

Chapter 1 : Beijing Renhe vs Tianjin Quanjian Head to Head Stats | FootyStats

Beijing alone has 4 major stations (Beijing Station, Beijing North, South, and West); Tianjin has 3 (Tianjin Station, Tianjin West, and South). The good thing is trains to cities almost always leave from a single station, but that means you need to know which one to go to.

It is kilometers from Beijing and 60 kilometers from the city center of Tianjin. Very often people use the term "Xingang Port" to mean "Tianjin Port. Binhai New District was newly established on Jan 11, Tianjin North Port is mainly used for shipping container services; Tianjin South Port for bulk cargo and liquid cargo; Haihe River Port for cargo vessels below tons and Tianjin Port is a new port. The new international cruise terminal will be built at Tianjin East Port. Tianjin Port has berths of various kinds. The port coast line is meters. Tianjin Port has the capability of handling It further developed a port during the Tang Dynasty AD. It was open to the world officially in It was one of the earliest foreign trading ports of China. The present Tianjin Port was rebuilt in The port has busines connections with over ports in countries and regions around the world. It has over 10 regular shipping lines. The port enjoys friendly cooperation with the ports of Japan, South Korea, America and the Netherlands. Xingang Port Passenger Terminal now serves as a domestic cruise terminal. It has 9 waiting halls and rooms. To the west of the main building there is a booking hall to purchase tickets, especially for domestic cruise and off shore cruising for domestic tourists. Cruise ships dock just by the main building. Passengers go through the customs and go out of the buidling. Two big parking lots are in front of the main buidling. On your right side, you will find your luggage lying on the parking lot. So first look for your escort outside the main buidling, then try to find your luggage lying on the parking lot on your right side. Tianjin Port Vicinity Map: Tanggu Railway Station is about 12km away from Tianjin Port. Taxi drive from Tianjin Port to Tanggu railway Station costs you about 25 yuan. Many local taxis are available out the parking lots. If you want to take a public bus to Tanggu Railway Station, you just walk out of the parking lot and turn left, walking about meters, you will get to the Bus No. There are quite a few bullet or fast trains from Tanggu to Beijing. If you miss the train from Tanggu to Tianjin. You may first go to Tianjin, then go from Tianjin to Beijing since in Tianjin more trains are available from Tianjin to Beijing. There are 5 daily high speed trains running from Tanggu to Beijing. The trains arrive at Beijing Southern Train Station. Tanggu - Beijing C

Flight is not available between Beijing and Tianjin as they are only about 120 km (84mi) apart. The major modes of transportation between the two cities are the minutes' intercity high speed trains, the 2 hours' long-distance bus, and the hours' taxi ride.

The origin of the name is obscure. One folk etymology is that it was an homage to the patriotic Chu poet Qu Yuan , whose " Li Sao " includes the verse " Another is that it honors a former name of the Girl , a Chinese constellation recorded under the name Tianjin in the Astronomical Record section of the Book of Sui. A third is that it derives from a place name noted in the River Record of the History of Jin. History[edit] The land where Tianjin is located today was created in ancient times by sedimentation of various rivers entering the sea at Bohai Gulf , including the Yellow River which entered the sea in this area at one point. Before this time, it was open sea. The opening of the Grand Canal during the Sui dynasty prompted the development of Tianjin into a trading center. Concessions in Tianjin In , Chinese soldiers boarded The Arrow, a Chinese-owned ship registered in Hong Kong flying the British flag and suspected of piracy, smuggling, and of being engaged in the opium trade. They captured 12 men and imprisoned them. At the end of the first part of the Second Opium War in June of the same year, the British and French prevailed, and the Treaties of Tianjin were signed, which opened Tianjin to foreign trade. The treaties were ratified by the Emperor of China in , and Tianjin was formally opened to Great Britain and France, and thus to the outside world. Between and , Britain and France were joined by Japan, Germany and Russia , and even by countries without Chinese concessions such as Austria-Hungary , Italy and Belgium , in establishing self-contained concessions in Tianjin , each with its own prisons, schools, barracks and hospitals. The presence of foreign influence in Tianjin was not always peaceful; one of the most serious violent incidents to take place was the Tianjin Church Incident. The furious protestors eventually burned down Wanghailou Church and the nearby French consulate and killed eighteen foreigners including ten French nuns, the French consul, and merchants. France and six other Western nations complained to the Qing government, which was forced to pay compensation for the incident. Various practical military, mathematic and science subjects were taught at the academy. The instructors were German officers. Exams were administered to students. The instruction for Tianjin Military Academy was copied at the Weihaiwei and Shanhaiguan military schools. Among its staff was Yinchang. Peiyang University , established In June , the Boxers were able to seize control of much of Tianjin. On June 26, European defense forces heading towards Beijing were stopped by Boxers at nearby Langfang , and were defeated and forced to turn back to Tianjin. The foreign concessions were also under siege for several weeks. The city was governed by this council until August 15, when the city was returned to Qing control. Eminent Qing General Yuan Shikai led efforts to transform Tianjin into a modern city, establishing the first modern Chinese police force. The British maintained a brigade of two battalions in Tianjin, and the Italians, French, Japanese, Germans, Russians, and Austro-Hungarians maintained understrength regiments; the United States did not initially participate. In , the remaining participating nations asked the United States to join them, and the US then sent the 15th Infantry Regiment, less one battalion, to Tianjin from the Philippines. Because of the rapid development of industry, commerce and finance, Tientsin was established as a municipality of China in From to , Tientsin was the provincial capital of Hopeh , after that re-established as a municipality. Garrison duty was highly regarded by the troops. In the summer of , there occurred a major crisis in Anglo-Japanese relations with the Tientsin Incident. On June 14, , the Imperial Japanese Army surrounded and blockaded the British concession over the refusal of the British authorities to hand over to the Japanese six Chinese who had assassinated a locally prominent Japanese collaborator, and had taken refuge in the British concession. For a time, the crisis appeared likely to cause an Anglo-Japanese war, especially when reports of the maltreatment by the Japanese Army of British subjects wishing to leave or enter the concession appeared in the British press. The crisis ended when the British Prime Minister Neville Chamberlain was advised by the Royal Navy and the Foreign Office that the only way to force the Japanese to lift the blockade was to send the main British battle fleet to Far Eastern waters, and that given the current crisis in Europe that it would be inappropriate to

