered that the level of recovery of global cities is differentiated by the access to vaccines and the ability to obtain and use information and data. The global value chain is visibly regionalized as the cities in North America, Europe and Asia closely bind with each other within their own region. Asian cities continue to witness improving dynamism in innovation, robust momentum for facility connectivity and increasingly close ties in policy, economy, trade and livelihood, mapping out a scenario of resilient recovery in Asia against the backdrop of the global pandemic. Thanks to its successful control of the pandemic, resilient supply system and extensive international cooperation, China serves as a stabilizer that provides a strong impetus for regional and even global cities to rise above the adversity.

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全球城市的新挑战

NEW CHALLENGES FOR GLOBAL CITIES

1.1 全球化复苏的三重挑战 TRIPLE CHALLENGE FOR THE RECOVERY OF GLOBALIZATION

新冠肺炎疫情持续蔓延。随着德尔塔毒株在全球范围内的传播,全球新增新冠确诊人数反复波动。截至9月底,高收入国家58%的人口已完成疫苗全程接种,新兴经济体为36%,而低收入国家仅为4%。由于疫苗接种机会不平等,全球城市复苏将日益呈现两极化的局面。

极端天气更加频繁。从年初超级寒潮横扫北美,到3月澳大利亚洪灾,5月美国西部和墨西哥极端干旱,6月极端热浪席卷北美,再到我国河南的暴雨洪涝灾害,气候变化将为全球城市可持续发展带来考验。随着全球气候变暖,东盟、中东及非洲等地区将遭受最严重的打击,农业、畜牧业和渔业、运输业将面临冲击,形成一个更加不平衡的世界。

大国博弈持续加剧。美国“印太战略”加紧实施、美英澳建立三边安全伙伴关系、欧盟启动“全球通道”,大国博弈升级,国际格局加速分化调整,伴随着地缘冲突不断,全球城市未来发展面临更多不确定性。

COVID-19 continues to spread. With the global prevalence of Delta variant, the number of daily new cases worldwide has been fluctuating. By the end of September, 58% of the population in high-income countries have been vaccinated, compared to 36% in emerging economies and 4% in low-income countries. Due to unequal access to vaccines, the recovery of global cities will become more polarized over time.

Extreme weather events become more frequent. From the severe cold wave sweeping through North America at the beginning of the year, to the flooding in Australia in March, the extreme drought gripping the western United States and Mexico in May, the extreme heat wave that swept across North America in June, and the torrential rain and flooding in Henan Province of China, climate change continues to put the sustainable development of global cities to the test. With global warming, ASEAN, the Middle East and Africa will be hit the hardest, with agriculture, husbandry and fisheries facing shocks, which will result in a more unbalanced world.

Geopolitical risks continue to intensify. The United States is pursuing the Indo-Pacific strategy. The United Kingdom, United States and Australia have announced a new trilateral security alliance. The European Union has launched “Global Gateway”. The great-power rivalry continues to intensify with recurrent geopolitical conflicts. There will be more uncertainties for the future development of cities around the world.

1.2 全球城市复苏的不匹配、不同步、不均衡 MISMATCHED, OUT-OF-SYNC AND IMBALANCED RECOVERY OF GLOBAL CITIES

全球供应链供需两端复苏不匹配。随着经济重启,积压的需求快速释放,而疫情仍然此起彼伏,供给仍受较大制约,需求复苏快于供给恢复,阶

In the global supply chain, the recovery on the supply side and demand side does not match. With the economic restart, the suppressed demand has been released, whereas the supply has been constrained by the ever-changing pandemic. As a result, the recovery on the demand side outstrips

段性供需不匹配叠加疫情反复导致了全球港口拥堵、货物积压等供应链“紊乱”危机。

各经济体间复苏不同步。在发达国家地区逐步考虑放宽社交隔离措施或开放经济活动的同时,发展中国家普遍仍处于困境中——其中许多国家仍然缺乏疫苗,疫苗分配严重不均,各经济体间增长呈现分化趋势。

既有发展能力复苏不均衡。全球数字经济加速发展,信息通信设备水平、技术应用能力、资源获取能力等差异将使不同国家地区的发展速度呈现出量级的差异。信息数据获取应用能力成为广大发展中国家提升自主发展能力的一个重要障碍,在此之中,许多城市地区有可能被抛在后面,陷入更加艰难复苏的境地。

the supply side. The mismatch between supply and demand, combined with the recurrent pandemic, has caused supply chain disruptions, manifested in port gridlock and overstock.

The pace of recovery varies across economies. While the developed countries are gradually relaxing social distancing or reopening economic activity, the developing countries continue to struggle - many of them have no sufficient access to vaccines. As vaccines are not allocated equally, the growth trends of economies continue to diverge.

The recovery of the existing development capacity is imbalanced. As the global digital economy speeds up, the differences in the information and communication equipment, capability for technological application and access to resources will result in exponential differences in the pace of development in different countries and regions. The ability to access and use information and data has become a major handicap for developing countries to enhance their independent development capacity. Many cities and places may be left behind, caught in a rougher road to recovery.

算法优化与数据平台搭建

ALGORITHM OPTIMIZATION AND DATA PLATFORM DEVELOPMENT

2.1 算法优化 ALGORITHM OPTIMIZATION

(1) 全球价值活力城市指数优化

2019年的报告中,我们立足包容性全球化理念,解构全球价值链的创新、生产与服务、联通设施三大网络,构建全球价值活力城市三大价值网络协同评价模型,形成包含3大维度15项指标的全球价值活力城市指数,衡量城市在全球价值链网络中的活力。

今年,在新冠肺炎、气候变化、地缘安全等多重挑战的背景下,我们进一步优化调整指标体系。

(1) Optimization of the Index for Global Dynamic Cities

In the 2019 report, we have build upon the concept of inclusive globalization to deconstruct the three networks of global value chain: innovation, production and service, and facility connectivity. We have then constructed an evaluation model of the three synergistic networks of global dynamic cities, eventually creating the index for global dynamic cities with three dimensions and 15 indicators to measure the dynamism of cities in the global value chain network.

This year, amidst multiple challenges from COVID-19, climate change and geopolitical security, we further optimized the index system. The global innovation network is characterized by three dimensions: innovator,

全球创新网络以创新主体、创新知识、创新服务三个子维度为主要表征，在创新主体版块增加反映全球云存储和计算产业联系的指标。全球生产与服务网络包括全球生产网络与全球服务网络两个子维度，在生产版块增加反映全球医疗器材和设备制造产业联系的指标。全球联通设施网络包括航空服务水平、海运服务水平及信息联通能力三个子维度，在信息联通能力版块进一步加强对全球城市 5G 等新型基础设施的竞争力评估。

(2) “一带一路”潜力城市指数优化

2019 年的报告中，我们基于“一带一路”政策沟通、设施联通、贸易畅通、资金融通和民心相通“五通”视角，构建了“一带一路”潜力城市指数。今年，适应“一带一路”合作领域逐步拓展的趋势，在贸易畅通、民心相通版块分别增加反映经济贸易联系、民间组织交往、社交媒体联系等情况的指标，评估新时期全球城市在“一带一路”倡议中的发展潜力。

innovative knowledge and innovative service. On the dimension of innovator, we added indicators that reflect the connection between cloud storage and computer industry. The global production and service network includes two dimensions: global production network and global service network. On the dimension of production, we added indicators reflecting the connection between medical device and equipment manufacturing. The global facility connectivity network includes three dimensions: air service, maritime service and information connectivity. On the dimension of information connectivity, we strengthened the competitiveness evaluation of global cities in term of new infrastructure, such as 5G.

(2)Optimization of the Index for Belt and Road Potential Cities

In the 2019 report, from the perspective of the five major goals of the Belt and Road Initiative, namely policy coordination, facility connectivity, unimpeded trade, financial integration and people-to-people bond, we constructed the Index for Belt and Road Potential Cities. This year, as the scope of cooperation under the Belt and Road Initiative continues to expand, we added indicators to reflect economic and trade ties, people-to-people exchanges and social media interactions to the dimensions of unimpeded trade and people-to-people bond, in order to evaluate the development potential of cities around the world under the Belt and Road Initiative in the new era.

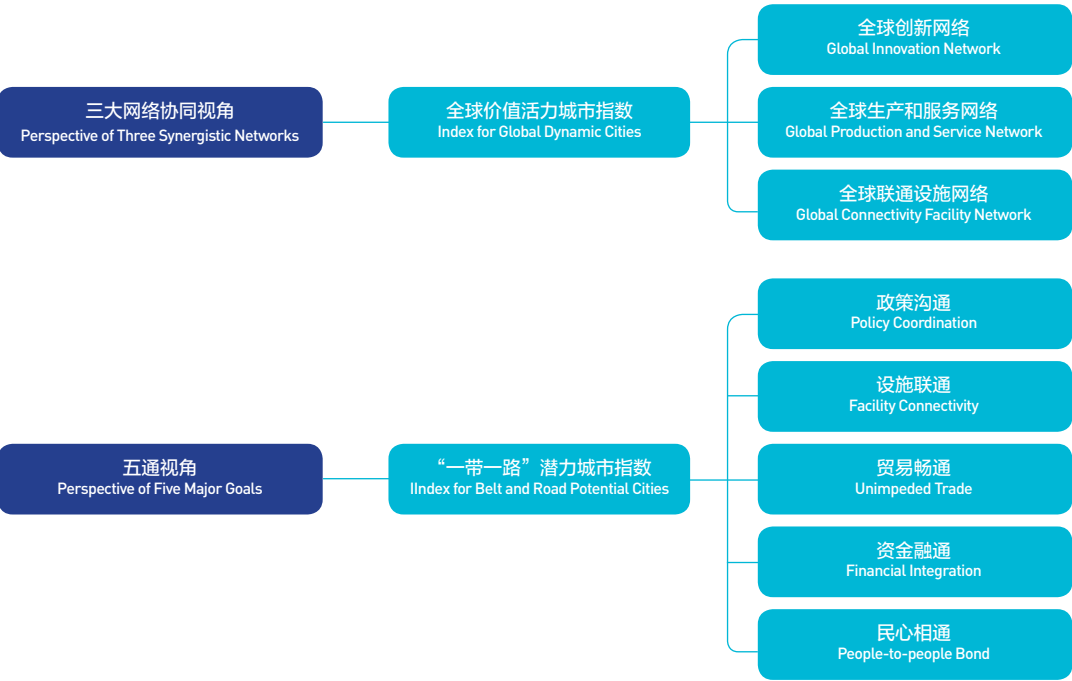


图 1 指数构成示意图 Figure 1 COMPOSITION OF THE INDEXES

2.2 对象扩展
SCOPE OF EVALUATION EXPANDED

我们将城市规模能级及国际联系作为评价对象的筛选依据，梳理出人口在 100 万以上的城市或国家首都城市，以及政治、交通、企业、人文等领域国际交往密切的城市，评价对象需要同时满足以上条件。在此基础上，今年新增了全球创新型城市，城市评价对象从去年的 505 个增加至 513 个，其中，亚洲有 227 个，欧洲有 105 个，美洲有 91 个，非洲有 71 个，大洋洲有 19 个。

We use population size and international interaction as the criteria to take stock of cities, sorting out cities or national capitals with a population over 1 million, as well as cities with active international interactions in the fields of politics, transportation, businesses and people-to-people exchanges. The cities included in the evaluation should meet both criteria. On that basis, we added a new category this year: global innovative cities. The number of cities included in the evaluation has increased from 505 last year to 513 this year, of which 227 are in Asia, 105 in Europe, 91 in America, 71 in Africa and 19 in Oceania.



图 2 评价对象分布 Figure 2 DISTRIBUTION OF EVALUATED CITIES

2.3 平台搭建
PLATFORM DEVELOPMENT

2021 年，我们开发了包容性全球化理念下的全球城市及“一带一路”城市研究平台 1.0 版本，从数据采集、模型算法与可视化呈现三个方面，为研究提供了更加丰富、多元和智能化的技术支持。平台初步整合了中规智库研究数据与全球开放数据，形成覆盖 5 大洲、500 多个重点城市的全球城市研究数据库，全面、深入、动态地呈现了全球价值活力城市和“一带一路”潜力城市格局，并具备城市多维指标动态查询比对与历史演变分析等功能，通过初步建构的动态采集与智能化指标计算系统框架，为长期动态的全球城市监测提供了可能。

In 2021, we developed the Global Cities and Belt and Road Cities Research Platform 1.0 under the concept of inclusive globalization, which provides more abundant, diversified and intelligent technological support for research, including data collection, model algorithm and visualization. The platform has tentatively integrated the research data of China Academy of Urban Planning and Design and global open data to create an all-inclusive database of global cities, covering five continents and 500-plus major cities, which comprehensively, incisively and dynamically represents the landscape of global dynamic cities and Belt and Road potential cities. It allows for multi-dimensional and multi-indicator dynamic retrieval and comparison of cities and historical trajectory analysis. By constructing a dynamic collection and intelligent indicator calculation framework, the platform makes it possible to monitor global cities dynamically in the long term.

