

A Collaborative Governance Model in Public Management

-- Beijing-Tianjin-Hebei Regional Integration

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Abstract

From the perspective of collaborative governance in public management, this paper mainly discusses the development status and achievements of the Beijing-Tianjin-Hebei regional integration process, looking in particular at four areas: public services, the ecological environment, administrative mechanisms, and transportation. We put forward suggestions for the development of currently underdeveloped regions focusing on the needs of the new era. According to an information search and investigation of relevant data, the regional integration of Beijing, Tianjin, and Hebei will enter an important period of change in coming decades, and the relationship between society and economy, resources and environment, and population and industry will also enter a major period of opportunity.

Keywords

Public Management; Regional Integration; Collaborative Governance.

1. Introduction

Beijing-Tianjin-Hebei regional integration can start by enhancing the synergy of population and industrial development and take more impactful measures in implementing the optimization of regional spatial development plans. Their joint governance can build a two-way population cycle and local urbanization strategy, to effectively promote the organic connection and benign interaction of regional economic cooperation, resource sharing, industrial agglomeration and factor flow. This collaboration will also allow them to realize the successful integration of their economies, transportation systems, coordinated population development plans and urban-rural migration. Moreover, in the new era, with the continuous development of high-tech such as "Internet +," big data and artificial intelligence, the collaborative governance of the integration of the Beijing-Tianjin-Hebei region needs continuous innovation and the introduction of high-quality talents to inject new vitality into this major development plan and bring improved development benefits to the region and even the country.

2. Collaborative Governance in Public Management

2.1. Generation of Collaborative Governance

Research on joint governance began in the 1970s. As the basic trend of the proposed modern social governance, it tries to bring economic organizations, the third sector, and civil society back into the governance of public affairs. It's aim is to reshape the roles of social governance subjects, including the government, in the rapidly changing situation and explore the new functional forms of cooperation between the government and society. From the perspective of the vertical historical development process, collaborative governance is not natural but an

inevitable stage of the development of the social governance model. This is the inevitable result of the transformation from the dominant government model to the management and governance model, and it is also an inevitable product of the implementation of the new government's governance model.

In tomamuries' collaborative governance: Notes on reading Philip Morrod Farge's works (August 28, 2003), the description of collaborative governance is as follows: "collaborative governance is a system of organization, development, and connection of social structures (countries, enterprises, and various organizations) in the era of abundance, network, and circulation. It requires some kind of "end of history," that is, an era known as the victory of universal Western values, in which there is neither war nor poverty. Power has changed: it is no longer mandatory or violent but good at encouraging and persuading. Those strict and rigid regulations have melted into a mild regulatory system, and their rules have become self-evident for different participants. The government is no longer arbitrary but creates space for negotiation and ensures its normal operation. Therefore, in space, collaborative governance has become a broad place for activities.

Therefore, we can think that collaborative governance is not born out of nowhere but is a governance model that evolved with the continuous progress of social development and conformed to trends of the changing eras.

2.2. Concept of Collaborative Governance

The embodiment of collaborative governance in government is the process of social governance practices, led or guided by the government. Specifically, in the process of governance the forces of various subsystems such as government, citizens, enterprises, and social organizations are integrated through consultation and dialogue, equal participation, and win-win cooperation. The public interests of various subsystems are the link which makes the existing laws, regulations, and ethics become practical norms. These subsystems therefore form an effective and comprehensive social governance system and promote the orderly and sustainable operation of the organization systems to produce new functions that a single organization does not have. Ultimately, this collaboration maximizes the maintenance and promotion of public interests in the process of jointly governing social public affairs.

2.3. Mode of Collaborative Governance

Collaborative governance in the public sector is a complex system. Collaborative governance activities of the public sector can be divided into many different categories depending on the viewpoint. According to the law regarding the collaboration of governance subjects, collaborative governance of government departments in the public sector can be divided into three modes: government-led, subject-parallel, and multiple-driven.

First, in the government-led collaborative governance model, the government is in a leading position, mainly through administrative orders and plans to promote governance action. Under China's current basic national conditions, this government-led collaborative model is currently an effective method of cross-regional governance. It often plays a leading role through an administrative coordination agency established by the central government or a higher-level government department. Traces of policy guidance and administrative orders are obvious, and their implementation is efficient and effective. However, if the government's collaborative governance work remains in this mode for a long time, it could easily lead to the government's lack of absolute leading ability. The enthusiasm and initiatives of enterprises and the third sector's participation will become deprioritized, and the effectiveness of the synergy will become very limited. Therefore, this mode can lead to a phenomenon wherein the lack of collaborative power leads to the stagnation of collaborative governance.

