

序

启程时，永不晚

在多年的工作、旅行中，我的足迹遍及 151 个国家和地区，有些地方更是进行了数次深度游，相对而言，我对中华大地的探索远远不够。“沿中国的边境线自驾一圈”，早在几年前这个念头就存在我脑海中了，只是因为种种原因，出发日期一再延迟，本以为两个月可以完成的路程在实际做计划时不断延长，从最初的构想到真正启程竟然花了两年多的时间。

当我把这个想法告诉身边亲友时，大概是考虑到旅程的艰难以及我的年龄，起初大家都以为我在开玩笑，一再劝我要慎重。要知道，这跟以往的任何一次旅行都不同，路线的规划、时间的安排、物资的准备以及在路上可能要面临到的各种危险，不一而足。即便在我后来有惊无险地完成这个“壮举”后，依然有相当多的朋友不相信我居然真的做到了！坦率地说，我内心其实很骄傲。

近一百天的沿中国边境自驾游，我从中国大陆海岸线最西南端的东兴出发，先后途经了广西、云南、西藏、新疆、甘肃和青海六个省及自治区，穿越大小城镇数十个，在看尽风景的同时，也是一次与祖国万里山河的深度对话。我在这次旅程中，见识到了国之大道 G219 的伟大，这条全长 10065 公里的世界级景观大道铺遍了中国近一半边境线，是中国第一条也是唯一一条突破一万公里长度的“国道之王”。G219 海拔落差近 5500 米，从海滨到雨林，从雪山到戈壁，从沙漠到草原，从冰川到湿地，西藏阿里的神秘荒凉，南疆的广袤无垠，北疆的壮丽诗画，这条见证着我国边疆发展变迁的史诗级公路让我看到了中国境内几乎所有的地貌风光，这样的景观盛宴实在是令人叹为观止！

一路上，海拔的急剧变化和地貌的快速转换让我经受着身心的双重考验，但“崎岖客路且随缘”，早在出发之前，我已经做好了应对一切的准备。在新疆和田地区皮山县赛图拉镇三十里营房，集中箱般的住宿环境让我一夜未眠；在西藏东南部的米林市，我因为突然的身体不适曾一度考虑是否临时改变行程；新疆的伊赛牧道是伊宁县到赛里木湖牧民转场的道路，车子故障、极端的路况以及高难度的驾驶让我们在行驶途中多次陷入绝境，更糟糕的是几乎全程没有手机信号，最终这段 100 多公里的极限之路耗费了近 12 个小时。诸如此类，伴随着极致美景的更多是险峻的自然环境，个中艰辛不足为外人道也。

“长征”结束后，我对新疆一直是意犹未尽。因此在三个月后，我选择再次出发，途经新疆、西藏、青海、甘肃、四川以及陕西。此次行程有一段路程经过罗布泊，要通过省道 S235（哈罗若公路），也是这里唯一允许车辆通行的公路，全程需严格遵守沿途军事检查站的规定，并且车始终不能离道，于我也是一段特别的经历。我此前在平均海拔超过 4500 米的阿里地区面对高反可以泰然自若，但从新疆民丰到西藏改则，海拔在百公里内从 1000 多米骤然攀升近 5000 米，翻越昆仑山脉并穿越羌塘无人区，剧烈的落差还是让我吃了一些苦头。这条连接新疆与西藏的国道 G216 不仅是地理上的跨越，也是一条贡献了无限风光的险路。旅程结束后，我在改则的政务中心领取了一张“勇士证书”，它不仅是一份纪念，也是对成功挑战生命禁区的最高肯定。

我在第一次的行程中已经领略了夏季的大美新疆，但冬季则完全是另一个样子，凛冬之际，我又欣然奔赴了一场北疆的冰雪之约——在极寒之境，看雪落千山。我在伊犁昭苏县雪原上观赏了“天马踏雪”的胜景，并驶过雾凇大道，置身于赛里木湖景区的蓝冰瀑布之中；也乘坐古老的马拉爬犁穿梭于禾木的林海雪原，在零下三十度的严寒中拍下禾木的日出。冻僵的双手，刺痛的脸颊，结霜的相机，仿佛都在对我说着：“欢迎来到真正的冬天。”这个季节的北疆尽显苍茫大气，又静谧如童话，绘就出一幅纯粹而壮美的冰雪画卷。