全球价值活力城市指数

GLOBAL DYNAMIC CITIES INDEX

3.1 总体格局：东亚、北美成为全球价值活力增长极

GENERAL LANDSCAPE: EAST ASIA AND NORTH AMERICA AS THE GROWTH FORCE OF GLOBAL DYNAMISM

基于创新、生产和服务、联通设施三大网络协同建立的全球价值活力城市评价结果显示，东亚、北美地区全球价值活力前 100 位城市的数量占全球半壁江山，是全球价值活力城市最为密集的两个地区，并且数量呈现上升趋势，其中，东亚从去年的 23 个增加到今年的 25 个，北美则从 21 个增加至 23 个。

亚洲城市表现出非同寻常的韧性与活力，紧密合作与持续创新是支撑亚洲区域城市快速复苏的重要因素。创新方面，亚洲地区城市普遍重视发挥创新技术对经济增长的拉动作用，不断加大创新投入，提升创新产出水平，在全球创新网络排名前列的城市数量持续增加。生产与服务方面，新冠疫情冲击加深了亚洲地区的经济贸易一体化，东亚、东南亚城市生产制造的综合性优势凸显。联通设施方面，中国城市联通水平快速复苏，如成都凭借设施联通能力，排名提升进入全球前 20。

北美创新力量多元，奥斯汀今年纳入评价范围，创新活力突出，排在全球价值活力城市第 69 位，匹兹堡排名上升，进入前 100 位，成为全球价值活力城市新生力量。

According to the evaluation of global dynamic cities based on the three synergistic networks-innovation, production and service, and facility connectivity, half of the top 100 global dynamic cities are located in Asia and North America, boasting the largest number of global dynamic cities, and the numbers are still on the rise. Among them, the number of global dynamic cities in Asia has increased from 23 last year to 25 in 2021, while in North America from 21 to 23.

Asian cities have shown extraordinary resilience and dynamism. Their rapid recovery is mainly driven by close collaboration and continuous innovation. In terms of innovation, Asia cities take seriously the role of innovative technology in stimulating economic growth, and hence continue to increase investment in innovation to increase the quality of innovations. As a result, an increasing number of Asian cities have garnered top rankings on the global innovation network. In term of production and service, the impact of COVID-19 has deepened economic and trade integration in Asia, giving prominence to the comprehensive manufacturing strengths of cities in East Asia and Southeast Asia. In terms of facility connectivity, the connectivity of Chinese cities recovers rapidly. For instance, Chengdu has improved its ranking to the global top 20 due to its impressive facility connectivity.

The innovative force in North America is diversified. Austin is included in this year's evaluation due to outstanding innovative dynamism. Pittsburgh has improved its ranking to the top 100, becoming a new force in the global dynamic cities.

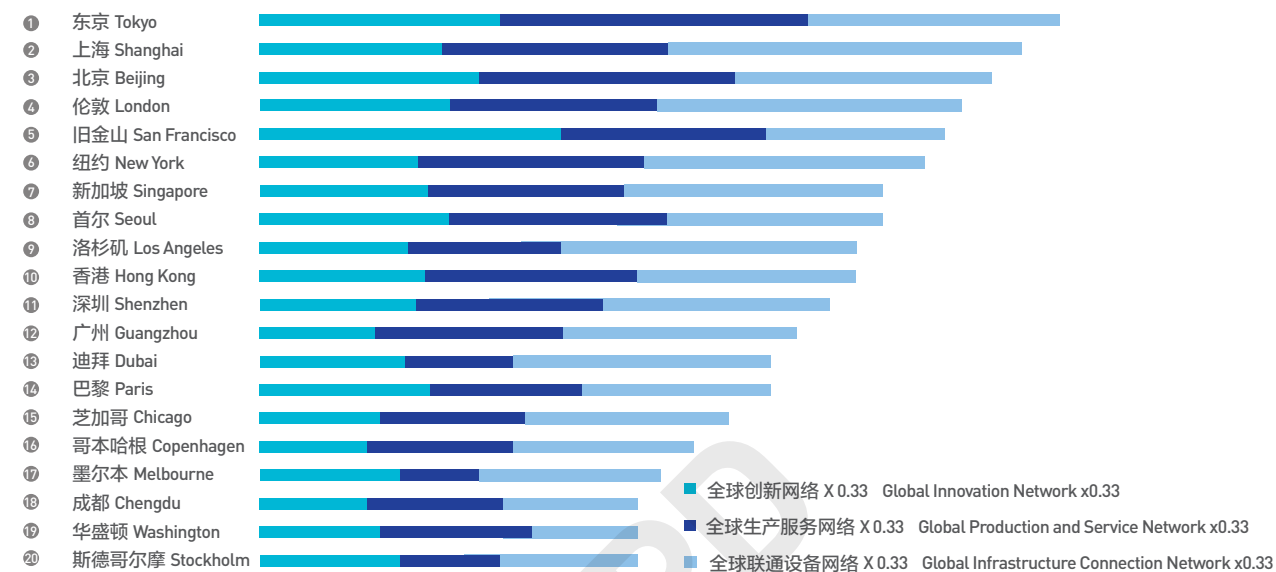


图 3 全球价值活力城市指数排名及得分（前 20 位）

Figure 3 RANK AND SCORE OF GLOBAL DYNAMIC CITIES INDEX (TOP 20)

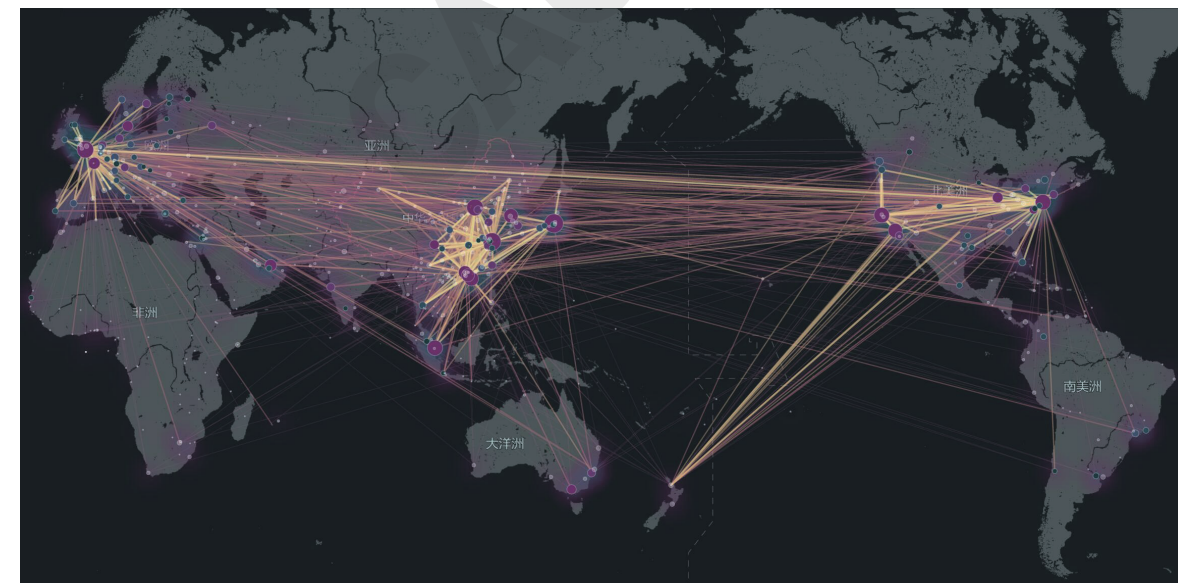


图 4 全球价值活力城市格局 Figure 4 LANDSCAPE OF GLOBAL DYNAMIC CITIES



图5 全球价值活力城市金字塔 Figure 5 PYRAMID OF GLOBAL DYNAMIC CITIES

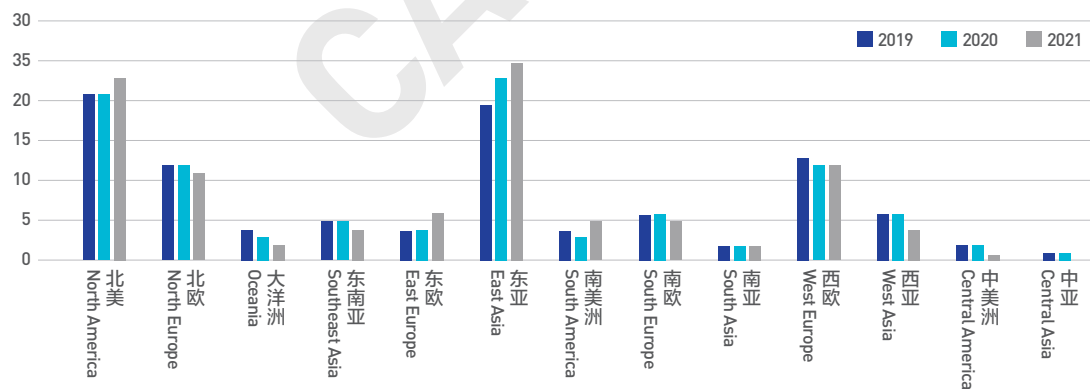


图6 全球价值活力城市排名前100所在地区 Figure6 GEOGRAPHIC DISTRIBUTION OF TOP 100 GLOBAL DYNAMIC CITIES

3.2 全球创新网络：创新企业和基础科研推动城市创新力提升

GLOBAL INNOVATION NETWORK: URBAN INNOVATION DRIVEN BY INNOVATIVE ENTERPRISES AND BASIC RESEARCH

北美、东亚全球创新网络前列城市数量旗鼓相当，且呈现增加趋势，与其他地区差距持续扩大。前100位城市中，东亚城市从去年的27个增加至28个，北美城市从24个增加至27个，而西欧、

The number of the top-ranking cities in global innovation network in North America is similar to that in East Asia, and the numbers continue to increase, widening the gap with the rest of the world. Among the top 100 cities, the number of cities in East Asia has increased from 27 last year to 28 this year, and North America from 24 to 27. In contrast, the numbers

北欧等其他地区均在12个以下，维持稳定甚至下降。

半导体供应链本土化带动新兴创新城市崛起，合肥和南京稳定在全球前50位。新冠疫情重创全球供应链体系，叠加大国贸易争端升级，各国转向强调关键行业的自主可控。在此背景下，为进一步加强在半导体领域的竞争力、保障半导体供应链的安全，美国、日本、欧盟等国家地区出台了一系列战略性举措。未来伴随以半导体为核心的科技创新企业在全部分散布局，更多城市将迎来发展新机遇。

基础科研是城市提升创新竞争力的关键。深圳和台北通过提升高校实力和基础科研能力，实现排名快速上升。深圳近年注重人才服务供给和高端科学创新平台建设，加快完善“基础研究+技术攻关+成果产业化+科技金融”全链条创新体系，为新一轮全球竞争积攒了实力。

of top 100 cities in Western Europe and Northern Europe have remained below 12 and continue to decline.

The localization of semiconductor supply chain drives the rise of emerging innovative cities, with Hefei and Nanjing remaining among the global top 50. The global supply chain shattered by COVID-19 and escalating trade tensions among the major economies have pushed other countries to enhance their autonomy and control of key industries. Against the backdrop, the United States, Japan and European Union have introduced a series of strategic measures to enhance their competitiveness in the semiconductor industry and secure the semiconductor supply chain. In the future, as the technological and innovative enterprises focusing on semiconductor are increasingly scattered around the world, more cities will enjoy new development opportunities.

Basic research is key for cities to enhance innovative competitiveness. Shenzhen and Taipei have improved their rankings rapidly by strengthening their universities and basic research. In recent years, Shenzhen has attached great importance to provision of enabling services for talent and the creation of high-end scientific innovation platform to accelerate the development of an all-round innovation system, covering basic research, technological breakthrough, innovation commercialization and tech-driven finance, which will establish itself in a new wave of global competition.