send the British fleet out of European waters, thus leading the British to finally turn over the six Chinese, who were then executed by the Japanese. On August 9, , all of the British troops in Tianjin were ordered to withdraw. On November 14, the American Marine unit stationed in Tianjin was ordered to leave, but before this could be accomplished, the Japanese attacked the United States. The American Marine detachment surrendered to the Japanese on December 8, Only the Italian and French concessions the local French officials were loyal to Vichy were allowed by the Japanese to remain. Japanese occupation of the city lasted until August 15, , with the surrender of Japan marking the end of World War II. Finally the Communists took over Tianjin on 15 January From to February , Tianjin was a municipality directly under the Central Government. In October , Tanggu New Port officially opened its doors, and the first 10,tonne ferry arrived at Newport Pier. During the period, under the coordination of the State Council, the city of Tianjin implemented a separate policy for central planning, which was independent of Hebei Province. In January , due to "preparation, preparation for disasters," and concerns that Tianjin would become a battlefield, Hebei Province repatriated the provincial capital to Baoding, and the CPC Central Committee decided that Tianjin should be restored to the central municipality and remain so far. In April , in the event that the Central Government had applied for funding for the construction of the subway, the Tianjin Municipal Government decided to raise funds on its own to establish the project on the basis of the name of the channel, and build it on the basis of the old walled river. In July , five counties including Jixian, Baodi, Wuqing, Jinghai, and Ninghe were formally placed under the jurisdiction of Tianjin. Luanhe hydraulic engineering monument and Tianjin Eye On July 28, , in the 7. In the city, 24, people died and 21, were seriously injured. Nearly , people were left homeless. On October 10 of the same year, the Tianjin Underground Railway was opened to traffic. In , Miyun Reservoir, built on the upper reaches of the Haihe River for the use of water for the use of water from Tianjin, used water for the purpose of protecting Beijing and stopped supplying water to Tianjin, resulting in difficulty in the use of water in Tianjin. Monument of TEDA In , at the beginning of reform and opening up, Tianjin was listed as one of the 14 coastal open cities by the State Council and the economy began to develop rapidly, especially as a symbol of Tianjin Development Zone. However, the overall development speed of Tianjin is still slower than that of special economic zones and other southeast coastal areas. In , Tianjin began its strategic industrial shift to the east and developed the Binhai New Area with the development zone and Tianjin Port as the core. Since then, the dispute between the Beijing-Tianjin economic center at the policy level has come to an end. In the same year, as the co-host city of the 29th Olympic Games, Tianjin hosted some football events. In October , Tianjin hosted the East Asian Games, which was the first time Tianjin hosted an international comprehensive event. In , the coordinated development of Beijing, Tianjin, and Hebei was officially incorporated into the national strategy. In the same year, the first phase of the South-to-North Water Diversion Project passed water, and the water use in Tianjin improved. On April 27, Tianjin Jincheng Bank, the first private bank in northern China, officially opened its doors. On August 12, a major fire and explosion accident occurred in a dangerous chemical warehouse in Tianjin Port, causing serious casualties and property losses. The municipality is generally flat, and swampy near the coast, but hilly in the far north, where the Yan Mountains intrude into northern Tianjin. Climate[edit] Tianjin features a four-season, monsoon -influenced climate, typical of East Asia, with cold, windy, very dry winters reflecting the influence of the vast Siberian anticyclone , and hot, humid summers, due to the monsoon. Spring in the city is dry and windy, occasionally seeing sandstorms blowing in from the Gobi Desert , capable of lasting for several days. Having a low annual total precipitation of millimetres

Chapter 3 : Guide to the Train Between Beijing and Tianjin |

The air travel (bird fly) shortest distance between Beijing and Tianjin is km= 66 miles.. If you travel with an airplane (which has average speed of miles) from Beijing to Tianjin, It takes hours to arrive.