三次自驾游行程结束了，我把经过之处的风景都收进了镜头中，展现给大家一个自然与人文交织的中国河山，以摄影讲述中国故事，而我也即将踏上新的旅途，正所谓“志之所趋，无远勿届，穷山距海，不能限也”。



Preface

Never too late to journey forth

Over the years, having traveled the globe for both business and personal exploration, I have visited 151 countries and regions, many of which I have revisited and explored in depth time and again. In contrast, my travels across the vast and magnificent expanse of China have regrettably remained incomplete. For years, the dream of ‘driving along China’s border’ has lingered in my mind, yet various circumstances repeatedly delayed my departure. What I once imagined could be accomplished within two months gradually expanded as the plans took shape. From the initial inspiration to the moment the wheels began to turn, the journey took more than two years to unfold.

When I first shared my aspiration with my family and friends, perhaps due to the arduous nature of the journey and my own age, they first took it for a mere joke, repeatedly urging me to reconsider. It is worth emphasizing that this was unlike any of my prior travels, as it demanded meticulous route planning, precise scheduling, thorough preparation of supplies, and the courage to confront potential dangers along the way. Even after I safely concluded this ‘grand adventure’, many friends still could not believe I had truly accomplished it. In all honesty, I am deeply proud within.

During my nearly 100-day self-driving journey along the border of China, I embarked from Dongxing, the southwesternmost tip of the Chinese mainland coastline, and journeyed through six provinces and autonomous regions: Guangxi, Yunnan, Tibet (Xizang), Xinjiang, Gansu, and Qinghai, crossing dozens of towns and cities along the way. As I immersed myself in breathtaking natural scenery, the journey unfolded into a profound spiritual dialogue with the grand landscapes of the motherland. Throughout the route, I saw the grandeur of National Highway G219, a world-class scenic corridor stretching 10,065 kilometers and tracing nearly half of China’s frontier. It stands as the first and only national highway in the country to surpass 10,000 kilometers in length, proudly honored as the ‘King of National Highways’. With an elevation variation of nearly 5,500 meters, G219 meanders from coastal regions to rainforests, from snow-capped peaks to deserts, grasslands, glaciers, and wetlands. From the enigmatic wilderness of Tibet’s Ngari to the boundless expanses of southern Xinjiang and the poetically majestic scenery of northern Xinjiang, this epic roadway, a testament to China’s borderland evolution, granted me the privilege of witnessing nearly every facet of the nation’s diverse topography and splendor, offering a truly breathtaking visual feast.

For me, the dramatic shifts in altitude and the rapid changes in terrain subjected me to both physical and mental challenges. Yet, as the saying goes, ‘wander rough roads and yield to destiny’, long before departure, I had steeled myself for all that might come. In the Sanshili Barracks, Seitula Town, Pishan County, Hotan Prefecture of Xinjiang, the cramped container-style accommodation left me sleepless all

night long; in Milin City of the southeastern Tibet, sudden physical discomfort nearly led me to alter my route; and along Xinjiang’s Yisai Pastoral Road, which links Yining County to the herders’ seasonal path toward Sayram Lake, we were time and again stranded by vehicle breakdowns, harsh road surfaces and grueling driving conditions. Compounding our plight, the journey was mostly beyond the reach of any cellular signal, consuming nearly twelve hours to conquer a mere hundred kilometers of extreme passage. Though set against breathtaking vistas, these moments were often overshadowed by harsh natural conditions. Such hardships run far too deep to be put into words for anyone who has not experienced them firsthand.