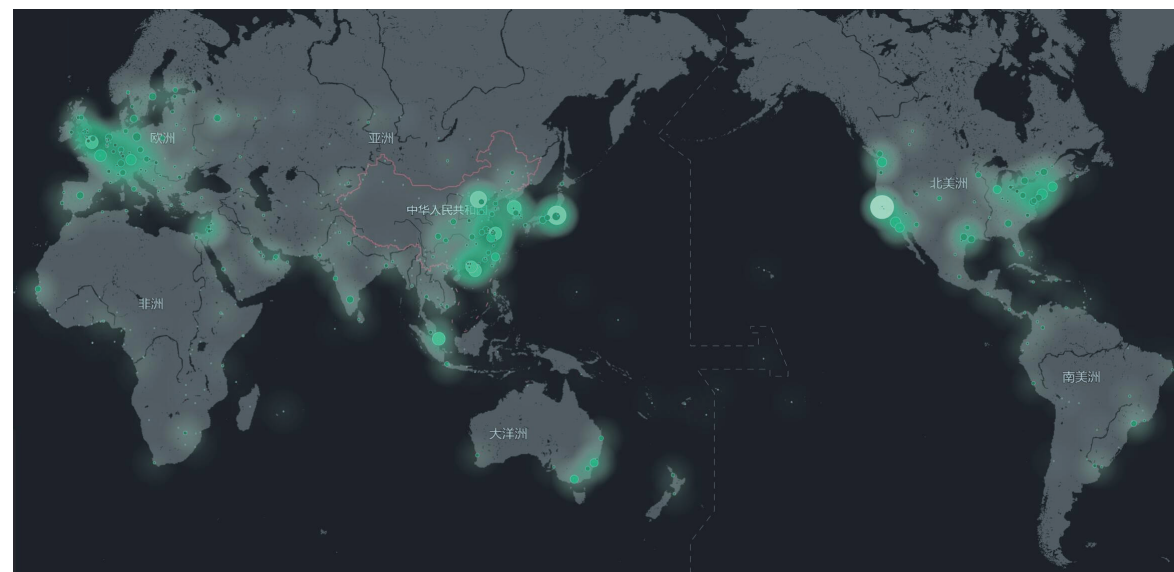


图7 全球创新网络城市格局 Figure 7 LANDSCAPE OF GLOBAL INNOVATION NETWORK

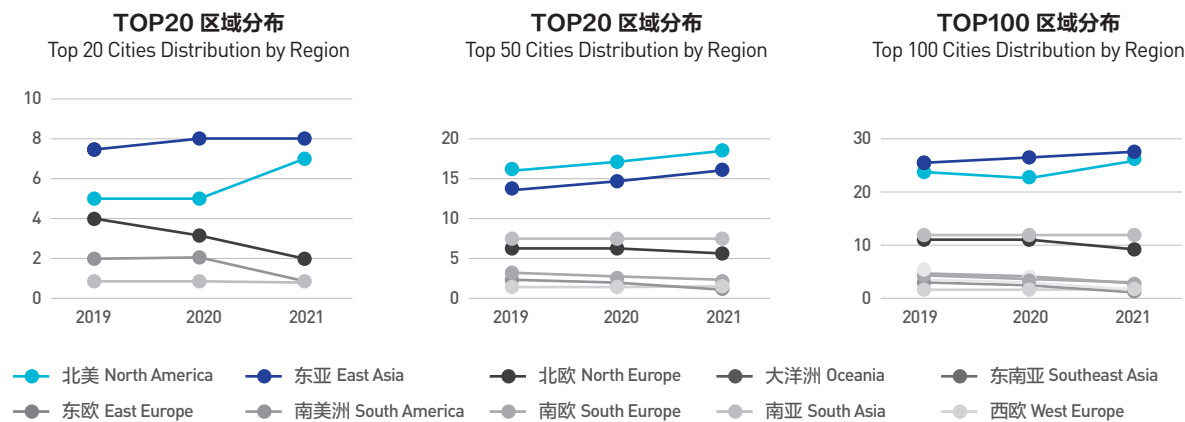


图 8 全球创新网络排名前列城市所在地区 Figure 3-6: GEOGRAPHIC DISTRIBUTION OF TOP-RANKING CITIES IN GLOBAL INNOVATION NETWORK

3.3 全球生产与服务网络：东亚、东南亚的综合性优势凸显

GLOBAL PRODUCTION AND SERVICE NETWORK: PRONOUNCED COMPREHENSIVE STRENGTHS OF EAST ASIA AND SOUTHEAST ASIA

德尔塔变异病毒冲击下，东亚、东南亚、南亚地区城市生产制造呈现分化态势。印尼雅加达、印度新德里、班加罗尔等城市进入世界 500 强的制造企业数量减少，金融等生产性服务业竞争力下降，全球生产与服务网络排名分别相对去年下跌 6-12 位，但新加坡、广州、成都、青岛、大阪等更多城市稳中有升。

中新两国疫情防控和社会治理能力相对较好，制造业综合优势凸显、增长保持强劲。新加坡较去年上升 1 位，其制造业独特而先进，弹丸之地却拥有 3 家灯塔工厂，为全球“数字化制造”和全球化 4.0 提供了重要示范。中国广州及成都分别上升 2 位、青岛上升 12 位，除了主动拥抱新技术、推进数字化，中国制造业体系成熟完备，在原材料、市场、人力资源、技术等方面具有全球独一无二的优势，吸引此前转移到印度、越南的制造业大量回流，面对因逆全球化、疫情蔓延而动荡不已的国际产业链供应链，发挥了重要的稳定器作用。

Impacted by the Delta variant, the manufacturing capacities of East Asia, Southeast Asia and South Asia continue to diverge. The number of manufacturing companies that make the global top 500 list in Jakarta(Indonesia), New Delhi and Bangalore(India) has decreased, yet the competitiveness of their service industries such as finance has weakened. Their rankings in global production and service network have dropped 6 to 12 places compared to last year. By comparison, Singapore, Guangzhou, Chengdu, Qingdao and Osaka have retained and improved their rankings.

With effective pandemic management and sound social governance, the comprehensive manufacturing strengths of China and Singapore become more prominent, resulting in robust growth. Singapore rises one place compared to last year, due to its unique and advanced manufacturing industry with three lighthouse factories in a small territory. It provides a model of digitalized manufacturing and Globalization 4.0 for the rest of the world. The rankings of Guangzhou and Chengdu rise two places and Qingdao 12 places. Apart from embracing new technology and pursuing digitalization, China has a mature and complete manufacturing system with unique advantages in raw materials, market, human resource and technology. As a result, many of the manufacturing companies that shifted to India and Vietnam have come back. Confronted by the disrupted global value chain and supply chain battered by deglobalization and pandemic, China has served as an important stabilizer.

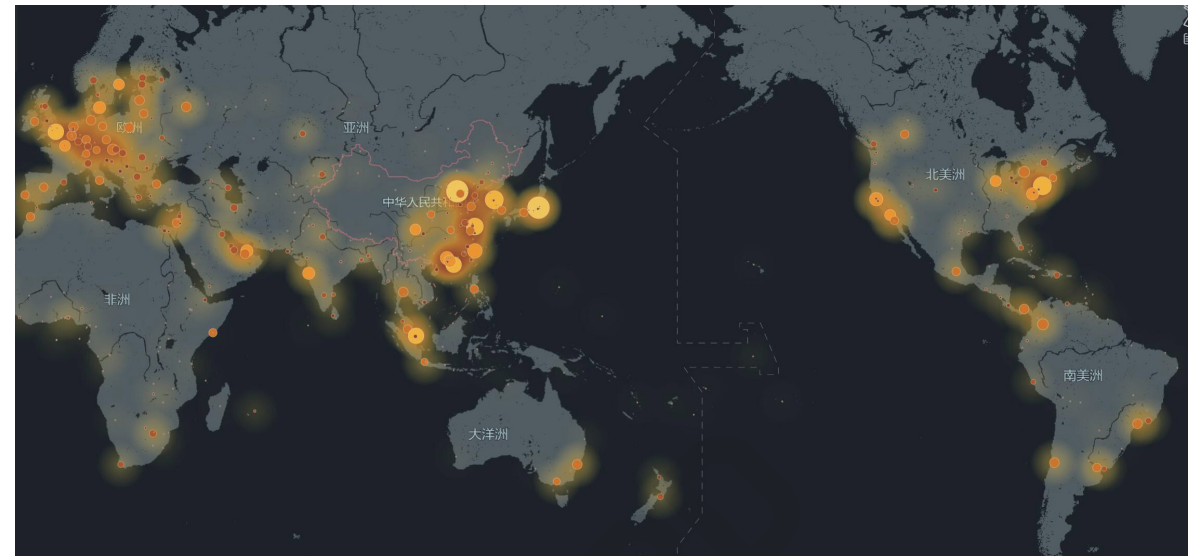


图 9 全球生产与服务网络城市格局 Figure9: LANDSCAPE OF GLOBAL PRODUCTION AND SERVICE NETWORK

3.4 全球联通设施网络：全球海运复苏曲折，中国城市快速恢复

GLOBAL CONNECTIVITY FACILITY NETWORK: ARDUOUS RECOVERY OF GLOBAL SHIPPING AND RAPID REBOUND OF CITIES IN CHINA

2021 年全球航空市场逐步开放，部分国家尝试控制疫情并扩大内需，但尚未实质复苏。美国、澳大利亚城市航司考虑通过联营航线、缩减成本等措施，带动市场走出困境。中国城市有效防控疫情，航空客运量快速恢复，进入前 20 城市从去年 4 个增加至 8 个，得益于空运服务业发展的政策支持，上海、广州、北京等城市得分相较去年均有提高。

国际海运面临疫情波动、供应链紊乱等不同挑战，航运重心由欧美向亚太地区转移。宁波、青岛、深圳等中国城市对港口码头采取了积极的干预政策，加快创新商业服务模式，推动港航物流领域数字化、智能化发展，货运逆势增长。在各国港口拥堵延误、苏伊士运河堵塞等事件冲击下，伦敦、东京、芝加哥等全球海港枢纽得分较去年小幅下滑。

The global airline market gradually opened up in 2021. Some countries have been trying to control the pandemic and stimulate domestic demand, but there is not yet substantial recovery. Airlines in the United States and Australia are considering establishing joint routes between their cities and cutting cost to help the market tide over the crisis. Thanks to effective pandemic management, the passenger air traffic of Chinese cities has recovered rapidly, and the number of cities that make the top 20 list has increased from four last year to eight this year. Due to the policy support for air transport services, the scores of Chinese cities, such as Shanghai, Guangzhou and Beijing, have improved compared to last year.

International shipping is facing multiple challenges including recurrent outbreaks and supply chain disruptions. The shipping center is shifting from the United States and Europe to the Asia-Pacific. Chinese cities such as Ningbo, Qingdao and Shenzhen have adopted active interventions for port terminals to accelerate the innovation of business service model and promote digitalized and intelligent management of port logistics, which has increased the cargo volume against all odds. With traffic congestion and delays as well as incidences like the Suez Canal blockage, the scores of international shipping hubs, such as London, Tokyo and Chicago, drop slightly compared to last year.

数字经济助力产业转型，各国新兴通信建设水平差距较大。韩国及美国等领跑国家城市的5G用户数和平均收入不断增长，带动运营商业绩增长，中国、阿联酋等加速在云计算、人工智能等领域投资，主要城市网络普及率提高，而印度、埃及等国家仍处于起步阶段，难以承担扩大基础设施覆盖的成本，通信网络建设进展缓慢。

Digital economy is driving industrial transformation, but the levels of new communication technology vary sharply in different countries. In the leading countries including South Korea and the United States, the number of 5G users and average revenue therefrom are on the rise, boosting the business performance of operators. China and the UAE step up investment in cloud computing and artificial intelligence, which increases the Internet penetration in their cities. In contrast, India and Egypt are still fledgling and unable to afford the cost of increasing infrastructure access, so communication network is developing slowly in these countries.

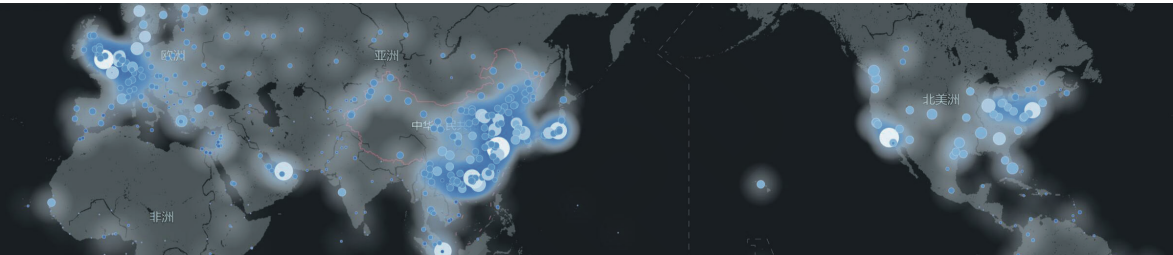


图 10 全球联通设施网络格局 Figure10 LANDSCAPE OF GLOBAL CONNECTIVITY FACILITY NETWORK

各维度上的领先城市 TOP CITIES IN THREE DIMENSIONS					
全球创新网络 Global Innovation Network		全球生产与服务网络 Global Production and Service Network		全球联通设施网络 Global Infrastructure Connection Network	
旧金山 San Francisco	—	北京 Beijing	—	上海 Shanghai	↑
东京 Tokyo	↑	东京 Tokyo	—	洛杉矶 Los Angeles	↑
北京 Beijing	↓	纽约 New York	↑	伦敦 London	↓
首尔 Seoul	↑	首尔 Seoul	↓	迪拜 Dubai	—
伦敦 London	↑	上海 Shanghai	—	广州 Guangzhou	↑
上海 Shanghai	—	伦敦 London	—	东京 Tokyo	↓
新加坡 Singapore	↓	香港 Hong Kong	—	新加坡 Singapore	↓
香港 Hong Kong	↑	新加坡 Singapore	↑	纽约 New York	↓
深圳 Shenzhen	↑	台北 Taipei	↓	深圳 Shenzhen	↑
巴黎 Paris	↑	旧金山 San Francisco	↑	香港 Hong Kong	↓
洛杉矶 Los Angeles	↓	广州 Guangzhou	↑	芝加哥 Chicago	↓
慕尼黑 Munich	↑	哥本哈根 Copenhagen	↑	釜山 Busan	↑
纽约 New York	↓	深圳 Shenzhen	↓	鹿特丹 Rotterdam	↓
圣地亚哥 San Diego	↓	孟买 Mumbai	—	厦门 Xiamen	↑
西雅图 Seattle	—	迪拜 Dubai	↓	亚特兰大 Atlanta	↓
波士顿 Boston	↑	华盛顿 Washington	↑	北京 Beijing	↑
杭州 Hangzhou	—	洛杉矶 Los Angeles	↓	宁波 Ningbo	↑
台北 Taipei	↑	成都 Chengdu	↑	汉堡 Hamburg	↓
悉尼 Sydney	—	斯德哥尔摩 Stockholm	—	青岛 Qingdao	↑
芝加哥 Chicago	↑	巴黎 Paris	↓	巴黎 Paris	↓