Second, in the subject-parallel collaborative governance mode, all collaborative subjects are in a state of equal cooperation, and basically handle social public affairs through dialogue, negotiation, and division of labor. In this mode, governance subjects other than the government have more autonomy and a stronger sense of free will. They seek interest alliances based on mutual trust, mutual benefit, and mutual benefit, and realize free access and exit within the framework of observing the recognized cooperation rules. At the same time, the government is no longer a leader "standing high above," but a government that can fully divide, authorize, and delegate power. In this mode, the government can give other governance subjects more independent decision-making rights and free choices and have more flexible and diverse collaborative governance characteristics in practice. In addition, mutual trust and effective cooperation between the subjects of collaborative governance can help this mode to develop stably and consistently. By utilizing the capabilities of mutual cooperation, the parallel cooperation of many subjects is realized.

Finally, in the multi-driven collaborative governance model, the important basis for its realization is the improvement of the collaborative cooperation capability of each subject at the level of social governance. In an inclusive, harmonious, and orderly democratic social atmosphere, the social organization system and strength of citizens grows. The government, enterprises, and third sector can become involved in more in-depth cooperation within a wider range of fields. In this mode, there are no mandatory orders, administrative inducements, pursuit of excessive personal interest, or economic motivation. Long-term political and social cooperation forms a collaborative governance mode driven by multiple subjects. Moreover, the driving force of collaborative governance in this mode comes from a wide range of issues. The governance modes and tools are more flexible, participation of the third sector is more extensive and in-depth, the initiative and independence of the governance subject are stronger, and the cooperation concept of benefit-sharing and risk-sharing is gradually formed. Collaborative governance has become a multi-spontaneous cooperative governance network. Therefore, when comparing the three models, the multi-driven governance model is an issue-centered and problem-oriented alliance to seek joint interests, with the real participation of corporate organizations, civil society organizations, citizens, and other social governance subjects. Therefore, this model has the highest level of governmental collaborative governance.

3. Background of the Beijing-Tianjin-Hebei Regional Integration Formation

In his government report on March 5, 2014, Chinese Premier Li Keqiang outlined the plan for the integration of Beijing, Tianjin, and Hebei; an initiative designed to strengthen economic cooperation around the Bohai Sea and the Beijing-Tianjin-Hebei region.

Beijing-Tianjin-Hebei is China's "capital circle" and includes Beijing, Tianjin, and 11 prefecture-level cities in Hebei Province, including Baoding, Tangshan, Langfang, Cangzhou, Qinhuangdao, Shijiazhuang, Zhangjiakou, Chengde, Handan, Xingtai, and Hengshui. Among them, Beijing, Tianjin, Baoding, and Langfang are the core functional areas in the central region, and the Beijing-Tianjin-Baosteel region was the first to take the lead in this joint development.

Based on the policy background and characteristics of the Beijing-Tianjin-Hebei region, it is clear that building the regional integration of Beijing-Tianjin-Hebei has national strategic significance, which is of great relevance both from the perspective of sustainable economic development and for the gradual realization of urbanization.

4. The Regional Integration of Beijing-Tianjin-Hebei in Collaborative Governance

4.1. Public Services

The process of collaborative governance of Beijing-Tianjin-Hebei regional integration has relieved some institutions in the capital of their functions. These are institutions for administration, scientific research, medical care, pensions, colleges and universities. The establishment of the Beijing-Tianjin-Hebei Higher Education Alliance and the Vocational Education Alliance have helped form the concept of cross regional cooperation in running schools and have enabled the sharing of educational resources. In addition, in terms of health care, the Beijing hospital has established regional medical cooperation through the whole hospital trusteeship and established the Beijing Tianjin Hebei Medical consortium, which works to continuously improve the joint prevention and control mechanisms of major public health events.