Via Tianjin Railway Station Route: Tianjin Railway Station is very large and tickets are hard to buy. Usually you can only get tickets which depart a few hours later which means you have to wait there for a long time. There are no direct public buses. Changing buses is complicated and full of hassles. Via Tanggu Railway Station Route: If you want to take a train at Tanggu Railway Station, you are suggested to book the tickets in advanced. There are no direct buses from Tanggu Railway Station to Tianjin Port, so the only recommended way is to take a taxi. So the best way is to take e. The most convenient way to travel between the city and the port is, in many cases especially for larger groups , to take a China Highlights private transfer. Your private guide will pick you up and escort you to the port 2 hours before the departure time of the Sapphire Princess. If you need any help with luggage the guide and the driver can help you too. If you want to share the cost with other travelers we also offer group transfers. Tell our travel advisors your requirements, and they will help you find a group that you can join, if you are not already a large enough group. See the cost comparison below. There many trains to Tianjin Station, but only one suitable one to Tanggu, and tickets are easier to buy, but Tanggu Railway Station is closer to Tianjin Port. Sapphire Princess will depart from Tianjin Port at Therefore, to make sure you catch the cruise, it is recommended that you check in 2 hours before at The taxi ride should cost you about yuan 33 USD and will be about 1 hour 10 minutes, depending on traffic. Therefore the following bullet train departures may be suitable 11 trains arrive in Tianjin between They should get you to the port up to 2 hours before the You may want to shop in the duty free zone.

Chapter 4 : Driving Distance from Tianjin, China to Beijing, China

Beijing to Tianjin. From Beijing South railway station, the line runs in a southeasterly direction, following the Beijing-Tianjin-Tanggu Expressway to calendrierdelascience.com has three intermediate stations at Yizhuang, Yongle (not yet fully built) and Wuqing.

While the two cities and the Hebei region are primary, there will also be secondary, small cities included in the project. That same logic is applied for the new megalopolis, project Jing-Jin-Ji. The new city should unite Beijing, Tianjin and the Hebei region into one supercity. And while it is one thing to dream big, the Chinese government is actually investing in this super structure that defies sense, reason and logic. The land surface of the new city will cover , square kilometers and host million citizens. To put it in perspective, the new city will cover more ground and house more citizens than Austria and Greece combined. The project started in , and the goal is to have high-speed railways between all cities by .

The Challenge for Beijing The biggest challenge for the project to succeed is Beijing. In the past several years, the Chinese government has tried to limit the population and size of the city. The government has issued draconian residency permits, limited the birth of children and much more. The new project will try to make the capital a center of a supercity housing million people. The metropolitan area of the new city will cover six times the surface area of New York. The project Jing-Jin-Ji is actually an experiment for modern urban living. The idea is to link the facilities of Beijing with the Tianjin, a port city that is muscle to the economy of China and the Hebei region, area that is all in hinterlands. The biggest challenge for Beijing will be to move the offices, industries and bureaucracy out of the city. Unlike urban and metro areas that grow up organically, the Jing-Jin-Ji project is a deliberate creation. In the centerpiece of it all is the new high-speed rail, expected to expand to connect major cities within an hour distance. Beijing remains the most popular bedroom community, even though the Hebei region has open residency policies and much cheaper housing. In the past few years, around , people have transferred, but that is a small number considering Beijing has 20 million citizens. The modernization of transport should help with the issue. Beijing wants to become smaller city, with traffic awful, and pollution exploding through the roof in recent years. The air pollution in Beijing has become a political issue for the central government. Pollution leads to health issues, and people are more and more concerned. The factors for reality Many people believe the project Jing-Jin-Ji is just a pipe-dream, but there are several factors that show that the project might end up a reality. The most prominent factor is the ambitious plan for economic reform, proposed by president Xi Jinping in . The plan endorses the project, and calls for elimination of beheaded highways by the year of . The idea is to construct new subway line. The plan also lays down specific roles for every city in the project. Therefore, Beijing should focus on technology and culture, Tianjin should become a research base for manufacturing, while the role for the Hebei is undefined, with several minor industries being the focal point. The next factor is the infrastructure, and the implementation of the Western idea, placing all parts of an urban area within maximum of kilometers. That is the average amount of highway that people can cover in one hour of driving. High-speed rails that the Chinese government has built change that equation. The new line built in cut the travel time between Beijing and Tianjin to just 30 minutes. The government is already building a second track to reduce the wear and tear on the track. The idea is to build high-speed rails to smaller cities, and this year we should see the line between Beijing and Tangshan. The next rail is planned for Zhangjiakou, a route that will transform the mountain city into a recreational center and probably a host for the Winter Olympic Games in . The case for Tianjin and Hebei Beijing will be the main focus of the project, but Hebei region and Tianjin will surely benefit from it as well. At the moment, the three are competing for wealth and power. However, with the Jing-jin-ji project, the latter two will share the economic wealth and popularity of Beijing. Experts believe that people will gain more than they will lose with the project. Beijing will move its non core industries out of the city, and Tianjin and the Hebei region will profit from that. The capital will focus on tech, cultural and political industries. All of the heavy industries, however, will be moved to other provinces, the Hebei region primary, with the wholesale market the first industry to be moved out of Beijing. Aside from industries, the municipal government will also be moved out of Beijing. The idea is to move local

