

Article title: Research on the Carbon Emission Reduction Effect of China's New Urbanization Construction

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I would like to attend in-person conference.

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Extended Abstracts

Investigating the causal relationship and underlying mechanisms between new urbanization pilot policies and urban carbon not only helps clarify the mechanisms through which new urbanization construction affects carbon emission efficiency but also provides a theoretical foundation and empirical support for high-quality economic development and sustainable urban development in developing countries.

This study aims to employ a Staggered DID method and utilize data at the prefectural level to explore the impact of China's new urbanization from the perspective of the pilot policy on urban carbon emission efficiency. The study also investigates the underlying mechanisms of the impacts as mentioned above from two aspects: the coordinated development of "Population-Land-Industry" and "Industry-Environment-Economy". The collaborative development of "Population-Land-Industry" is a critical issue in the traditional development model, while the coordinated development of "Industry-Environment-Economy" is vital in the green development model. Focusing on the role of these two aspects in the impact of China's new urbanization on urban CEE is of great theoretical and practical

significance for promoting high-quality economic development, achieving "dual carbon" goals, and advancing sustainable urban development in developing countries, represented by China.

The research findings indicate that the implementation of China's new urbanization pilot policy has significantly improved urban carbon emission efficiency. The results of the heterogeneity analysis show that the impact of the new urbanization pilot policies on CEE varies significantly across cities with different characteristics. From the perspective of energy dependence, on the one hand, the effect of new urbanization pilot policies on enhancing CEE is greater in non-resource cities with weak energy dependence than in resource-intensive cities with strong energy dependence. Meanwhile, the impact of new urbanization pilot policies on CEE also significantly differs among resource cities at different stages of energy dependence. Specifically, the new urbanization pilot policies significantly enhance the CEE of mature and regenerative cities, especially the latter, while they suppress growth-oriented cities and have no significant impact on declining cities. In terms of industrial structure, the new urbanization pilot policies have a significant positive impact on the CEE of industrial cities but not on nonindustrial cities. Regarding urbanization Model, on the one hand, the new urbanization pilot policies enhance the CEE of non-intensive compactness cities, but the impact on intensive compactness cities has not fully emerged. On the other hand, the pilot policy of new urbanization has significantly improved the CEE of non-expansionary urbanization cities, while its impact on the CEE of expansionary urbanization cities is not significant.

The marginal contributions of this paper mainly lie in ① constructing a quasi-natural experiment based on China's new urbanization pilot policy to evaluate the net effect of new urbanization on CEE, which not only expands the research content of new urbanization pilot policy effect analysis but also deepens the research system of CEE in the Chinese context. ② From the perspective of multidimensional coordinated development, the paper uses PLICCD and IEECCD as mechanism variables to explore their roles in the impact of new urbanization on CEE and constructs a theoretical model. This method dramatically enriches the research literature on the impact mechanism of new urbanization and CEE. It also inspires developing countries to implement new urbanization construction and deepens the application of sustainable development and other theories in the context of new urbanization.