4.2. Ecological Environment

In the field of ecology, the establishment of an ecological protection planning coordination mechanism is essential. In the collaborative governance process of Beijing-Tianjin-Hebei regional integration, we can work together with relevant national departments to formulate relevant overall ecological and environmental protection plans to benefit the ecological environment; jointly promote the comprehensive treatment of volatile organic compounds in key petrochemical enterprises; and jointly implement the treatment of denitration projects for cement plants, coal-fired power plants, and large-scale coal-fired boilers in the region. We will uniformly implement the five national standards for motor vehicle fuel, promote the widespread use of energy vehicles, and carry out regional joint law enforcement to control key pollution sources.

4.3. Administrative Mechanisms

With regards administrative mechanisms, a cooperation mechanism has been established to promote the planning related to the collaborative development of the Beijing-Tianjin-Hebei city cluster. There was also cooperation with the central finance office, the National Development and Reform Commission, and other departments to draft the "Beijing-Tianjin-Hebei coordinated development plan" and other related special plans. The collaborative government have also formulated and implemented key work plans in related industries and in the fields of ecology and transportation.

4.4. Transportation

In the field of transportation, the joint scientific planning and orderly construction of regional passenger and freight transport hubs, highway networks, and rail networks have improved the service level of Beijing Tianjin transportation and provided guarantees for regional transportation safety. The coordinated operation of seaports, dry ports, airports, urban roads, urban railways, and intercity railways has been established, and a regional transportation system with large capacity which is fast, convenient, efficient, safe, , and low cost has been gradually established.

In the Beijing-Tianjin-Hebei transportation coordinated development plan, the cooperative initiative of "one ring," "two airlines," "five ports," and "six radiations" has been established. "One ring" refers to the Beijing Expressway Corridor around the capital economic circle; "two airlines" refers to Capital International Airport and Beijing new airport; "five ports" refers to Qinhuangdao port, Jingtang Port, Caofeidian port, Tianjin port and Huanghua port; "six networks" refers to the transportation networks radiating in six directions with Beijing as the center. These are the Beijing Zhangjiakou network radiating to the northwest, the Beijing

Tangqin network radiating to the East, the Beijing Chengde network radiating to the northeast, the Beijing Tianjin network radiating to the southeast, the Beijing Development and new airport network radiating to the South and the Beijing Shijiazhuang network radiating to the southwest.

5. Ideas for Regional Collaborative Governance Inspired by the Beijing-Tianjin-Hebei Regional Integration Process.

5.1. Achievements of the Beijing-Tianjin-Hebei Regional Integration Development

First, in the field of public services, new breakthroughs have been made in the co-construction and sharing of public services in three places. The rational distribution and cooperation of educational and medical resources is the concentrated embodiment of this new breakthrough. In the process of collaborative governance in the Beijing-Tianjin-Hebei region, a pilot for medical imaging examination data sharing and mutual recognition of clinical examination results in regional medical institutions has been launched. In Beijing-Hebei basic education, a teacher exchange training project has been implemented, and in the tourism industry, a regional tourism integration pattern has been gradually established. In terms of population, according to statistics, by the end of 2016, the permanent resident population of Beijing had reached 21.729 million, an increase of 24,000, an increase of 165,000, and a year-on-year decrease of 0.8 percentage points. However, the permanent resident population in the six urban districts experienced a turning point from rising to falling, down by 3% from 2015. In addition, according to relevant information, the Beijing-Hebei region is jointly preparing for the Winter Olympics and has established a working mechanism for Beijing and Tianjin to assist Zhang Chenghuan in Beijing and Tianjin.

Second, in the field of ecology, according to relevant information, Beijing has shut down four major coal-fired power plants and adjusted 1,200 high pollution enterprises. Within the administrative area of Tianjin, the capacity of cement, steel, and coal-fired assembly machines will be limited to 5 million tons, 20 million tons, and 14 million kilowatts, respectively. In addition, Hebei Province has eliminated 60 million tons of steel and all non-cogeneration coal-fired units below 100,000 KW.