“一带一路” 潜力城市指数

INDEX FOR BELT AND ROAD POTENTIAL CITIES

4.1 总体格局：亚洲城市联系日益紧密

GENERAL LANDSCAPE: ASIAN CITIES ARE INCREASINGLY WELL-CONNECTED

“一带一路” 潜力城市评价结果显示，亚洲城市政策沟通保持稳定、设施联通水平加强、经贸合作快速恢复、民生领域合作升温，联系更加紧密。2021 年，进入“一带一路” 潜力城市排名前 100 位的亚洲城市从去年的 51 个增加到 55 个，亚洲区域，尤其是东亚、东南亚区域城市联系日益密切，为疫后区域协同复苏提供了积极示范。预计 RCEP 生效实施后，区域内合作制度化水平提升，往来联系将进一步加强。

The assessment of Belt and Road Potential Cities reveals closer ties among Asian cities, with stable policy coordination, strengthened facility connectivity, rapid recovery in economic and trade cooperation and increasing momentum in people-to-people bonds. The number of Asian cities in the top 100 list has increased from 51 last year to 55 in 2021. The increasingly well-connected cities in Asia, particularly in East Asia and Southeast Asia, are providing a positive model for regional coordinated recovery in the post-pandemic world. It is anticipated that the extent of institutionalized regional cooperation will continue to enhance with even stronger ties and exchanges, as RCEP comes into force.

随着“一带一路” 倡议深入推进，“21 世纪海上丝绸之路” 城市联系更加紧密，槟城、泗水、棉兰、吉布提、瓜达尔、汉班托塔等城市首次进入“一带一路” 潜力城市前 100 位，新加坡、雅加达、吉隆坡和曼谷等城市排名相比去年有所上升。“丝绸之路经济带” 西亚、中亚、南欧等地区城市合作态势趋于稳定，东欧明斯克等城市在科教、旅游、抗疫多方面合作表现突出，成为“丝绸之路经济带” 新亮点。

As the Belt and Road Initiative further advances, cities along the 21st Century Maritime Silk Road have become better connected, with cities such as Penang, Surabaya, Medan, Djibouti, Gwadar and Hambantota making into the top 100 list of Belt and Road Potential Cities for the first time. Singapore, Jakarta, Kuala Lumpur and Bangkok all move upward in the rankings, compared with last year. Cities along the Silk Road Economic Belt in West Asia, Central Asia and South Europe have seen stable momentum of cooperation. Eastern European cities like Minsk have delivered outstanding performance in science, education, tourism and response to the pandemic, emerging as new highlights of the Silk Road Economic Belt.

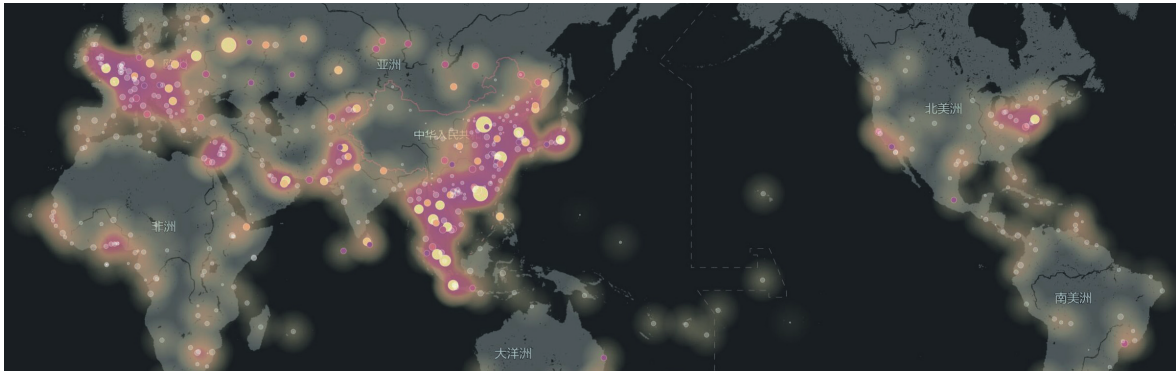


图 11 “一带一路” 潜力城市格局 Figure11 LANDSCAPE OF BELT AND ROAD POTENTIAL CITIES

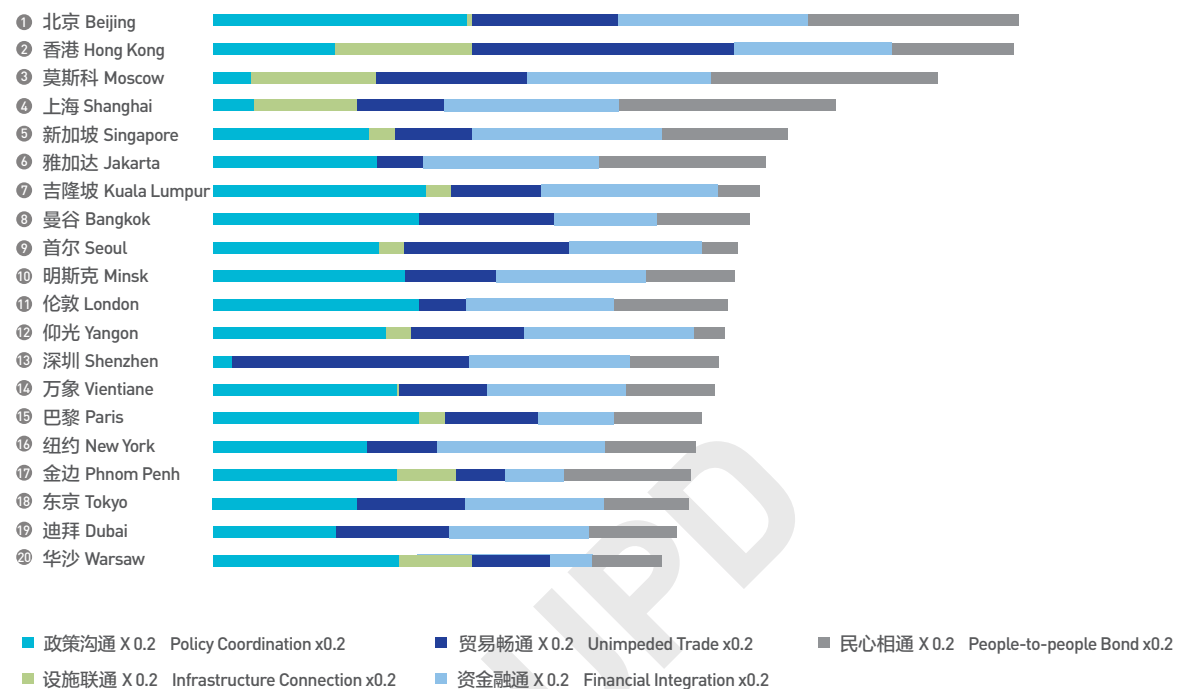


图 12 “一带一路”潜力城市指数排名及得分（前 20 位） Figure 12 RANK AND SCORE OF THE INDEX FOR BELT AND ROAD POTENTIAL

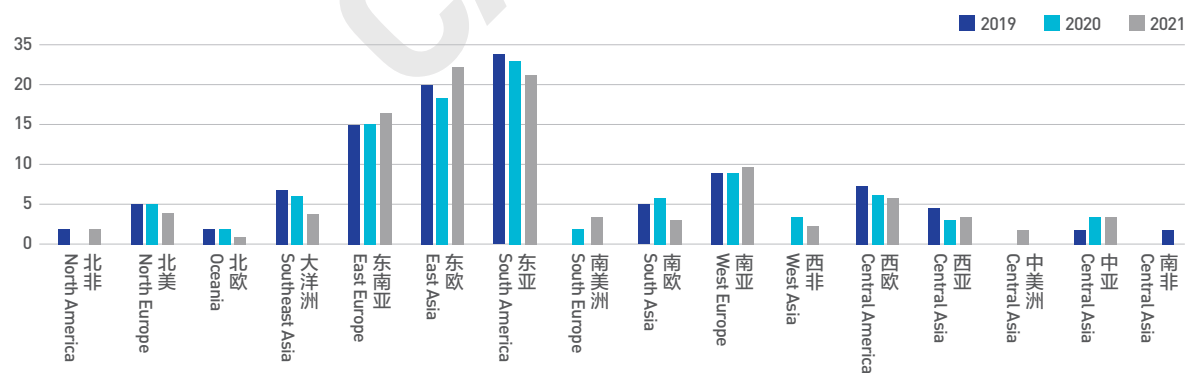


图 13 “一带一路”潜力城市指数排名前 100 所在地区 Figure 13 GEOGRAPHIC DISTRIBUTION OF TOP 100 BELT AND ROAD POTENTIAL CITIES

4.2 政策沟通：合作朋友圈压力中扩大

POLICY COORDINATION: CIRCLE OF FRIENDS EXPANDS THROUGH COOPERATION DESPITE OF PRESSURE

当前各国面临的国际环境更趋复杂，“一带一路”倡议在艰难中前行，合作朋友圈在压力中扩大。非洲国家刚果（金）和博茨瓦纳在今年年初同中

Despite of the greater complexity of international environment faced by countries, the Belt and Road Initiative continues to forge ahead against all odds, accompanied by expanding circle of friends through cooperation

国签署“一带一路”合作文件，标志着“一带一路”倡议更加壮大并得到更广泛的认同。

作为“一带一路”倡议发起国首都，北京政策沟通潜力仍高居首位。北京“一带一路”沿线首都城市的“朋友圈”也逐步扩大，在已签署共建“一带一路”合作文件的 140 个国家中，北京已与 50 个城市缔结友好城市关系。政策沟通排名前 20 的城市大多数仍是“老朋友”，其中，中蒙俄经济走廊沿线国家城市占比最高，占据 6 席，以俄罗斯首都莫斯科、中部地区的喀山、远东地区的符拉迪沃斯托克，以及蒙古首都乌兰巴托等城市为代表，是与中国政策沟通最为紧密的区域，其次是中国 - 中南半岛经济走廊和中巴经济走廊沿线国家的城市，分别占据 5 席和 3 席，也在政策沟通领域保持着紧密的合作关系。

under pressure. Both Democratic Republic of the Congo (DRC) and Botswana of Africa have signed documents on Belt and Road cooperation with China in early 2021, signifying stronger momentum and wider recognition of the Belt and Road Initiative.

As the capital of the initiator of the Belt and Road Initiative, Beijing remains at the top of the list for its potential in policy coordination. Its circle of friends among capital cities along the Belt and Road is also growing in size. Beijing has already entered into sister-city relations with 50 cities, among the 140 countries that have signed documents on Belt and Road cooperation. Most of the top 20 cities on policy coordination are still “old friends”, among which cities along the China-Mongolia-Russia Economic Corridor(CMREC) take up the largest proportion. As the region with the closest policy coordination with China, six cities thereof make to the list, represented by Moscow (the capital of Russia), Kazan in the central region, Vladivostok in the Far East, and Ulan Bator (the capital of Mongolia). The cities along the China-Indochina Peninsula Economic Corridor (CICPEC) and the China-Pakistan Economic Corridor (CPEC) also maintain sound ties on policy coordination, contributing five and three cities respectively to the list.