workers from Beijing to Tianjin and Hebei region, in an effort to reduce the wear and tear on Beijing. Transportation is one of the issues often cited for the project. It will be extremely hard for all those people to move around. But fear not, as the Chinese government is trying to build new railroads and subways for all these to work. And at the moment, the cities are more than equipped for transport. The new city will have two major airports, the already existing Beijing Capital International, and the Tianjin Binhai international. For land transportation, there are multiple major highways that will be used for transport in the Jing-jin-ji city. Here are the expressways: Linked with the jinghintang, this is the expressway from Beijing to Shanghai. At the moment, the rail projects are in full steam, with the government trying to build high-speed inter-city rail. In , the Beijing-Tianjin railways was opened. With the route, the journey time between the two cities was cut to 30 minutes. Top populated cities compared to project Jing-Jin-Ji When the project is complete, the municipality will account for more than million citizens. Compared to other big cities, the Jing-Jin-Ji will have three times more citizens than the most populated city at the moment, Tokyo in Japan. Tokyo has 38 million citizens and estimates are that by , Tokyo will still have 37 million inhabitants despite the decline in population. The second city on the list is Delhi, India, with 25 million citizens, projected to rise to 36 million in Mexico City, Sao Paolo and Mumbai hold the third spot with around 21 million inhabitants in the urban areas. Osaka in Japan is on the fourth spot with little over 20 million citizens. Beijing is fifth on the list with little less than 20 million inhabitants, and will certainly rise up when the project is complete. New York is last on the top 10 populated cities, along with Cairo. The two cities have around From Around the Web.

Chapter 5 : How to Get from Beijing to Tianjin Cruise Port

Tianjin, China. Tianjin, formerly romanized as Tientsin, is a metropolis in northern coastal China and one of the five national central cities of China, with a total municipal population of 15,,

With vans, the trunk space is the size of the area behind the second seat. Because car trunks are sized irregularly, the luggage volume is determined by putting different shaped and sized suitcases within the trunk and then adding up the total volume of the suitcases. The private transfer is too expensive? You may find other travelers who would like to share the van with you. You prepay the transfer fee and are reimbursed by the other passengers at pickup either in Tianjin Home Port or Beijing. Do you wait for us outside the gate of the terminal building? We have 2 elderly parents with us, one is 86 years old using a wheelchair. We are in the process of arranging for a private mini-van to pick us up from the Tianjin Home Port and take us to our Beijing hotel. However, the driver cannot go inside the gate and will have to wait for us outside the gate. How far is the cruise dock to the gate? You take your carry-on baggage and disembark the ship for the customs house. The ship line will arrange your checked luggage. After going through the customs, you to go to the luggage area to claim your checked luggage. Then you go out of the waiting hall. Your tour guide or driver will wait just outside the gate holding a sign with your name on it. You know there are usually people on the ships! How far is the main cruise terminal building from the parking lot? There is a huge parking lot either in your right side and left side after you go out of the main cruise building. We prefer a private tour in Beijing. We have missed the booking for the excursion program in and around Beijing arranged by the cruise line. As a Beijing based travel agency, we offer various kinds of Beijing city tours and many excursions to the Great Wall. We also arrange Beijing - Xian day trips. Check Beijing Private Tours for more information. If you prefer money-saving group tours, please check Beijing Group Tours. Have a great time in Beijing! Can you book our hotel in Beijing. You can add as many nights as you like to the beginning or end of your cruise. Tour-Beijing Travel Service is always with you and help you. Can anyone report on their experience on Tianjin Port transfer? Here is only for Questions and Answers. For anyone who wants to have an enquiry or customized tour, please email us to.

Chapter 6 : Beijingâ€“Tianjin intercity railway - Wikipedia

Like it's neighbor, Beijing, Tianjin is a metropolis in northern China and one of the five national central cities of the People's Republic of China. Tianjin's urban area is located along the Hai River, which connects to the Yellow and Yangtze Rivers via the Grand Canal in Tianjin.