In addition, the implementation advice on accelerating the construction of an ecological civilization issued by the Hebei Provincial Party Committee and the Hebei provincial government clearly stated that industries should be green and energy should be low-carbon. The Party also advised that the proportion of coal in energy consumption should be gradually reduced, and the proportion of non-fossil energy in primary energy consumption should reach more than 10% by 2020. In addition, the environmental protection departments and bureaus of the three regions of Beijing, Tianjin, and Hebei have also officially signed a framework agreement on the first breakthrough in regional environmental protection cooperation in Beijing, Tianjin, and Hebei. This clearly focuses on the prevention and control of soil pollution, water pollution, and air pollution, and takes joint legislation, unified planning, and other aspects as a breakthrough to carry out joint prevention and control and improve the quality of the regional ecological environment. In addition, in terms of collaborative governance of the ecological environment, the Beijing-Tianjin-Hebei region has reached a consensus on the creation of the Beijing-Tianjin-Hebei national ecological civilization pilot demonstration zone to jointly protect the resources of mountains, rivers, lakes, fields, and forests, and to jointly build an ecological environment protection circle around East Beijing. The three regions have also jointly established a conservation area across the Pinggu District, Tianjin Jixian County, and Jingdong. Among them, Sanhe City and Xinglong County in the Hebei Province are connected by mountains and rivers, so they have gradually established joint cooperation on

development in five major areas of infrastructure: transportation facilities, ecological environment protection, tourism, and leisure.

Third, in the field of administrative mechanisms, the most prominent manifestation is the preparation work on Xiong'an New Area. Xiongan New Area is a major strategic deployment to further promote the coordinated development of Beijing, Tianjin, and Hebei. It was a millennium project and a national event. Xiongan New Area is of great significance in cultivating a new engine for national innovation-driven development, leading to the adjustment, and optimization of the urban layout and spatial structure of Beijing, Tianjin, and Hebei. Since its establishment in April 2017, the construction of Xiongan New Area has been steadily promoted under the guidance of "New Ideas" and has made significant progress. Beijing, Tianjin and Hebei, the three regions of the Hebei Province, have given strong support to the construction of Xiong'an New Area. It is understood that in August this year, Beijing and Hebei signed the strategic cooperation agreement on jointly promoting the planning and construction of Xiong'an New Area in the Hebei Province. The agreement aims to adhere to international standards, world vision and Chinese characteristics, and in the spirit of creating history and pursuing art, strives to make Xiong'an into a leading innovation-driven area, a coordinated development demonstration area, a green ecological livable new urban area, and an open development pilot area. This development will give full play to Beijing's role as a centralized carrier for effectively relieving Beijing's of its non-capital functions, and achieving integrated development with Beijing, Tianjin, and other cities. It will also play a leading role in the transportation networks of central and Southern Hebei and even the whole of Hebei and Beijing-Tianjin-Hebei, and make a strong contribution to the coordinated development of the Beijing-Tianjin-Hebei region.

Fourth, in the collaborative governance of transportation, the benefits of the coordinated development of Beijing, Tianjin, and Hebei are mainly as follows:

In terms of highways, the Beijing-Tianjin-Hebei three-hour economic circle was realized in the Beijing-Tianjin Expressway, Beijing-Tianjin-Tangshan Expressway, and other expressways. The construction of expressways connects major regions within the Bohai Economic Rim and creates conditions for material and administrative exchanges among Beijing, Tianjin, and Hebei.

In terms of railways, the Beijing-Tianjin-Hebei region is constantly improving its high-speed railway lines. The establishment of the Beijing-Tianjin high-speed railway in 2008 has greatly shortened the distance between the two places to a half-hour economic circle. This has created conditions for information and material exchanges within the Beijing-Tianjin-Hebei region and between the region and the whole country and has provided transportation networks for the introduction of raw materials and other production resources.

In terms of aviation, Beijing and Tianjin airports have played an important role in foreign exchanges and in connecting Europe and the Asia-Pacific region. In addition, the Beijing-Tianjin-Hebei region has also established Shijiazhuang, Shanhaiguan, Zhangjiakou, and other regional airports, and these three regions have formed an aviation network combining trunk and branch lines. The construction of major airports enables the region to better absorb advanced technology and construction experience both at home and abroad.

In terms of maritime transportation, the Beijing-Tianjin-Hebei region has many ports such as Tianjin, Qinhuangdao, and Huanghua, which not only provide an interface for transportation and a stronghold for the development of the Bohai Sea in the Bohai Economic Rim, but also open the doors to overseas exchanges. Through these major ports, the region has developed increasingly close ties with Southeast Asia and the Americas, thus effectively promoting overseas exchanges and cooperation in the Beijing-Tianjin-Hebei region.

5.2. Aspects to be Improved Upon in the Development of Beijing-Tianjin-Hebei Regional Integration

5.2.1. Public Service Field

In the field of collaborative governance of public services, policies such as the cross-regional purchase of elderly care services need to be gradually improved, as does the establishment of relevant medical systems. There is still a certain imbalance in education and teaching, and the population dispersion needs to be further improved.