After completing my epic ‘Long March’, my fascination with Xinjiang remained undiminished. Three months later, I embarked on another journey, traveling through Xinjiang, Tibet, Qinghai, Gansu, Sichuan, and Shaanxi. One stretch of my journey took me across the desolate vastness of Lop Nur along Provincial Highway S235 — the Hami-Ruoqiang Highway, the only passable route through this remote wilderness. Along the entire stretch, we need to strictly abide by regulations at all military checkpoints, and vehicles were prohibited from leaving the designated roadway at any time, which turned out to be a special experience for me. Having previously maintained perfect composure while confronting altitude sickness in Ngari Prefecture, where elevations average over 4,500 meters, I was nonetheless tested by the dramatic climb from Minfeng in Xinjiang to Gaize in Tibet. Here, the altitude soared precipitously from just above 1,000 meters to nearly 5,000 meters within a mere hundred kilometers. Crossing the Kunlun Mountains and traversing the Qiangtang No-Man’s-Land, the drastic elevation change took a toll on me. National Highway G216, linking Xinjiang and Tibet, is not merely a geographical thoroughfare; it is also a perilous route blessed with breathtaking scenery. At the end of the journey, I collected a Warrior Certificate at the Gaize Government Service Center. More than just a souvenir, it stands as the highest recognition of my successful conquest of this forbidden wilderness of life.

Having already admired the breathtaking splendor of Xinjiang in summer during my initial journey, I was certain that its winter scenery would unveil an entirely distinct world. As bitter winter descended, I ventured northward for a rendezvous with the ice and snow of Northern Xinjiang to admire snow draping a thousand peaks in silent majesty amidst this frozen wilderness. Upon the snow-clad fields of Zhaosu County in Yili, I saw the awe-inspiring spectacle of ‘Heavenly Steeds Treading the Snow’. I journeyed along roads adorned with crystalline rime, and wandered between the shimmering blue ice waterfalls within the Sayram Lake Scenic Area. Aboard an ancient horse-drawn sled, I traversed the snow-laden forests and vast expanses of Hemu, braving the piercing cold of minus thirty degrees Celsius to capture the sunrise over Hemu’s tranquil beauty. My hands grew numb with frost, my cheeks tingled from the biting wind, and my camera gathered a delicate lace of hoarfrost, as if all were whispering to me, ‘Welcome to the real winter’. In this season, Northern Xinjiang exudes a vast and imposing grandeur, yet retains the serene stillness of a fairy tale, unfolding a pure and magnificent scroll of ice and snow.

My three road trips have now come to an end. I have framed all the landscapes along the way through my lens, presenting to the world a brilliant China where nature and humanity beautifully intertwine across its rivers and mountains, and I tell China’s stories through photography. Now I am about to embark on a new journey. As an ancient saying goes, ‘Where the will leads, no distance is too far; neither lofty mountains nor vast seas can set any bound’.

作者简介

邓予立先生为亨达集团创办人及瑞士華商會會長；同时是一位金融家、企业家与收藏家，因为热爱旅游，进而更成为旅游家、作家及摄影家。

邓予立先生于 1990 年创办亨达集团，公余更努力笔耕，多年来发表不少著作，并在其个人网址撰文，与读者分享旅游体验及个人感悟，已先后出版了 22 本博文集及 3 本摄影集，在全球多个城市发行。邓先生已游历了 151 个国家和地区，在走访世界各地的同时，尝试用相机镜头记录着他所遇到的美好点滴，并与爱好者分享他眼中的美。邓先生共出版了 3 本个人摄影集，先后在全球 5 大洲超过 20 个城市举办了 30 多场个人摄影展，广受欢迎。

About the Author

Mr. Yu Lap Tang is the founder of Hantec Group and the chairman of Association Suisse des Commerçants d'Origine Chinoise. A financier, entrepreneur, and collector by profession, his passion for travel has also made him an avid traveler, author, and photographer.

He founded Hantec Group in 1990. Beyond his business pursuits, Mr. Tang is a prolific writer who regularly publishes travel essays and personal reflections on his website. He has released 22 books and 3 photography books, and distributed in cities worldwide. Having visited 151 countries and territories, he documents memorable moments from his journeys through photography, sharing his unique perspective with fellow enthusiasts. Mr. Tang has published three photography books and staged more than 30 solo exhibitions in over 20 cities across five continents, earning widespread recognition.