If you want to get between cities, take the train! There are a lot of different types, and big cities have several stations. The good thing is trains to cities almost always leave from a single station, but that means you need to know which one to go to. The best way to make sure is to use a website like Rome2Rio. However, the Chinese platforms will also tell you the times and how many tickets of each class regular seating, upgraded seating, etc. The trip between Beijing and Tianjin should take no longer than 40 minutes on typical high speed rail. While some trains from other stations go to Tianjin, you are better off going to the South Station. If you take the subway, the Beijing South Railway Station on the subway is at the intersection of Line 14 and the Daxing Line. In Tianjin, you can go to Tianjin Station. Getting off the train at Tianjin, there are three directions you can go in: All the buses leave from the same place. A good portion of the buses around town go through the Tianjin Station bus stop. Buying Tickets For most train tickets, you can buy them online. I chose to do it this way because I was going on my first train ride in China! There are a ton of options, but you just have to make sure you exchange your e-ticket confirmation for a physical ticket. They check it at the gate. Go to the manned desk for buying tickets In both train stations, they have automatic ticket vending machines. You will have to go to the desk to get a ticket. The automatic machines for tickets between Beijing and Tianjin! The ticket booths are post-security check. If you go by subway, you should go through security, then up to the ticket booth and waiting areas. Once you buy your ticket, you should be able to take a seat at the waiting area. The boarding gate at Beijing South Tianjin Train Station If you buy your tickets on arrival, you will have to get one before you go through security. When I got off the bus, I was confused because I saw this giant set of escalators that looked like the entrance to the train station: This is the exit, not the entrance, of the trains in Tianjin. You will only see signs for the exit. The train station is the building in front of you, but the entrances and signs are at the front. You will also see that the ticket booth entrances is different from the train entrance. On the left, you can enter, go through some basic security, and buy your ticket. When you arrive to Tianjin station, head over to the booking office and get a return ticket. Even if you miss this time, you can exchange it! That ensures you get a time that is good for you. My dad tried to come back to Beijing on a Saturday night; when he asked about tickets at around 6: The ticket booths are indoors at Tianjin, and separated from the trains and boarding gates. The important parts of a typical Chinese train ticket Waiting in the Station If you have some time to kill, you basically have two options: I went basically directly from the ticket booth to the check in counter. In Tianjin, the situation is pretty different. Because they check your ticket before letting you enter the waiting area, they have many more food options inside. I wonder if they purposefully plan on making you wait longer so you will spend more money inside the station. The nice thing is that the station also has plenty of charging stations like this one. The trains in Tianjin [Recommended Read: Tianjin, China] On the Train On the train, you should just relax! It has a little store on one side that sells all kinds of foods and snacks, and is typically the one with hot water. The seats look like this: These are the typical economy seats on the trains During the trip, the stewardesses may come through the aisle with various products and snacks on a cart for sale. When I was there, they even had one lady selling bags of candy the way you would see at a street market. The most useful items they sell, though, are subway cards for the destination city. This is a good option if you know you will take the subway and would rather not have to wait and buy them at the subway station after you get off. The stewardess with the snack cart. At least on short rides like this, they will pretty much power through the aisles. If you want to buy something, stop them and be ready!

Chapter 7 : Beijing to Tianjin train schedule, times & fares | calendrierdelascience.com

The cheapest way to get from Tianjin to Beijing costs only ¥82, and the quickest way takes just 30 mins. Find the travel option that best suits you.

See Article History Alternative Titles: It is located to the east of Hebei province, at the northeastern extremity of the North China Plain. After Shanghai and Beijing, it is the third largest municipality of China. It is also the most important manufacturing centre and the leading port of North China. Night skyline of Tianjin, China. Tianjin municipality, like Beijing and Shanghai, is under direct control of the State Council. It was famous as a cosmopolitan centre long before the arrival of the European trading community in the 19th century. Its maritime orientation and its role as the commercial gateway to Beijing fostered the growth of an ethnically diverse and commercially innovative population. The city is noted for its woven handicraft products, terra-cotta figurines, hand-painted woodblock prints, and extensive seafood cuisine. Area Tianjin municipality, 4, square miles 11, square km. The city stands at an elevation less than 15 feet 5 metres above sea level on a flat alluvial plain. Some low-lying areas east of the city are only about 6 feet above sea level, and the majority of the built-up area is below 12 feet. The municipality borders on the Bo Hai to the east, Beijing municipality to the northwest, and Hebei province to the north, west, and south. Between and Tianjin was a subprovince-level city, which served as the capital of Hebei province. Its jurisdiction extended over the built-up urban core and eastward along the Hai River to include the port at Tanggu. At that time, Tianjin city was administratively separate from the Tianjin Special District, which had its seat at Yangliuqing, southwest of central Tianjin. In Tianjin municipality was made a first-order, province-level administrative unit, and the area under its immediate control was expanded to include counties xian formerly under the special district. The city simultaneously became the special district seat but lost its position as provincial capital. In the middle s Tianjin municipality was composed of 15 urban and suburban districts qu and 3 rural counties. The municipality was under direct jurisdiction of the central government in Beijing. It is subject to the full effects of the cool, dry Siberian high-pressure system during the winter October to April, while in the summer May to September the high pressure system over the North Pacific Ocean brings hot and rainy weather. Winter precipitation is minimal, and the air is dry, with relative humidity averaging 50 percent. In summer, moist rain-bearing southerly winds prevail, and the average relative humidity exceeds 70 percent. Severe winter storms are common, but typhoons seldom occur. Drainage The Hai River was long subject to frequent flooding. As the main outlet for the rivers of the North China Plain, it frequently became heavily silted during the spring and summer months; during the winter season its water level was often too low for navigation. Extensive water conservation began in The river was straightened to facilitate tidal action and to shorten the distance to the sea. Locks were constructed to regulate the flow of water from the river into its many canals, the river and the sand bars at its mouth were dredged, and silt-laden water was diverted into settling basins. Since multipurpose flood-control, irrigation, and navigation improvements have been made. Construction of the Guanting Reservoir on the Yongding River near Beijing has helped alleviate flood damage within metropolitan Tianjin. New diversion channels have also been built to control the floodwaters of the Daqing and Ziya rivers to the southwest. Plant and animal life The marshy lakes and floodplains around Tianjin abound with numerous varieties of reeds, bulrushes, and shrubs, such as tamarisk. Closer to the seashore, Russian thistle, glasswort, and artemisia can be found. Freshwater fish including silver and golden carp are raised in ponds and marshy depressions. The city layout The urban core of Tianjin extends for about seven miles from east to west and about nine miles from north to south. Heping, the central district, is located on the west bank of the Hai River, just below the large bend of the Hai. It is the main commercial and financial centre, and its two main streets of Heping Lu Heping Road and Jiefang Lu have large department stores, restaurants, and hotels. It is bounded by the four wide boulevards of Dong, Xi, Bei, and Nan Malu that follow the course of the old rectangular wall. The street pattern in the old city is winding and irregular, in contrast to the more regular gridded pattern in the foreign-developed zones to the south and west. The old city is subdivided into four smaller sections, each of which in traditional times had special marketing and commercial

