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解析中國大陸發展海權之戰略思維

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摘要

1979 年中國大陸推動改革開放後，其海權思維呈現動態發展，且積極向長期以來的陸權思維取得平衡，「一帶一路」可視為同時由陸、海兩個戰略方向走向世界的勇氣。文化大革命造成殘破、蕭條經濟已威脅中國共產黨的永續執政地位，但隨改革開放帶來總體經濟水準的提升，成為發展海權的主要推力，但欠缺完整發展的論述。

自鄧小平以來各領導人依循劉華清以國家安全、生存與發展為基礎，規劃出「近海」與進出太平洋、印度洋的海上交通線是 2050 年前的空間極限，此概念不被西方建構的島鏈框架所侷限。故控制進出太平洋、印度洋的海上交通線，非僅為了「走出去」，更是拒止「來自海上」的威脅，故馬漢等海權理論不會是中國大陸海軍落實「強軍夢」的主流指導。

關鍵詞：一帶一路、改革開放、海洋強國、海權、強軍夢

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Analyzing the Strategic Thinking of China's Sea Power Development

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Abstract

Since the Communist Reform and Opening by Deng Xiaoping in 1979, China's sea power development strategy has developed dynamically; aggressively seeking to strike a balance with traditional land power thinking within China. Therefore, "One Belt One Road" initiative could be regarded as the product of compromise as well as China's courage in entering the world from the two strategic directions of land and sea. Although destruction and economic recession since the Cultural Revolution have threatened the continued rule of the Chinese Communist Party, progress due to economic reformation, the improvement of overall economic standards, and the trend of economic globalization have become the main force behind sea power development.

Although China lacked comprehensive sea power theories in the past, Liu Huaqing's theory based on national security, survival, and development outlined the "Short Sea" of China and stipulated the developmental limits of Chinese sea power before 2050. His theory was not confined to the Western concept of island chains. Furthermore, the sea power theories of A. T. Mahan will not be the main ideas for implementing "the Dream of Strong Army" by the Chinese navy.

Keywords: belt and road initiative, reform and opening, maritime power, sea power, the dream of strong army

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