4.3 设施联通：中欧班列促进亚欧城市联结

FACILITY CONNECTIVITY: CHINA RAILWAY EXPRESS FOSTERS INTERCITY CONNECTIONS BETWEEN EUROPE AND ASIA

疫情下全球空运、海运普遍受阻，中欧班列成为贯通中欧、中亚的重要运输方式。设施联通潜力城市前 20 中有 15 个为中国城市，其中深圳、上海、香港连续两年稳居前列。俄罗斯、波兰、白俄罗斯等与中国经贸交往日益活跃，莫斯科、华沙、明斯克等开通高频次班列的枢纽城市，得分较去年均有提升。航运、空运运力不足的背景下，中欧班列优势越发彰显，有效承接了空运、海运转移货源，为缓解全球供应链紧张提供了一种可靠的物流替代方案。

2021 年中国港口经营逐步恢复，与俄罗斯、日韩、东南亚城市的投资联系和业务合作加强。招商局港口、和记黄埔港口等运营商积极优化操作流程，在确保疫情防控的前提下，加强了生产经营统筹

With the widespread disruptions to global air and maritime transport brought by COVID-19, the China Railway Express (CRE) has become an important mode of transportation across China and Europe as well as Central Asia. Among the top 20 cities for facility connectivity potential, a total of 15 cities are from China, with Shenzhen, Shanghai and Hong Kong securing their leading positions for two years in a row. Building upon the increasingly dynamic trade and economic interactions between Russia, Poland, Belarus and China, the hub cities with high-frequency rail routes such as Moscow, Warsaw, and Minsk have seen improved scores over last year. Given the tight constraints in air and shipping capacity, the strength of China Railway Express is even more pronounced, as it manages to effectively accommodate the transferred sources of air and ocean freight. It thus offers a reliable alternative option of logistics to the strained global supply chain.

In 2021, Chinese ports gradually recovered their operations, with enhanced investment ties and business engagement with Russian, Japanese, Korean and Southeast Asian cities. Port operators such as

协调，保障了供应链体系高效和畅通，同时，积极推进东南亚、南亚、欧美等地区的商业投资，扩大港口投资建设布局，国际影响力进一步提升。

China Merchants Port and Hutchison Whampoa have taken an active approach to optimize operational process, so as to strengthen coordination of production and operation and ensure efficient and smooth supply chain system under the premise of pandemic prevention and control. Meanwhile, proactive measures have been taken to promote commercial investment in Southeast Asia, South Asia, Europe and the United States for expansion of port investment and construction towards greater international influence.

4.4 贸易畅通：东亚率先恢复，沪深表现亮眼 UNIMPEDED TRADE: EAST ASIA TAKES THE LEAD IN RECOVERY, WITH IMPRESSIVE PERFORMANCE OF SHANGHAI AND SHENZHEN

东亚国家疫情防控表现出色，率先实现复工复产，经贸合作快速恢复，在贸易畅通前 20 名中占据 5 席。此外，首尔从去年 74 位大幅提升至 21 位，自中韩为重要商务、生产、技术服务等人员开通“快捷通道”以来，两地经贸合作快速恢复。

在全球国家普遍陷入疫情泥潭的背景下，中国成为全球供应链的核心，香港、上海、深圳三个城市进入贸易畅通前 20 名。上海口岸对标国际经贸规则，加快建设数字贸易国际枢纽港，吸引具备全球资源配置能力的贸易主体集聚，在离岸贸易、转口贸易等方面取得突破，货物进出口总额保持全球首位，排名进入榜单前 10 位。全球消费类电子产品需求保持增势，推动深圳排名大幅提升进入前 20 位，成为贸易畅通维度新星，未来世界级电子信息产业集群承载区的建设或将助力深圳释放更多潜能、保持贸易联系增势。

Thanks to their strong performance in COVID-19 prevention and control, East Asian countries manage to take the lead in recovery of work and production, with rapid rebound in economic and trade cooperation. Five out of the top 20 positions on unimpeded trade are taken up by the region. In particular, Seoul leapfrogs to the 21st place from last year's 74th, building upon the swift recovery in bilateral economic and trade cooperation empowered by the Fast Track arrangement between China and South Korea for important personnel in business, production and technical services.

With most countries still mired in the global pandemic, China has emerged as a center of global supply chain, with Hong Kong, Shanghai and Shenzhen entering into the top 20 cities on unimpeded trade. Having benchmarked itself to international economic and trade rules, Shanghai port has been accelerating the development of an international hub port for digital trade, to attract traders with the capacity to allocate resources globally. With breakthroughs in offshore trade and transit trade, Shanghai maintains its top position in the world for total import and export of goods, making to the top 10 list. Driven by the increasing momentum of global demand for consumer electronics, Shenzhen moves upward substantially in the rankings, as a new star in the top 20 list on unimpeded trade. The development of a world-class electronic information industry cluster in the future may further unleash the potential of Shenzhen through well-maintained growth momentum for trade connectivity.

4.5 资金融通：中欧资金联系更为紧密 FINANCIAL INTEGRATION: FINANCIAL TIES BETWEEN CHINA AND EUROPE GROW EVEN STRONGER

在资金融通前 20 位城市中，欧洲城市占据 9 席，

Among the top 20 cities on financial integration, nine cities come from

荷兰、法国、德国城市排名普遍提升，成为资金融通领域热点。去年，中国对外直接投资流量首次位居全球第一，欧洲成为中国投资商的“理想投资地”。其中，中国对荷兰直接投资流量快速增长，占到对欧盟投资流量的近 50%，阿姆斯特丹进入全球前 20 位。

香港排名从去年第 5 位上升至第 2 位，在资金融通领域占据重要地位。香港国安法实施后，香港市场的不稳定因素逐步消除，投资环境改善。同时，随着中美全球博弈加剧，中概股在香港二次上市成为热潮，香港“一带一路”金融中心地位进一步加强。

悉尼和墨尔本排名分别较去年下降 2 位和 4 位，主要由于中国对澳大利亚投资锐减，中国香港和中國大陸对澳投资分别仅占海外资本在澳投资总额比重的 3.5% 和 2%，投资领域的多样性也明显下降，中澳投资合作紧密度下滑。

Europe. Cities from the Netherlands, France and Germany have seen general improvements in their rankings, as the preferred destinations of capital flow. Last year, China's outbound direct investment topped the world for the first time. Europe has become an ideal destination of investment for Chinese investors. Among them, Chinese direct investment to the Netherlands grew rapidly, accounting for nearly 50% of total outbound investment flows into the EU. Amsterdam makes into the top 20 list.

Playing an importation role in financial integration, Hong Kong is ranked 2nd, up from the 5th position last year. Following the implementation of National Security Law, Hong Kong has seen gradual removal of instability factors in its market and improvements in investment environment. Meanwhile, as the global game between China and the United States continues to intensify, the secondary listings of Chinese stocks in Hong Kong are keenly sought-after, which further strengthens Hong Kong's position as a financial center under the Belt and Road Initiative.

Sydney and Melbourne drop by two and four positions respectively compared with last year, mainly due to the plummeted investment from China to Australia. Investment from Hong Kong and mainland accounted for only 3.5% and 2% of the total overseas investment in Australia. The downward trend is also accompanied by decreasing diversity of investment fields, indicating weakened ties of investment cooperation between China and Australia.

4.6 民心相通：东南亚、东欧城市合作升温 PEOPLE-TO-PEOPLE BOND: SOUTHEAST ASIAN AND EASTERN EUROPEAN CITIES STEP UP COOPERATION

东南亚、东亚等城市在民心相通前 100 位中合计占比超过一半。其中，东南亚上榜民心相通前 100 位城市数量由去年 14 个增加至 25 个，是排名提高幅度最大的区域。东南亚是全球华人、华侨最集中的地区，曼谷、清迈、马六甲签证和入境政策便利，在疫情期间与中国疫苗合作紧密，排名跃居前 20。此外，东亚首尔、釜山等城市在旅游和科教合作方面优势明显，乌兰巴托近年来与中国在影视剧制作、播放方面交往甚密。

东欧地区前 100 上榜城市数量稳居前三，且今年城市排名均有所上升，其中，明斯克、莫斯科是中国传统友好城市，国际科教合作关系稳固、

Southeast Asian and East Asian cities account for more than half of the top 100 list for people-to-people bond. Among them, the number of Southeast Asian cities on the top 100 list has increased from 14 last year to 25, making it the region with the largest improvements in the rankings. Southeast Asia is also the region with the highest concentration of Ethnic Chinese and Overseas Chinese. With visa and entry facilitation policies, Bangkok, Chiang Mai and Malacca maintained close cooperation with China on vaccines amidst the pandemic, leapfrogging into the top 20 list. In addition, Seoul and Busan in East Asia have shown clear advantages in tourism, science and education cooperation. Ulan Bator has kept close ties with China over film and TV production and broadcasting in recent years.

Eastern Europe remains one of the top three contributors to the top 100 cities, with general improvements in rankings across its cities this year.

免签政策较为开放。

欧美、日本等国家地区城市与中国民心相通部分得分下滑，受疫情影响线下跨境交流近乎停滞，民间文化交流互鉴相对不足。

Among them, Minsk and Moscow are both cities with long-standing friendly ties with China, maintaining solid cooperation in science and education and fairly open visa-free policy.

Scores on people-to-people bond with China move downward for cities in Europe, the United States and Japan. With the cross-border physical exchanges nearly coming to a standstill, there has been insufficiency in people-to-people cultural exchanges.

全球城市格局新观察

NEW OBSERVATION ON GLOBAL CITIES

5.1 全球城市的复苏鸿沟 THE RECOVERY DIVIDE OF GLOBAL CITIES

今年，全球城市发展更加分化隔离，呈现“免疫鸿沟”“经济鸿沟”“数字鸿沟”等沟壑纵横的图景。从全球价值活力城市前100位城市来看，东亚、北美地区城市数量增长，欧洲维持稳定，而菲律宾、巴拿马、哈萨克斯坦等国家城市在今年的排名中均掉出全球前100行列，遭受较大冲击。

菲律宾、哈萨克斯坦疫苗接种率低，面临感染病例激增、死亡病例上升和经济产业萎缩的严峻挑战。这些国家数字经济发展也处于相对落后水平，ICT基础设施供给及需求不高，未来随着领先国家地区的加速发展，差距可能进一步扩大。预计在2024年，发达经济体的总产出将超出疫情前趋势水平，而新兴市场和发展中经济体（不包括中国）的总产出仍将比疫情前低5.5%，社会经济发展出现倒退。

In 2021, global cities have seen even greater divergence in their development, resulting in a wide array of “immunization divide”, “economic divide” and “digital divide”. Seen from the top 100 global dynamic cities, the numbers of cities from East Asia and North America are on the rise, whereas that of Europe remains stable. However, cities of the Philippines, Panama, Kazakhstan and others have suffered major repercussions, falling out of the top 100 list this year.

With low coverage of vaccination, the Philippines and Kazakhstan are confronted with daunting challenges of surge in infections, rising death toll and shrinking industries. These countries are also relatively lagging behind in the development of digital economy, with lukewarm supply and demand for ICT infrastructure. As front-runner countries and regions accelerate their pace of development, the existing gap may widen even further. Developed economies are anticipated to exceed their pre-pandemic total output by 2024, whereas that of the emerging markets and developing economies (excluding China) will remain 5.5% lower than their pre-pandemic level, suffering regression in their social and economic development.

5.2 全球城市加速走向区域联结 ACCELERATED PACE OF GLOBAL CITIES TOWARD REGIONAL CONNECTIVITY

北美、东亚、西欧及北欧地区一直是全球价值活力城市最为密集的三个区域，其中，美国、中国、德国分别是三个区域内上榜数量最多的国家，或将成为区域发展中心及联系枢纽。新冠肺炎疫情、全球气候变暖、大国博弈等多重挤压下，各个国家地区加速走向区域联合，消减去全球化的负面影响，区域化似乎日益成为一种新的全球化形式。

亚洲城市的创新力和连通性相对提升，加速崛起。去年7月至今年5月，亚洲地区新增34家独角兽企业，包括印尼的一家物流公司、以色列的两家网络安全公司、一家金融科技公司等，数字化水平快速提升、创新活力高度充沛。伴随“一带一路”倡议深入推进，亚洲地区城市在政策机制、设施联系、经贸合作、民生交往等方面合作逐步深入，联系趋于紧密。其中，东盟与中国的贸易联系持续增加，供应链联系日趋密切，抗疫合作不断加强，是区域内最具活力的合作典范。亚洲城市通过开放合作在多重挑战中维持了稳定运行，描绘了全球疫情下的亚洲韧性复苏场景。

North America, East Asia, Western and Northern Europe have always been the regions with the most densely distributed global dynamic cities. Among them, the United States, China and Germany are the corresponding countries with the highest number of cities on the list in each region, positioned to become regional development centers and connectivity hubs. Stressed by multiple factors of COVID-19, global warming, and great-power rivalry, various countries and regions have been accelerating their pace toward regional synergy to mitigate the negative impact of deglobalization. Increasingly, regionalization seems to become a new form of globalization.

Building upon their comparative improvement in innovation and connectivity, Asian cities have been on the rise at an accelerated pace. From July 2020 to May 2021, Asia has seen an addition of 34 unicorn companies, including a logistics company in Indonesia, two cyber security companies and a financial technology company in Israel, with rapid progress in digitalization and great vitality in innovation. As the Belt and Road Initiative further advances, cities of Asia have become better connected, with deepening cooperation on policy coordination, facility connectivity, economic and trade ties and people-to-people exchanges. Among them, the trade ties between ASEAN and China continued to increase, with ever more well-connected supply chains and strengthened cooperation in response to the pandemic, making it the most dynamic model of cooperation in the region. Asian cities managed to maintain their stable performance through open cooperation amidst multiple challenges, mapping out a scenario of resilient recovery in Asia against the backdrop of the global pandemic.