functions. North and west of the old city and continuing across the Nan Yunhe is the mixed residential and industrial Hongqiao district. The southern and western neighbourhoods of Hexi and the Nankai district were built on what until it was drained was marshy, low-lying land. Nankai district in the west and southwest is given primarily to residential and recreational use. Nankai is also a major university and research centre. Hexi neighbourhood to the south is now one of the major industrial districts, with more than large and medium-sized enterprises located there. The eastern districts of Hebei and Hedong, east of the Hai River, centre on industry and transport. Hebei has a few technical and vocational educational institutions in addition to its residential quarters, while Hedong is mainly industrial. The emphasis since has been on suburban development, although residential areas in the urban core have also been rehabilitated. Major new residential and commercial construction was undertaken in the early s in central Tianjin as a result of damage incurred in the Tangshan earthquake of Before World War II many of the suburban residential areas were built on marshy, poorly drained land subject to flooding, and sanitary conditions were especially bad. Most of the modern complexes have been constructed near industrial zones on the outskirts of the city. Many of the large commercial and administrative buildings in the central city were built by foreign concessionaires. They are typical of European and Japanese colonial architecture of the s and s, with buildings of contrasting architectural styles juxtaposed helter-skelter, without any plan. Some of the public buildings dating from the s were built in imitation of the Soviet monolithic style, and housing complexes are usually standard multistory rectangular blocks. More recent commercial and residential construction follows modern design, with individual balconies and multicoloured facades. The people The majority of the population lives in the central city, where densities are probably in the range of 15, to 75, persons per square mile 6, to 29, persons per square km. Before most people were engaged in commercial or service occupations. Since then the occupational structure of the city has changed, and about half the population is employed by industry and only about one-fifth in commerce. The remainder are employed primarily in public services. Ethnic minorities constitute a small proportion of the population; the largest groups are Tungans Hui , Koreans, Manchu, and Mongolians. Most of them live in the central city in areas that have special historical associations. The largest single community of Tungans is in the northern suburb of Tianmucun. The economy Industry Since heavy industry has been developed and the existing industrial base consolidated for greater productivity. Major activities are the production of heavy machinery, chemicals, and iron and steel and shipbuilding and repair. Other products include machinery for textile mills and agriculture, machine tools, electrical equipment, bicycles, tractors, elevators, precision instruments, trucks, and watches. The chemical complexes at Dagu, Tanggu, and Hangu north of Tanggu on the rail line to Tangshan produce agricultural fertilizers and pesticides, pharmaceuticals, chemicals and petrochemical products, plastics, artificial fibres, dyestuffs, and paints. Textiles are the chief light industry. Other such products include processed foods, hides, rubber goods, and paper. Retail and wholesale trade is managed by commerce bureaus that are responsible to municipal and provincial authorities. Pricing and personnel matters are managed locally, while the distribution of commodities, long-range planning, and high-level financial management are handled by provincial-level bureaus responsible to Beijing. A municipality-run General Trade Corporation formed in the early s helps coordinate and improve the efficiency of domestic and foreign trade by assuming functions previously performed by central government agencies. The lines are served in Tianjin by three railway stations, classification yards, and extensive maintenance and repair facilities. Heavily traversed inland waterways radiate to the south and southwest along the Grand Canal and Ziya and Daqing rivers; they connect the city with Baoding , Cangzhou , and Hengshui in southern Hebei province. Other main roads extend southward along the Jing-Hu railway into Shandong province, westward to Shanxi province, and northward to Qinhuangdao , northeastern Hebei, and the Northeast formerly Manchuria. Intraurban and suburban transport is extensive. In addition, about two dozen long-distance motor bus routes connect the urban core with more distant rural areas. Tianjin is the main collection point and transshipment centre in North China for goods manufactured for export and is the chief port of entry for heavy machinery and other capital-intensive imports. Its predecessor, the Municipal Revolutionary Committee, was established in during the Great Proletarian Cultural Revolution “ The Tianjin Municipal Planning Commission plays a key role in managing industry