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第一章
Chapter One

南方入口： 广西与云南

The Southern Gateway:
Guangxi & Yunnan

怒江第一湾
Nujiang First Bend

德钦县
Deqin County

丙中洛
Bingzhongluo

独龙江
Dulong River

瓦拉亚窟
Walaya Grottoes

中寨司莫拉佤族村
Simola Wa Village

勐焕大金塔
Menghuan Pagoda

南伞口岸
Nansan Port

芒市
Mangshi

镇康
Zhenkang

耿马总佛寺
Gengma Buddhist Temple

西盟佤族自治县
Ximeng Wa Autonomous County

西双版纳
Xishuangbanna

普洱市
Pu'er City

撒玛贝梯田
Samabe Terrace

砚山县
Yanshan County

碧色寨
Bise Village

东兴
Dongxing

景点
Spot

行程
Trip

“不到撒玛坝，不知梯田大”，总面积达 1.6 万余亩的云南红河撒玛坝梯田共有 4300 多级，是世界上集中连片规模最大的梯田。依山而建的一道道田埂盘曲而上，以独特的线条之美将千年的农耕文明与天地山水完美融合。

以傣族为主的糯干古寨少见商业设施，向心式的建筑布局错落有致，保存着原生态的生活气息；布朗族翁基古寨的千年古柏是大自然赠予这片土地的珍贵礼物，也是景迈山历史的见证者。漫步在这些千年寨子里，我看到的是身着民族服饰的村民们质朴的笑容，以及蕴含在烟火气中的民族文化和独特风情。

在瑞丽市弄岛镇雷允村，我拜访了滇西抗日战争雷允飞机制造厂遗址，这座矗立在瑞丽坝子深处的精神丰碑静静地诉说着那段不平凡的岁月，见证了中国人民抗日战争中一段鲜为人知的航空工业史。

怒江，真正的万水千山，怒江水一路奔腾向前，雄奇且神秘，无论是绿树成荫的江边小路，还是置身于云雾缭绕的山间村落，怒江的美，不只是大自然的鬼斧神工，更在于栖居于此的少数民族及其文化的独特魅力。

沿着中国西南边陲的边境线，我在广西的十万大山中尽情欣赏这美妙画卷，在碧色寨废弃的铁路上感受百年前的法式风情和逝去的芳华，亦曾在瑞丽姐告口岸看五星红旗冉冉升起，在一个又一个极具特色的菜市场里捕捉生动的人间烟火，更是在一座座佛寺佛塔中看到了深厚的文化底蕴和历史传承。一路走来，我同大理鸡足山的高僧互道安好，与独龙族的纹面老人坐在小板凳上愉快交谈，在各个边境村寨中领略世居民族的多元风采，这里的每一寸土地都承载着厚重的历史和文化，亲身来探访，是学习，也是铭记和传承。



大清国钦州界五号界碑位于广西东兴市东兴口岸旁的北仑河大桥下，碑高 1.7 米，宽 0.7 米，厚 0.4 米，于清光绪十六年（1890 年）设立，承载着 100 多年的历史记忆。

The No.5 Boundary Stone of the Great Qing Qinzhou Border stands beneath the Beilun River Bridge next to Dongxing Port in Dongxing City, Guangxi. It is 1.7 meters in height, 0.7 meters in width and 0.4 meters in thickness. Erected in the 16th year of the Guangxu reign of the Qing Dynasty (1890), it bears historical memories spanning more than a century.

‘You never know the grandeur of terraces until setting foot in Samaba’.

Spanning over 16,000 mu, the Samaba Rice Terraces in Honghe of Yunnan consist of more than 4,300 layers, ranking as the world’s largest expanse of contiguous terraced fields. Carved along mountain slopes, winding ridge lines spiral upward in graceful undulations. With their unique linear beauty, they perfectly blend age-old farming civilization with the landscape of heaven and earth.

Nuo Gan Ancient Village, home mainly to the Dai people¹, has few commercial facilities. Its centripetal architectural layout is well-arranged in layered disorder, preserving an authentic, original way of life. The thousand-year-old ancient cypresses in Wengji Ancient Village of the Blang people² are a precious gift bestowed upon this land by nature, and silent witnesses to the long history of Jingmai Mountain. Wandering through these age-old mountain villages, I was greeted by the simple, sincere smiles of locals clad in traditional ethnic costumes, as well as the profound ethnic culture and distinctive folk charm embodied in the everyday hustle and bustle of village life.