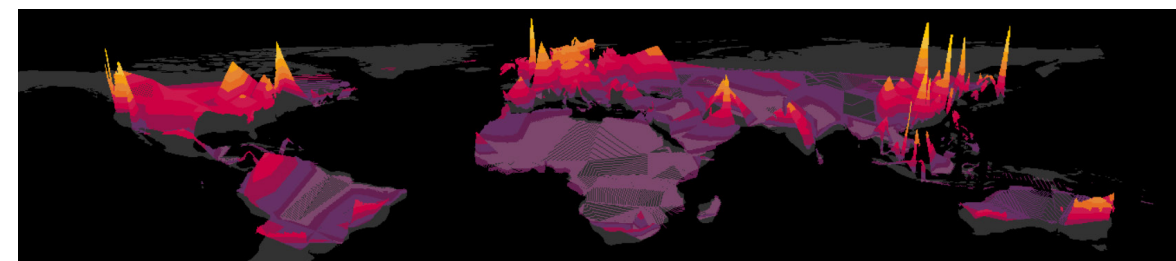


图 14 全球价值活力城市格局 Figure14 LANDSCAPE OF GLOBAL DYNAMIC CITIES

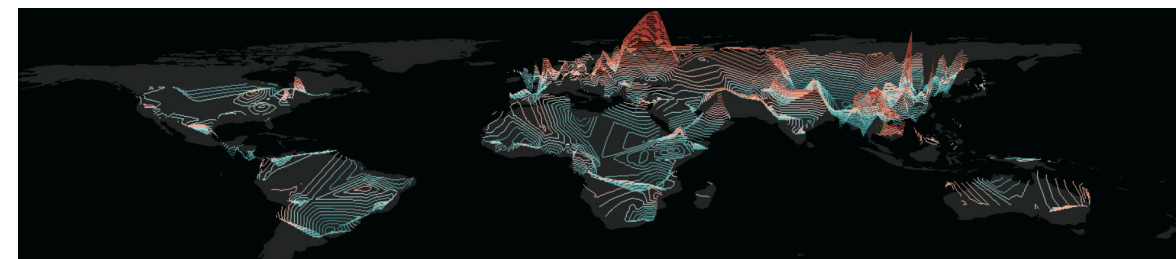


图 15 “一带一路”潜力城市格局 Figure15 LANDSCAPE OF BELT AND ROAD POTENTIAL CITIES

5.3 中国推动全球城市复苏 CHINA-DRIVEN RECOVERY OF GLOBAL CITIES

在今年的“一带一路”潜力排名中，东南亚、东欧等区域城市取得了较大提升，中国与沿线区域合作逆风前行，展现出强大韧性和旺盛活力。全球化面临挑战背景下，中欧班列开行保持强劲增长，公共卫生等领域合作深化，政策沟通和规则对接水平提升，促进了沿线及周边各国共同实现多元、自主、平衡、可持续的发展。

上海、深圳、青岛、釜山等城市活力增强，吉布提、瓜达尔、汉班托塔等城市发展潜力初显。当前，全球贸易 80% 通过海运完成，疫后全球对海运依赖进一步加强，中国不仅在全球前十的海运中心中占据 3 席，并通过投资、兴建援建或租赁等方式在全球建立了密切的港口基建联系。在此背景下，中国企业通过积极的防疫政策带动国内及国际运营港口的复苏，保障国内外海运设施的稳定运行。

未来，随着中国与“一带一路”沿线区域在基础设施、数字经济、工业化、气候变化和绿色发展等领域的合作进一步加深，将有望通过构建更高水平的国内国际双循环，为更广泛地区甚至全球城市复苏注入强大动力。

In this year's rankings for Belt and Road potential, cities in Southeast Asia and Eastern Europe have made substantial progress. The cooperation between China and the regions along the Belt and Road has shown strong resilience and vitality against all odds. Despite of the challenging landscape of globalization, the China Railway Express maintained strong momentum of growth. Cooperation in public health and other areas continued to deepen. Policy coordination and rule alignment further improved. All of these contributed to diversified, self-determined, balanced and sustainable development along the Belt and Road and its neighboring countries.

Cities like Shanghai, Shenzhen, Qingdao and Busan are witnessing enhanced vitality. Whereas Djibouti, Gwadar, Hambantota, among others are just about to showcase their development potential. Currently, 80% of global trade is empowered by maritime transport. The global reliance on ocean shipment will grow even stronger in the post-pandemic world. China is not only home to three of the top 10 shipping centers around the world, but also active in building close links of global port infrastructure through investment, construction assistance or leasing. In this context, Chinese companies have taken an active approach on pandemic control measures to drive the recovery of both domestic and international operating ports, thus ensuring the stable operation of maritime facilities at home and abroad.

In the future, as the cooperation between China and regions along the Belt and Road further deepens in infrastructure, digital economy, industrialization, climate change and green development, there is great possibility to deliver a powerful boost to the recovery of the broader region and the world at large, by enabling the dual circulation of higher performance.

5.4 跨越全球城市复苏的鸿沟 BRIDGE THE RECOVERY DIVIDE OF GLOBAL CITIES

“一带一路”日益成为全球城市跨越鸿沟的桥梁。北京、香港、上海、新加坡等城市无论在“一带一路”潜力城市还是全球价值活力城市的排名中均位居前列，莫斯科、雅加达、吉隆坡等一批“一带一路”潜力城市在政策、设施、贸易、资金和民心领域均具有突出优势，也蕴含巨大的发

The Belt and Road Initiative has increasingly become a bridge for global cities to leap over the divide. Beijing, Hong Kong, Shanghai, Singapore and other cities are ranked among the top on the lists of Belt and Road potential cities and global dynamic cities, and a number of Belt and Road potential cities such as Moscow, Jakarta and Kuala Lumpur have demonstrated great development potential and outstanding advantages in policies, facilities, trade, capital and people-to-people bond. With the

展潜力，未来随着这些城市崛起并共同深入参与到全球化进程，将为更广泛地区甚至全球城市的复苏注入强大动力，推动全球城市走向更包容共享的发展。

近期，新冠药物研发取得了突破性进展，可持续发展降低碳排放成为全球共识，“自动驾驶”、“元宇宙”加速从概念走向现实，科技创新加速发展。一系列新变革新热点，或将催生全球城市发展的新逻辑、新秩序、新机遇。然而意料之外的变化也可能层出不穷，当前全球露出的曙光究竟是昙花一现、亦或是漫长隧道的尽头，还有待我们持续的观察。

rising and deep involvement in the globalization process, these cities will give a strong impetus to the recovery of cities in the wider region and even globally, driving global cities towards a more inclusive and shared development.

Recently, breakthroughs have been made in the research and development of new drugs for COVID-19 and sustainable green development and reduction of carbon emissions have become a global consensus. Concepts such as Autonomous driving and Metaverse are being transformed into reality at an accelerated pace, and technological innovation has sped up. A series of new reforms and hot spots may give rise to a new logic, a new order and new opportunities for global urban development. However, unexpected changes may also emerge, and it remains to be observed continuously whether the current global dawn is a flash in the pan or the end of a long tunnel.

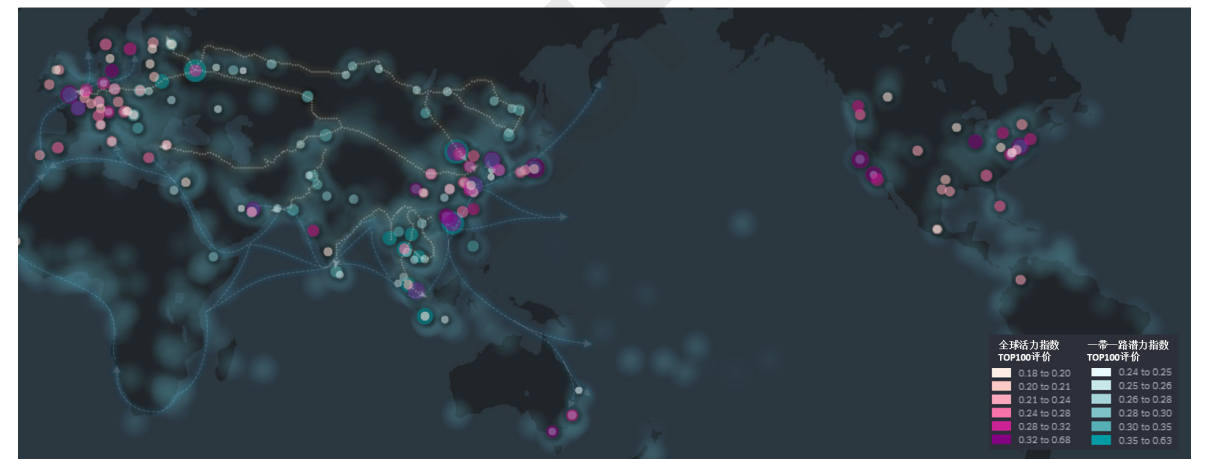


图 16 全球价值活力城市及“一带一路”潜力城市格局 Figure16 DISTRIBUTION OF GLOBAL DYNAMIC CITES AND BELT AND ROAD POTENTIAL CITIES

说明 Notes:

1. 本报告中所有图纸，均基于高德地图审图号为 GS（2021）6375 号的地图制作，底图要素无修改。

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2021 年全球价值活力城市指数排名

2021 RANKING OF GLOBAL DYNAMIC CITIES INDEXS

排名 Ranking	国家 / 地区 Country/Region	城市 City	排名变化 Change in Ranking	排名 Ranking	国家 / 地区 Country/Region	城市 City	排名变化 Change in Ranking
1	日本 Japan	东京 Tokyo	—	26	中国 China	青岛 Qingdao	↑
2	中国 China	上海 Shanghai	↑	27	美国 USA	波士顿 Boston	↑
3	中国 China	北京 Beijing	↑	28	俄罗斯 Russia	莫斯科 Moscow	↑
4	英国 U.K.	伦敦 London	↓	29	德国 Germany	慕尼黑 Munich	↓
5	美国 USA	旧金山 San Francisco	↑	30	澳大利亚 Australia	悉尼 Sydney	↓
6	美国 USA	纽约 New York	↓	31	韩国 Korea	釜山 Busan	↑
7	新加坡 Singapore	新加坡 Singapore	—	32	中国台湾 Taiwan, China	台北 Taipei	↓
8	韩国 Korea	首尔 Seoul	↑	33	加拿大 Canada	多伦多 Toronto	↓
9	美国 USA	洛杉矶 Los Angeles	—	34	印度 India	孟买 Mumbai	↓
10	中国香港 Hong Kong, China	香港 Hong Kong	↓	35	加拿大 Canada	温哥华 Vancouver	↑
11	中国 China	深圳 Shenzhen	↑	36	德国 Germany	法兰克福 Frankfurt	↑
12	中国 China	广州 Guangzhou	↑	37	奥地利 Austria	维也纳 Vienna	↓
13	阿联酋 UAE	迪拜 Dubai	↓	38	挪威 Norway	奥斯陆 Oslo	↑
14	法国 France	巴黎 Paris	↓	39	西班牙 Spain	马德里 Madrid	↓
15	美国 USA	芝加哥 Chicago	—	40	德国 Germany	柏林 Berlin	↑
16	丹麦 Denmark	哥本哈根 Copenhagen	—	41	中国 China	西安 Xi'an	↑
17	澳大利亚 Australia	墨尔本 Melbourne	↑	42	瑞士 Switzerland	苏黎世 Zurich	↑
18	中国 China	成都 Chengdu	↑	43	中国 China	大连 Dalian	↑
19	美国 USA	华盛顿 Washington	↑	44	美国 USA	亚特兰大 Atlanta	↓
20	瑞典 Sweden	斯德哥尔摩 Stockholm	↑	45	日本 Japan	大阪 Osaka	↓
21	德国 Germany	汉堡 Hamburg	↓	46	中国 China	厦门 Xiamen	↑
22	中国 China	天津 Tianjin	↑	47	中国 China	南京 Nanjing	↓
23	荷兰 The Netherlands	阿姆斯特丹 Amsterdam	↑	48	荷兰 The Netherlands	鹿特丹 Rotterdam	↓
24	中国 China	杭州 Hangzhou	↑	49	巴西 Brazil	圣保罗 São Paulo	↓
25	美国 USA	圣地亚哥 San Diego	↓	50	美国 USA	西雅图 Seattle	↓