and commerce. It controls the supply and distribution of industrial raw materials, sets production levels, allocates funds for capital investments, determines manpower needs, supervises product research and development, and coordinates transportation, public works, and environmental policy. Marshy, low-lying lands were drained and converted to agricultural and recreational use, new roads were constructed, and streetlights were installed. Severe water shortages developed in the early s because of industrialization, population growth, and drought that cut off the water supply from Miyun Reservoir northeast of Beijing. These shortages were temporarily alleviated by diverting water from the Huang He Yellow River, to the south, but construction was also undertaken to divert water from the Luan River, to the northeast. The project began in late, and its initial stage was completed in late. Swampy lowlands to the southwest have been drained; one of the most extensive was converted into the large recreational area of the Shuishang Gongyuan Park on the Water. Electricity is generated by thermal power plants fueled with coal, and the city is connected by a power grid with Beijing and Tangshan, Hebei province. Health Tianjin has many Western-style and Chinese hospitals, with separate facilities for children, workers, and members of ethnic minorities. In an Office of Planned Births was established by the municipality and was granted status and authority equal to the Department of Public Health. During the late s and early s, enrollments fell. The general universities of Nankai and Tianjin are located in Nankai district, on the southwestern periphery of the city. Other higher educational institutions include the Polytechnic University, the University of Technology, the Academy of Fine Arts, the Conservatory of Music, a medical university, a normal university, and other colleges and universities. Work-study schools attached to factories supplement formal educational programs. Cultural life The city has several museums and a major library. The largest movie house is the Peace Cinema. There is also an astronomical observatory. There are several dozen parks and recreation centres. Recreational clubs have been built for industrial workers, and there are several stadiums—including the Tianjin Olympic Center Stadium, built to host preliminary football soccer matches during the Olympic Games. History Evolution of the city The marshy, poorly drained area surrounding contemporary Tianjin was sparsely populated until the Song dynasty, when the settlement of Sanchakou was built on the west bank of the Hai River.

Chapter 8 : Beijing to Tianjin - 4 ways to travel via train, bus, taxi, and car

The Beijing-Tianjin line is the first permanently operational passenger high-speed rail route with trains traveling over kilometers (miles) an hour in China.

The second half of the program will include a day visit to Tianjin. This course will benefit students interested in gaining a deeper understanding of the characteristics of Chinese politics, economy, culture and society. There will be opportunities for in-class discussion with local students about the course topics. The group will be staying in residence at both universities with easy access to the classrooms and will have use of some campus facilities and services. Course The University of Toronto will offer one sociology course in China, worth one full-year credit. The course has limited space and is contingent on adequate enrolment. Classes will take place Monday through Thursday mornings. Mandatory field trips may take place outside of regular class time. In addition to formal lectures and classroom discussions, the course will feature guest lecturers such as Chinese scholars, village heads, migrant labor women, elderly and policy makers. Organized trips may include visits to a home for migrant workers, privately operated elderly care institutions, and the Chinese Academy of Social Sciences. The cost of these trips are as follows: Dr Zhang specializes in social demography, and sociology of families. His work primarily focuses on rural area of China, looking into the relationship between national population and economic policies and individual livelihoods. Zhang received his Ph. The key themes are diversity, global community, and innovation in practice, with active integration of theory and research. Students will stay at the original Hongmiao campus, located in the Chaoyang district, which is home to the School of International Education. Nankai University is a public research university. Founded in , it is one of the most prestigious universities in China and consistently ranked among the top universities in the country. Students will stay on the main Balitai campus with easy access to activities and attractions in Tianjin. There is no meal plan. Students have the option of purchasing meals in the university dining halls. Pre Departure Orientation PDO All students admitted to the Summer Abroad program are required to successfully complete an online PDO, which will provide information and advice on international health and safety issues. Group Flight No group flight is available for this program; students must make their own travel arrangements. Please note that if you choose to arrive earlier or leave later than the available dates for the accommodation option you have selected, you will be responsible for arranging your own housing for the extra day s. There is an bus from Beijing to Tianjin that will be booked by the University of Toronto; the cost of this transportation is included in your program fees. Entry requirements All students are responsible for making sure that their necessary travel documents are in order. Costs The deadlines for fees payable to the University of Toronto are as follows:

Chapter 9 : Distance from Beijing to Tianjin

Tianjin: Tianjin, city and province-level shi (municipality), northern China. It is located to the east of Hebei province, at the northeastern extremity of the North China Plain. After Shanghai and Beijing, it is the third largest municipality of China.