At Leiyun Village, Nongdao Town of the Ruili City, I explored the remains of the Leiyun Aircraft Factory from the Western Yunnan War of Resistance against Japanese Aggression. Nestled deep within the Ruili Basin, this silent spiritual monument quietly recounts those extraordinary years and bears witness to a little-known chapter of China’s aviation industry history during the Chinese People’s War of Resistance against Japanese Aggression.

The Nu River embodies the true grandeur of rivers, with its surging waters rush endlessly onward, majestic, wild and shrouded in mystery. Whether wandering along tree-lined riverside paths or lingering in mountain hamlets veiled in mist and cloud, the beauty of the Nu River lies not only in nature’s extraordinary craftsmanship, but also in the unique allure of the ethnic minorities who dwell here and their time-honored cultures.

Following the borderlands of China’s southwestern frontier, I wandered through the Shiwandashan Mountains in Guangxi, feasting my eyes on this magnificent natural scroll. I strolled along the abandoned railway of Bise Village, savoring the French-style allure and bygone elegance of a century ago. At Jiegao Port in Ruili, I watched the Five-star Red Flag rise slowly into the sky, captured the vivid hustle and bustle of everyday life in one local market after another, and felt the profound cultural heritage and historical legacy embodied in countless Buddhist temples and pagodas. Along the journey, I exchanged peaceful greetings with senior monks at Jizu Mountain in Dali, and sat chatting cheerfully on small stools with the tattooed elders of the Derung people³. In border villages across the region, I experienced the diverse grace of indigenous ethnic groups. Every inch of this land bears profound history and rich culture. To travel here in person is to learn, to remember, and to carry on the legacy.

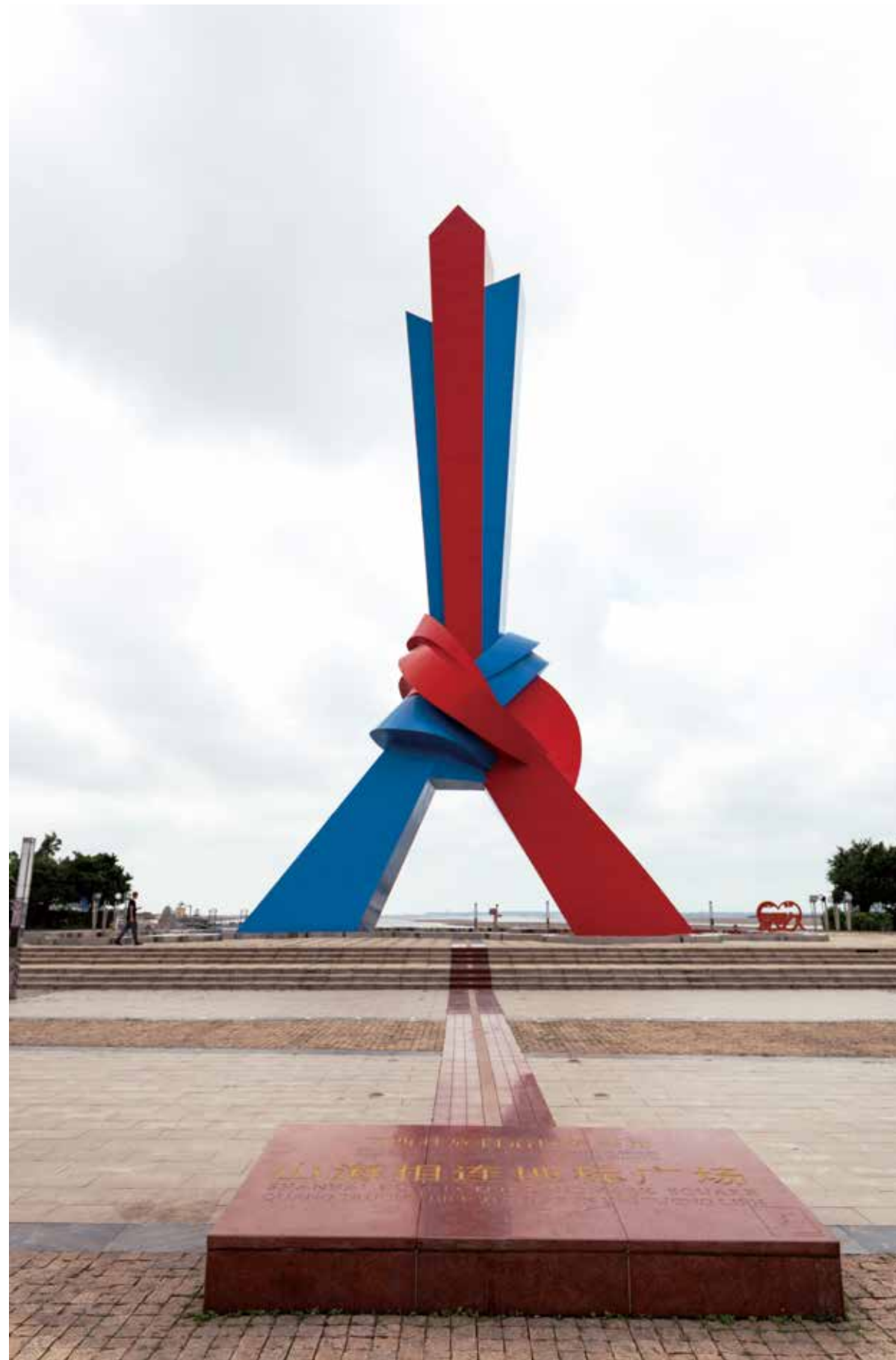
1 The Dai people, an indigenous ethnic group mainly residing in Yunnan, China, renowned for their time-honoured farming culture, Buddhist traditions and distinctive folk customs.