排名 Ranking	国家 / 地区 Country/Region	城市 City	排名变化 Change in Ranking	排名 Ranking	国家 / 地区 Country/Region	城市 City	排名变化 Change in Ranking
51	美国 USA	迈阿密 Miami	↑	76	巴西 Brazil	里约热内卢 Rio de Janeiro	↑
52	希腊 Greece	雅典 Athens	↓	77	墨西哥 Mexico	墨西哥城 Mexico City	↓
53	泰国 Thailand	曼谷 Bangkok	↓	78	美国 USA	达拉斯 Dallas	↑
54	芬兰 Finland	赫尔辛基 Helsinki	↑	79	日本 Japan	横滨 Yokohama	↑
55	中国 China	武汉 Wuhan	↑	80	马来西亚 Malaysia	吉隆坡 Kuala Lumpur	↓
56	加拿大 Canada	蒙特利尔 Montreal	↓	81	德国 Germany	斯图加特 Stuttgart	*
57	捷克 Czech	布拉格 Prague	↓	82	立陶宛 Lithuania	维尔纽斯 Vilnius	↓
58	意大利 Italy	罗马 Rome	↓	83	阿根廷 Argentina	布宜诺斯艾利斯 Buenos Aires	↓
59	意大利 Italy	米兰 Milan	↓	84	美国 USA	巴尔的摩 Baltimore	↑
60	比利时 Belgium	布鲁塞尔 Brussels	↓	85	以色列 Israel	特拉维夫 Tel Aviv	↓
61	美国 USA	丹佛 Denver	↑	86	俄罗斯 Russia	圣彼得堡 Saint Petersburg	↑
62	日本 Japan	名古屋 Nagoya	↑	87	中国 China	苏州 Suzhou	↑
63	波兰 Poland	华沙 Warsaw	↓	88	加拿大 Canada	卡尔加里 Calgary	↓
64	爱尔兰 Ireland	都柏林 Dublin	↓	89	爱沙尼亚 Estonia	塔林 Tallinn	↓
65	美国 USA	费城 Philadelphia	↑	90	匈牙利 Hungary	布达佩斯 Budapest	↓
66	土耳其 Turkey	伊斯坦布尔 Istanbul	↑	91	中国 China	合肥 Hefei	↑
67	美国 USA	休斯敦 Houston	↑	92	拉脱维亚 Latvia	里加 Riga	↓
68	阿联酋 UAE	阿布扎比 Abu Dhabi	↓	93	印度尼西亚 Indonesia	雅加达 Jakarta	↓
69	美国 USA	奥斯汀 Austin	*	94	英国 U.K.	格拉斯哥 Glasgow	↓
70	卢森堡 Luxembourg	卢森堡 Luxembourg	↓	95	智利 Chile	圣地亚哥 Santiago	↓
71	哥伦比亚 Colombia	波哥大 Bogotá	↑	96	斯洛伐克 Slovakia	布拉迪斯拉发 Bratislava	↑
72	中国 China	重庆 Chongqing	↑	97	美国 USA	明尼阿波利斯 Minneapolis	↑
73	中国 China	宁波 Ningbo	↑	98	印度 India	班加罗尔 Bangalore	↓
74	英国 U.K.	爱丁堡 Edinburgh	↓	99	美国 USA	圣路易斯 St. Louis	↓
75	葡萄牙 Portugal	里斯本 Lisbon	↓	100	美国 USA	匹兹堡 Pittsburgh	↑

注：“排名变化”为排名相比 2020 年的变化情况。* 为 2021 年新增城市。
Note: “Change in Ranking” refers to the variation in ranking compared to 2020. Cities marked with * are new additions to the list in 2021.

2021 年“一带一路”潜力城市指数排名

2021 RANKING OF INDEX FOR BELT AND ROAD POTENTIAL CITIES

排名 Ranking	国家 / 地区 Country/Region	城市 City	排名变化 Change in Ranking
1	中国 China	北京 Beijing	—
2	中国香港 Hong Kong, China	香港 Hong Kong	↑
3	俄罗斯 Russia	莫斯科 Moscow	↓
4	中国 China	上海 Shanghai	—
5	新加坡 Singapore	新加坡 Singapore	↑
6	印度尼西亚 Indonesia	雅加达 Jakarta	↑
7	马来西亚 Malaysia	吉隆坡 Kuala Lumpur	↑
8	泰国 Thailand	曼谷 Bangkok	↑
9	韩国 Korea	首尔 Seoul	↓
10	白俄罗斯 Belarus	明斯克 Minsk	↑
11	英国 U.K.	伦敦 London	↓
12	缅甸 Myanmar	仰光 Yangon	↑
13	中国 China	深圳 Shenzhen	↑
14	老挝 Laos	万象 Vientiane	↓
15	法国 France	巴黎 Paris	↓
16	美国 USA	纽约 New York	—
17	柬埔寨 Cambodia	金边 Phnom Penh	↓
18	日本 Japan	东京 Tokyo	↓
19	阿联酋 UAE	迪拜 Dubai	↓
20	波兰 Poland	华沙 Warsaw	↑
21	匈牙利 Hungary	布达佩斯 Budapest	↑
22	哈萨克斯坦 Kazakhstan	阿拉木图 Almaty	↑
23	俄罗斯 Russia	圣彼得堡 Saint Petersburg	↓
24	巴基斯坦 Pakistan	卡拉奇 Karachi	↑
25	俄罗斯 Russia	符拉迪沃斯托克 Vladivostok	↑

排名 Ranking	国家 / 地区 Country/Region	城市 City	排名变化 Change in Ranking
26	斯里兰卡 Sri Lanka	科伦坡 Colombo	↑
27	巴基斯坦 Pakistan	伊斯兰堡 Islamabad	↑
28	韩国 Korea	釜山 Busan	↓
29	菲律宾 The Philippines	马尼拉 Manila	↓
30	俄罗斯 Russia	哈巴罗夫斯克 Khabarovsk	↑
31	哈萨克斯坦 Kazakhstan	努尔苏丹 Nur- Sultan (Astana)	↑
32	阿联酋 UAE	阿布扎比 Abu Dhabi	↑
33	塞尔维亚 Serbia	贝尔格莱德 Belgrade	↓
34	德国 Germany	柏林 Berlin	↓
35	泰国 Thailand	清迈 Chiang Mai	↑
36	巴基斯坦 Pakistan	拉合尔 Lahore	↑
37	蒙古 Mongolia	乌兰巴托 Ulan Bator	—
38	俄罗斯 Russia	叶卡捷琳堡 Yekaterinburg	↑
39	越南 Vietnam	河内 Hanoi	↓
40	中国 China	青岛 Qingdao	↑
41	德国 Germany	法兰克福 Frankfurt	↓
42	俄罗斯 Russia	喀山 Kazan	↑
43	尼泊尔 Nepal	加德满都 Kathmandu	↑
44	印度 India	新德里 New Delhi	↑
45	俄罗斯 Russia	乌苏里斯克 Ussuriysk	↑
46	吉布提 Djibouti	吉布提 Djibouti	↑
47	中国 China	武汉 Wuhan	↓
48	泰国 Thailand	罗勇 Rayong	↑
49	中国 China	西安 Xi'an	↑
50	俄罗斯 Russia	布拉戈维申斯克 Blagoveshchensk	↑

排名 Ranking	国家 / 地区 Country/Region	城市 City	排名变化 Change in Ranking
51	俄罗斯 Russia	托木斯克 Tomsk	↑
52	俄罗斯 Russia	比罗比詹 Birobidzhan	↑
53	马来西亚 Malaysia	马六甲 Malacca	↑
54	中国 China	成都 Chengdu	↓
55	美国 USA	旧金山 San Francisco	↓
56	中国 China	广州 Guangzhou	↓
57	俄罗斯 Russia	赤塔 Chita	↑
58	澳大利亚 Australia	悉尼 Sydney	↓
59	埃及 Egypt	开罗 Cairo	↑
60	美国 USA	华盛顿 Washington	—
61	中国 China	宁波 Ningbo	↑
62	马来西亚 Malaysia	槟城 Penang	↑
63	土耳其 Turkey	伊斯坦布尔 Istanbul	↑
64	意大利 Italy	罗马 Rome	↓
65	乌克兰 Ukraine	基辅 Kyiv	↑
66	越南 Vietnam	胡志明 Ho Chi Minh	↓
67	巴基斯坦 Pakistan	瓜达尔 Gwadar	↑
68	白俄罗斯 Belarus	布列斯特 Brest	↑
69	意大利 Italy	米兰 Milan	↓
70	俄罗斯 Russia	伊尔库茨克 Irkutsk	↑
71	俄罗斯 Russia	克拉斯诺亚尔斯 Krasnoyarsk	↑
72	柬埔寨 Cambodia	西哈努克 Sihanoukville	—
73	乌兹别克斯坦 Uzbekistan	塔什干 Tashkent	↑
74	阿根廷 Argentina	布宜诺斯艾利斯 Buenos Aires	↓
75	俄罗斯 Russia	新西伯利亚 Novosibirsk	↑

排名 Ranking	国家 / 地区 Country/Region	城市 City	排名变化 Change in Ranking
76	中国 China	长沙 Changsha	↑
77	巴西 Brazil	圣保罗 São Paulo	↓
78	德国 Germany	汉堡 Hamburg	↑
79	印度尼西亚 Indonesia	泗水 Surabaya	↑
80	德国 Germany	慕尼黑 Munich	↑
81	美国 USA	洛杉矶 Los Angeles	—
82	俄罗斯 Russia	伏尔加格勒 Volgograd	↑
83	中国 China	天津 Tianjin	↓
84	中国 China	重庆 Chongqing	↓
85	俄罗斯 Russia	下诺夫哥罗德 Nizhny Novgorod	↑
86	墨西哥 Mexico	墨西哥城 Mexico City	↑
87	中国 China	南京 Nanjing	↓
88	智利 Chile	圣地亚哥 Santiago	↑
89	澳大利亚 Australia	墨尔本 Melbourne	↓
90	印度尼西亚 Indonesia	棉兰 Medan	↑
91	巴基斯坦 Pakistan	拉沙卡伊 Rashakai	↑
92	斯里兰卡 Sri Lanka	汉班托塔 Hambantota	↑
93	奥地利 Austria	维也纳 Vienna	↓
94	日本 Japan	大阪 Osaka	↓
95	中国 China	杭州 Hangzhou	↓
96	韩国 Korea	光州 Gwangju	↓
97	哈萨克斯坦 Kazakhstan	十月城 Kandyagash	↑
98	澳大利亚 Australia	布里斯班 Brisbane	↓
99	马尔代夫 Maldives	马累 Malé	↑
100	俄罗斯 Russia	叶拉布加 Yelabuga	↑

注：“排名变化”为排名相比 2020 年的变化情况。* 为 2021 年新增城市。
Note: “Change in Ranking” refers to the variation in ranking compared to 2020. Cities marked with * are new additions to the list in 2021.

城市列表

LIST OF CITIES

“一带一路”倡议下的全球城市 2021 年度报告分析了全球 513 个城市
A total of 513 cities worldwide are analyzed in the 2021 Annual Report of Global Cities in the Vision of the Belt and Road Initiative