Posted by China Briefing Reading Time: However, less is known about Tianjin and the Hebei province, which make up the region surrounding Beijing and are somewhat overshadowed by the capital. However, this is set to change, with the inclusion of Tianjin and Hebei province in a grand project that aims to create a world-class city cluster centered around Beijing. However, this pales in comparison to the wider Jing-Jin-Ji region. In addition to Beijing and Tianjin, there are 11 cities in Hebei province, with the whole region covering over , km2 “ more than twice the size of South Korea. In recent years, however, integration plans have been accelerating. The Jing-Jin-Ji plan looks for different areas in the region to focus on their own comparative advantages so that duplication is avoided, areas complement each other, and synergies are maximized. Areas within the Jing-Jin-Ji region already have their own strengths in specific areas. Economic rebalancing However, the project will not be successful if the various cities are static and solely focus on their current strengths. The project will require resources within the region to be rebalanced more optimally, including from industries where there is overcapacity, and areas will need to become more dynamic by building upon and adapting their current strengths. The Tianjin Free Trade Zone FTZ will play an important role in assisting Tianjin with this, as an area that benefits from policy experimentation and looser restrictions. Meanwhile, Beijing has already begun transferring some non-essential resources that do not enjoy a comparative advantage, including factories and wholesale markets, to Tianjin and Hebei. As part of this campaign, Beijing seeks to limit its permanent population to 23 million by One of the roles of Xiongan, which is located about km southwest of central Beijing, will be to act as an eco-friendly smart area. To work towards greater sustainability, the region has already coordinated its environmental management with the wider region, including with the Jing-Jin-Ji Plan for Prevention and Control of Air Pollution. China also recently announced that it aims for Xiongan to run on percent renewable energy. The project also strives to make economic development in the region more inclusive. Social and public services, including hospitals and education , will be developed outside of Beijing, in areas that are generally poorer than the capital city. The Beijing municipal government will also transfer some government administrative buildings to Tongzhou, which will create more jobs outside of the capital. Further to this, if the project is successful at rebalancing resources and integrating the region, then businesses should see the creation of bigger mass markets and an increase in demand due to higher incomes. Infrastructure development Physical infrastructure will play an important role in integrating the cluster, including for integrating supply chains and the labor market. By , the region will consist of 9, km of railways and 9, km of expressways, which means that travel times between any of the major cities in the region will be under one hour by train and three hours by car. Furthermore, an additional 16 intercity railway lines will be added by Travel within the region will also be made more efficient with the use of a single transport card that can be used on buses and metros across the Jing-Jin-Ji region. In addition to rail and road infrastructure projects, the region will be further internationalized with the construction of the Daxing International Airport. The airport is currently being built next to Daxing district in Beijing and Langfang in Hebei province, and is expected to open in By , it will be able to carry million passengers per year. China to Establish Hainan Free Trade Zone Integration challenges A successful cluster requires not only a strong core city, such as Beijing, but also satellite cities to be economically strong and sufficiently integrated to support the whole cluster. However, this is currently not the case in Jing-Jin-Ji, and there are concerns that the region lacks the ability to achieve this in the future. One of the concerns is that the disparity in resources and development between the areas is too great to overcome. This disparity is particularly prominent in Hebei province, which had a GDP per capita of only Hebei is also at a different stage of industrialization compared to Beijing and Tianjin. Hebei is known for its heavy and lower value adding industries, whilst Beijing and Tianjin are known for their light and higher value adding industries. For example, car manufacturers in Beijing

currently prefer to source parts from the Yangtze River Delta cluster rather than from Hebei province as Hebei relies too much on low-value production and lacks competitiveness with other more vibrant regions. Moreover, some critics of the Jing-Jin-Ji project say that it is too centered on Beijing and that the city is merely dumping its problems onto its neighbors. In response to this criticism, Beijing government representatives have stated that Hebei and Tianjin have benefited from technology transfers and industrial upgrading. In , Beijing transferred technologies worth about RMB Another concern with the Jing-Jin-Ji region is that it is not sufficiently internationalized and therefore not sufficiently integrated into global supply chains. This lack of internalization is apparent when the region is compared with other clusters in China, namely the Yangtze River Delta region around Shanghai and the Pearl River Delta area in South China. How Beijing is Making Doing Business Easier An ambitious project The Jing-Jin-Ji integration project is clearly ambitious, and offers great potential with its promotion of sustainable and inclusive development and infrastructure investment. However, the project also faces many challenges, which appear to be even greater than those faced by the more dynamic Yangtze River Delta and Pearl River Delta clusters. If the ambitions and potential of this grand project are to be realized, then cooperation and skillful coordination by government actors will be required. This will be a challenge in itself, as there is a tradition of regional governments competing for projects and investment opportunities. Although Jing-Jin-Ji must overcome its fair share of hurdles for successful integration, the plan presents interesting and novel opportunities for stimulating the North China region.