5.2.2. Ecological Environment

With regards the collaborative governance of the ecological environment, the carrying capacity of the Beijing-Tianjin-Hebei Urban Resources and the environment is weak, and there is still room for improvement in promoting the development and application of new energy. Although some achievements have been made in the governance of haze, these need to be further maintained and more effectively promoted.

5.2.3. Administrative Mechanisms

In the field of collaborative governance of administrative mechanisms, administrative divisions still have certain constraints on the coordinated development of Beijing-Tianjin-Hebei cities. The formulation of relevant laws and regulations needs to be improved, and a relevant guarantee mechanism needs to be gradually established.

5.2.4. Transportation

With regards the collaborative governance of transportation, the Beijing-Tianjin-Hebei region needs to cooperate to build a modern transportation network system, specifically, to build an interconnected high-tech transportation system. The Beijing-Tianjin-Hebei region needs to jointly and scientifically plan and build a regional highway network, passenger and freight hub, and rail transportation network; continuously improve the transportation service level of the Beijing-Tianjin region; improve regional transportation security; form a multi-directional, multi-level, and multi-type coordinated operation of sea, land, and air; and establish a safe, efficient, fast, and low-cost regional transportation system with a large capacity.

5.3. Measures That Can be Taken in the Gradual Improvement of Beijing-Tianjin-Hebei Regional Integration

5.3.1. Collaborative Governance of Public Services

In the field of collaborative governance of public services, the Beijing-Tianjin-Hebei region could build a regional public service information platform; promote the improvement of the regulations on mutual recognition of qualifications; implement mutual recognition of qualifications; strengthen the mutual exchange of education and teaching in various places; speed up the improvement of integrated employment services; and gradually realize the relationship transfer goal of pension insurance, medical insurance, and unemployment insurance for cross-regional floating employees. In addition, they should also strengthen the use of talent and high-tech research and development; apply "Internet +" and big data to the records of population transfer; improve information on the population flow; and provide relevant solutions for population dispersion.

5.3.2. Collaborative Governance of the Ecological Environment

With regards the collaborative governance of the ecological environment, the Beijing-Tianjin-Hebei region could strengthen the establishment and gradual improvement of relevant mechanisms, including the integrated coordination mechanisms for industrial layout pollution prevention and control, ecological protection, environmental assessment and other environmental protection supporting mechanisms.

In addition, it is also possible to prepare for the establishment of the Beijing-Tianjin-Hebei ecological environmental protection project jointly funded by central financial subsidy institutions and local governments. Accordingly, they could establish and improve both the Beijing-Tianjin-Hebei Environmental Air Quality Monitoring Mechanism, and the ecological environmental protection coordination mechanism with the participation of relevant national departments and local governments.

Beijing, Tianjin, and Hebei can also jointly promote regional heavy-pollution weather warnings, consultation and emergency notices, and jointly prevent and control air pollution. Relevant scientific research projects can be jointly applied for to provide professional theoretical support for the improvement of ambient air quality in Beijing-Tianjin-Hebei. It can also give play to the unique technology and product advantages of the Beijing Zhongguancun area, and promote Zhongguancun enterprises to participate in regional air pollution control.

5.3.3. Collaborative Governance of Administrative Mechanisms

In the collaborative governance of administrative mechanisms, the Beijing-Tianjin-Hebei region also needs to deepen their understanding of urban planning and jointly study major issues of regional integration such as industrial transfer, ecological environmental protection, public services, transportation infrastructure, and revision and improvement of the relevant plans of the two cities. In addition, the basic spatial data platform for urban planning needs to be gradually improved. We should jointly study the urban spatial layout, the delimitations of ecological corridors, and the establishment of important regional infrastructure in the Beijing-Tianjin corridor. We need to reach a planning consensus, and jointly explore the establishment of a joint review mechanism for urban and rural planning in the areas where the two cities connect to improve the development of interregional connecting zones.

5.3.4. Collaborative Transportation Governance

For effective collaborative transportation governance, the Beijing-Tianjin-Hebei region needs to study and formulate an implementation plan for transportation integration. The Beijing-Tianjin-Hebei region also needs to establish a communication and connection mechanism of "synchronization with the map," improve the comprehensive transportation cooperation mechanism in the Beijing-Tianjin-Hebei region, plan the interregional transportation development and jointly cooperate with the relevant national departments to prepare a development plan for regional transportation integration in the Beijing-Tianjin-Hebei region. In addition, they should implement a plan for improving the accessibility of vehicles entering Beijing, and for using passenger dedicated lines and existing railways to operate intercity and suburban trains, thereby jointly promoting the construction of the second line of Beijing-Tianjin high-speed railway.