区域 Region	城市 City
美洲 America	埃德蒙顿、安娜堡、奥克兰（美国）、奥斯丁、巴尔的摩、巴兰基亚、巴拿马、巴西利亚、贝伦、贝洛、奥里藏特、波哥大、波士顿、波特兰、布里奇顿、布宜诺斯艾利斯、达拉斯、丹佛、底特律、蒂华纳、多伦多、菲尼克斯、费城、福塔莱萨、瓜亚基尔、哈利法克斯、哈瓦那、华盛顿、基多、加拉加斯、金斯敦、旧金山、卡尔加里、堪萨斯城、坎皮纳斯、科恰班巴、克利夫兰、魁北克、拉巴斯、拉斯维加斯、累西腓、里约热内卢、利马、罗利、罗萨里奥、罗索、洛杉矶、马那瓜、迈阿密、麦德林、梅里达、蒙得维的亚、蒙特雷、蒙特利尔、孟菲斯、明尼阿波利斯、墨西哥城、拿骚、纽约、帕拉马里博、匹兹堡、乔治敦、塞班岛、圣安东尼奥、圣保罗、圣地亚哥（古巴）、圣地亚哥（美国）、圣地亚哥（智利）、圣多明各、圣何塞（哥斯达黎加）、圣何塞（美国）、圣克鲁斯、圣路易斯、圣乔治、圣萨尔瓦多、圣约翰、太子港、檀香山、坦帕、危地马拉、温哥华、渥太华、西班牙港、西雅图、辛辛那提、休斯敦、亚松森、亚特兰大、盐湖城、印第安纳波利斯、伦敦、芝加哥 Edmonton, Ann Arbor, Oakland(USA), Austin, Baltimore, Barranquilla, Panama, Brasilia, Belém, Belo Horizonte, Bogotá, Boston, Portland, Bridgetown, Buenos Aires, Dallas, Denver, Detroit, Tijuana, Toronto, Phoenix, Philadelphia, Fortaleza, Guayaquil, Halifax, Havana, Washington, Quito, Caracas, Kingston, San Francisco, Calgary, Kansas City, Campinas, Cochabamba, Cleveland, Quebec, La Paz, Las Vegas, Recife, Rio de Janeiro, Lima, Raleigh, Rosario, Roseau, Los Angeles, Managua, Miami, Medellín, Mérida, Montevideo, Monterrey, Montreal, Memphis, Minneapolis, Mexico City, Nassau, New York, Paramaribo, Pittsburgh, Georgetown, Saipan, San Antonio, São Paulo, Santiago (Cuba), San Diego (USA), Santiago (Chile), Santo Domingo, San José (Costa Rica), San Jose (USA), Santa Cruz, St. Louis, St. George, San Salvador, St. John, Port-au-Prince, Honolulu, Tampa, Guatemala, Vancouver, Ottawa, Port of Spain, Seattle, Cincinnati, Houston, Asunción, Atlanta, Salt Lake City, Indianapolis, Porto Alegre, Chicago
欧洲 Europe	阿姆斯特丹、埃因霍温、爱丁堡、安特卫普、敖德萨、奥斯陆、巴黎、巴塞罗那、柏林、贝尔格莱德、比雷埃夫斯、比罗比詹、波德戈里察、波尔图、伯尔尼、伯明翰、布达佩斯、布加勒斯特、布拉迪斯拉发、布拉戈维申斯克、布拉格、布列斯特、布鲁塞尔、赤塔、代尔夫特、道格拉斯、地拉那、都柏林、都灵、法兰克福、佛罗伦萨、伏尔加格勒、符拉迪沃斯托克、哥本哈根、哥德堡、格拉斯哥、哈巴罗夫斯克、哈尔科夫、海德堡、海牙、汉堡、赫尔辛基、华沙、基辅、基希讷乌、剑桥、喀山、卡塔赫纳、卡辛茨巴茨卡、考文垂、科隆、克拉斯诺亚尔斯克、雷克雅未克、里昂、里加、里斯本、利物浦、利兹、卢布尔雅那、卢森堡、鹿特丹、伦敦、罗马、罗兹、马德里、马赛、曼彻斯特、曼海姆、米兰、明斯克、莫斯科、慕尼黑、那不勒斯、尼斯、牛津、纽卡斯尔、纽伦堡、帕皮提、萨格勒布、萨拉热窝、圣彼得堡、圣但尼、圣赫利尔、圣皮埃尔、斯德哥尔摩、斯科普里、斯图加特、苏黎世、索非亚、塔林、托木斯克、瓦莱塔、瓦伦西亚、威廉斯塔德、维尔纽斯、维也纳、乌苏里斯克、下诺夫哥罗德、谢菲尔德、新鲁汶、新西伯利亚、雅典、叶卡捷琳堡、叶拉布加、伊尔库茨克 Amsterdam, Eindhoven, Edinburgh, Antwerp, Odessa, Oslo, Paris, Barcelona, Berlin, Belgrade, Piraeus, Birobidzhan, Podgorica, Porto, Bern, Birmingham, Budapest, Bucharest, Bratislava, Blagoveshchensk, Prague, Brest, Brussels, Chita, Delft, Douglas, Tirana, Dublin, Turin, Frankfurt, Florence, Volgograd, Vladivostok, Copenhagen, Gothenburg, Glasgow, Khabarovsk, Kharkiv, Heidelberg, The Hague, Hamburg, Helsinki, Warsaw, Kyiv, Chisinau, Cambridge, Kazan, Cartagena, Kazincbarcika, Coventry, Cologne, Krasnoyarsk, Reykjavik, Lyon, Riga, Lisbon, Liverpool, Leeds, Ljubljana, Luxembourg, Rotterdam, London, Rome, Lodz, Madrid, Marseille, Manchester, Mannheim, Milan, Minsk, Moscow, Munich, Naples, Nice, Oxford, Newcastle, Nuremberg, Papeete, Zagreb, Sarajevo, Saint Petersburg, Saint Denis, Saint Helier, Saint Pierre, Stockholm, Skopje, Stuttgart, Zurich, Sofia, Tallinn, Tomsk, Valletta, Valencia, Willemstad, Vilnius, Vienna, Ussuriysk, Nizhny Novgorod, Sheffield, Louvain-la-Neuve, Novosibirsk, Athens, Yekaterinburg, Yelabuga, Irkutsk

区域 Region	城市 City
亚洲 Asia	阿布扎比、阿拉木图、阿勒泰、阿什哈巴德、埃里温、艾哈迈达巴德、安卡拉、安康、安曼、奥什、澳门、巴淡岛、巴格达、巴库、巴洛达、巴士拉、白山、百色、班加罗尔、包头、宝鸡、北海、北京、贝鲁特、比什凯克、槟城、博尔塔拉、成都、崇左、春武里、达卡、达曼、大阪、大理、大连、大马士革、大邱、大田、大同、丹东、德黑兰、德宏、的黎波里（黎巴嫩）、登巴萨、迪拜、帝力、第比利斯、东莞、东京、杜尚别、多哈、防城港、费萨拉巴德、佛山、福冈、福州、釜山、高雄、古尔斯坦、瓜达尔、关丹、光州、广州、贵阳、哈尔滨、哈密、海得拉巴、海法、海防、海口、汉班托塔、杭州、合肥、河内、黑河、横滨、红河、呼和浩特、呼伦贝尔、胡志明、惠州、鸡西、吉达、吉大港、吉隆坡、济南、济宁、加德满都、加尔各答、加里曼丹、佳木斯、嘉峪关、江门、蛟漂、金边、金华、金奈、锦州、静岡、喀布尔、喀什、卡拉奇、卡拉旺、科伦坡、科威特、克孜勒苏柯尔克孜、奎达、昆明、拉合尔、拉马拉、拉萨、拉沙卡伊、兰州、老街、丽江、利雅得、连云港、临沧、柳州、罗勇、马累、马六甲、马尼拉、马斯喀特、麦加、麦纳麦、曼德勒、曼谷、芒街、孟买、棉兰、名古屋、莫若瓦力、牡丹江、木尔坦、木姐、南昌、南京、南宁、南塔、南通、内比都、尼科西亚、宁波、努尔苏丹、平壤、普吉岛、千叶、钦州、秦皇岛、岛、清迈、泉州、仁川、日照、萨那、厦门、汕头、上海、深圳、沈阳、十月城、石家庄、首尔、斯里巴加湾、四平、泗水、苏库尔、苏州、塔城、塔什干、台北、太原、唐山、特拉维夫、天津、通化、同登、土库曼纳巴特、万隆、万象、威海、温州、乌兰巴托、乌兰察布、乌鲁木齐、无锡、武汉、武城、勿加泗、西安、西哈努克、西宁、西双版纳、锡林郭勒、仙台、暹粒、岷港、香港、新德里、新福、新加坡、兴安、徐州、芽庄、雅加达、亚丁、烟台、延边、扬州、仰光、耶路撒冷、伊犁、伊斯科拉、伊斯兰堡、伊斯坦布尔、伊兹密、银川、营口、札幌、湛江、长春、长沙、郑州、重庆、珠海、筑波 Abu Dhabi, Almaty, Altai, Ashgabat, Yerevan, Ahmedabad, Ankara, Ankang, Amman, Osh, Macao, Batam, Baghdad, Baku, Vadodara, Basra, Baishan, Baise, Bangalore, Baotou, Baoji, Beihai, Beijing, Beirut, Bishkek, Penang, Bortala, Chengdu, Chongzuo, Chonburi, Dhaka, Dammam, Osaka, Dali, Dalian, Damascus, Daegu, Daejeon, Datong, Dandong, Tehran, Dehong, Tripoli (Lebanon), Denpasar, Dubai, Dili, Tbilisi, Dongguan, Tokyo, Dushanbe, Doha, Fangchenggang, Faisalabad, Foshan, Fukuoka, Fuzhou, Busan, Kaohsiung, Gulistan, Gwadar, Kuantan, Gwangju, Guangzhou, Guiyang, Harbin, Hami, Hyderabad, Haifa, Haiphong, Haikou, Hambantota, Hangzhou, Hefei, Hanoi, Heihe, Yokohama, Honghe, Hohhot, Hulunbuir, Ho Chi Minh, Huizhou, Jixi, Jeddah, Chattogram, Kuala Lumpur, Jinan, Jeju, Kathmandu, Kolkata, Kalimantan, Jiamusi, Jiayuguan, Jiangmen, Kyaukpuy, Phnom Penh, Jinhua, Chennai, Jinzhou, Shizuoka, Kabul, Kashgar, Karachi, Karawang, Colombo, Kuwait, Kizilsu Kyrgyz, Quetta, Kunming, Lahore, Ramallah, Lhasa, Rashakai, Lanzhou, Lào Cai, Lijiang, Riyadh, Lianyungang, Lincang, Liuzhou, Rayong, Malé, Malacca, Manila, Muscat, Mecca, Manama, Mandalay, Bangkok, Móng Cái, Mumbai, Medan, Nagoya, Morowali, Mudanjiang, Multan, Muse, Nanchang, Nanjing, Nanning, Nanta, Nantong, Naypyidaw, Nicosia, Ningbo, Nur-Sultan, Pyongyang, Phuket, Chiba, Qinzhou, Qinhuangdao, Chiang Mai, Quanzhou, Incheon, Rizhao, Sana'a, Xiamen, Shantou, Shanghai, Shenzhen, Shenyang, Kandyagash, Shijiazhuang, Seoul, Bandar Seri Begawan, Siping, Surabaya, Sukkur, Suzhou, Tacheng, Tashkent, Taipei, Taiyuan, Tangshan, Tel Aviv, Tianjin, Tonghua, Dong Dang, Turkmenabat, Bandung, Vientiane, Weihai, Wenzhou, Ulan Bator, Ulanqab, Urumqi, Wuxi, Wuhan, Wuwei, Bekasi, Xi'an Sihanoukville, Xining, Xishuangbanna, Xilíngol, Sendai, Siem Reap, Da Nang, Hong Kong, New Delhi, Xinfu, Singapore, Xing'an, Xuzhou, Nha Trang, Jakarta, Aden, Yantai, Yanbian, Yangon, Jerusalem, Ili, Iskra, Islamabad, Istanbul, Izmir, Yinchuan, Yingkou, Sapporo, Zhanjiang, Changchun, Changsha, Zhengzhou, Chongqing, Zhuhai, Tsukuba
大洋洲 Oceania	阿德莱德、阿洛菲、阿皮亚、阿瓦鲁阿、奥克兰（新西兰）、布里斯班、达尔文、惠灵顿、霍尼亚拉、堪培拉、莫尔斯比港、墨尔本、努库阿洛法、帕利基尔、珀斯、苏瓦、塔拉瓦、维拉港、悉尼 Adelaide, Alofi, Apia, Avarua, Auckland (New Zealand), Brisbane, Darwin, Wellington, Honiara, Canberra, Port Moresby, Melbourne, Nuku'alofa, Palikir, Perth, Suva, Tarawa, Port Vila, Sydney
非洲 Africa	阿比让、阿布贾、阿达玛、阿尔及尔、阿克拉、阿斯马拉、巴马科、班吉、班珠尔、比勒陀利亚、比绍、波多诺伏、布拉柴维尔、布琼布拉、达喀尔、达累斯萨拉姆、丹吉尔、德班、的黎波里（利比亚）、杜阿拉、杜卡姆、多多马、恩贾梅纳、弗里敦、哈博罗内、哈拉雷、黑角、基加利、吉布提、金沙萨、喀土穆、卡萨布兰卡、开罗、开普敦、坎帕拉、科纳克里、科托努、拉巴特、拉各斯、莱基、利伯维尔、利隆圭、卢萨卡、路易港、罗安达、洛美、马拉博、马普托、马赛卢、蒙罗维亚、摩加迪沙、莫罗尼、姆巴巴内、内罗毕、尼亚美、努瓦肖特、普拉亚、谦比希、圣美多、苏丹港、苏伊士、塔那那利佛、突尼斯、瓦加杜古、维多利亚、温得和克、雅温得、亚的斯亚贝巴、亚历山大、约翰内斯堡、朱巴 Abidjan, Abuja, Adama, Algiers, Accra, Asmara, Bamako, Bangui, Banjul, Pretoria, Bissau, Porto-Novo, Brazzaville, Bujumbura, Dakar, Dar es Salaam, Tangier, Durban, Tripoli(Libya), Douala, Dukem, Dodoma, N'Djamena, Freetown, Gaborone, Harare, Pointe-Noire, Kigali, Djibouti, Kinshasa, Khartoum, Casablanca, Cairo, Cape Town, Kampala, Conakry, Cotonou, Rabat, Lagos, Lekki, Libreville, Lilongwe, Lusaka, Port Louis, Luanda, Lomé, Malabo, Maputo, Maseru, Monrovia, Mogadishu, Moroni, Mbabane, Nairobi, Niamey, Nouakchott, Praia, Chambishi, São Tomé, Port Sudan, Suez, Antananarivo, Tunis, Ouagadougou, Victoria, Windhoek, Yaoundé, Addis Ababa, Alexandria, Johannesburg, Juba