In addition, in terms of railway transportation, it is also necessary to comprehensively consider the layout for the industrial function the major regional ecological corridors, and the regional urban agglomerations. They will need to study the specific line locations and station settings from Beijing to Binhai New Area, and jointly strive for the planning and construction of line 2 of the Beijing-Tianjin high-speed railway.

In terms of air transportation, it is necessary to combine the comprehensive transportation planning of Beijing New Airport, jointly strive to increase the flights and routes of Tianjin Airport in collaboration with the Civil Aviation Administration, relieve the capital airport of passenger and freight transportation pressures, and jointly conduct in-depth research on the construction of the connecting channel with the new airport. In terms of shipping, it is necessary to continuously improve the service capacity of sea and airports, and to strengthen the status of the northern international shipping center to deepen cooperation with dry ports in Beijing and Tianjin and continuously relieve the pressures on air transportation in the capital.

6. Future Development Directions of Beijing-Tianjin-Hebei Regional Integration

6.1. Collaborative Governance of Public Services

In the future, in the collaborative governance of public services, the Beijing-Tianjin-Hebei region will be able to gradually form an institutional mechanism to promote the equalization of basic public services, continue to coordinate the development of education, improve the level of public cultural development, promote the smooth convergence of social insurance, and strengthen the cooperation between medical and health services. This mechanism will also promote the smooth continuation of collaborative development, the construction of infrastructure interconnection mechanisms, and the continuous integration of technology and information markets.

6.2. Collaborative Governance of the Ecological Environment

For the collaborative governance of the ecological environment, the Beijing-Tianjin-Hebei region can adjust and optimize the industrial structure according to the development principle of "unified planning, strict standards, joint management, reform and innovation, coordination and mutual assistance." They should also try to further eliminate excess kinetic energy and backward production capacity, actively support high-tech industries and strategic emerging industries, and promote the green development of the regional economy. We should aim to strengthen the protection and governance of the ecological environment, expand the space for regional ecological development, and study and gradually establish unified standards for market access, compensation, and emissions. Lastly, we need to strengthen law enforcement, improve the joint governance mechanism, and solve the problems of ecological and environmental protection.

6.3. Collaborative Governance of Administrative Mechanisms

With regards the coordinated development of administrative mechanisms, the Beijing-Tianjin-Hebei region needs to further reform and innovate its systems and mechanisms to promote the coordinated development of Beijing, Tianjin, and Hebei. Although significant breakthroughs have been made in the reform of the systems and mechanisms, the development of a unified market is still relatively lagging. In the future development process, it is necessary to continuously improve the relevant mechanisms, including the establishment of mechanisms for administrative coordination, industrial coordination development, and scientific and technological innovation coordination. In terms of the construction of administrative functional areas, we should accelerate the orderly release of non-capital functions, strengthen the overall coordination of all aspects, improve the relevant policies and supporting measures for the release of Beijing's non-capital functions, continue to support the orderly release of Beijing's non-capital functions. Ultimately, we need to better perform Beijing's "one core" role in promoting the coordinated development of Beijing, Tianjin and Hebei by reducing the size of the medium and strong body, driving in output, leading in integration, and increasing our efforts in cooperation.

6.4. Collaborative Transportation Governance

For the coordinated management of transportation, the Beijing-Tianjin-Hebei region needs to build a grid-like and multi-node transportation network with rail transit as the backbone, improve the construction of a convenient and unobstructed highway transportation network, open up the "dead end roads," speed up the construction of a modern port group and an aviation hub group, form a comprehensive three-dimensional transportation system, improve the transportation structure and management level of the transportation network, change the situation of excessive concentration of traffic functions in the capital, and promote coordinated

development with regional safe, green, and sustainable traffic modes. It can also gradually speed up the construction of the Beijing-Taiwan expressway, promote the smooth connection of the Beijing-Tianjin highway, realize the connection between Beijing and the southern port area of Tianjin, combine the development of new industries such as digital monitoring and artificial intelligence with transportation, and build a complete public transportation network combining sea, land, and air.

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