2 The Blang people, an indigenous ethnic group mainly inhabiting the Jingmai Mountain area of Yunnan, China, renowned for their age-old tea cultivation heritage, ancient village traditions and unique ethnic customs.

3 The Derung people, an indigenous ethnic group mainly residing in Yunnan, China, renowned for their unique facial tattoo tradition, ancient customs and distinctive ethnic culture.

G219 国道纪念广场，自此驶入世界上最长的公路。

At G219 National Highway Memorial Plaza, our journey begins along the world's longest highway.



山海相连地标广场中央矗立着 35 米高的标志性雕塑，其造型融合“山海相连”的理念，红色代表山，蓝色代表海，寓意中国大陆海岸线与陆地边界线在此交汇。

At the center of the Mountain-Sea Connection Landmark Square stands a 35-meter-high iconic sculpture. Its design embodies the concept of “mountains and seas intertwined”. The red symbolizes mountains while the blue stands for the sea, signifying the convergence of China's continental coastline and land border here.



德天瀑布位于广西崇左市大新县，横跨中越两国，是亚洲第一大跨国瀑布。

Detian Waterfall is located in Daxin County, Chongzuo City, Guangxi. Spanning China and Vietnam, it is the largest transnational waterfall in Asia.



广西十万大山一瞥。喀斯特地貌赋予了这些层层叠叠山峦独特的形态，它们与农田、村寨、河流交织，构成生态与人文融合的景观。

A glimpse of the Guangxi Shiwandashan Mountains.

Shaped by karst landforms, these rolling layered mountains take on distinctive forms. Interwoven with farmlands, villages and rivers, they compose a harmonious landscape where nature and humanity blend as one.

Yunnan

云南

碧色寨，这座因滇越铁路而兴的云南小镇，曾以“东方小巴黎”之名享誉西南。原本繁华的街道汇集了众多商业买办点，如今成了造访者的步行街。

Bisezhai, a small town in Yunnan that thrived because of the Yunnan-Vietnam Railway, was once renowned across Southwest China as the “the Little Paris of the East”. The streets that were once bustling with numerous commercial comprador hubs have now turned into pedestrian streets for visitors.



碧色寨车站与村同名，是电影《芳华》的取景地，几名身着民国女生服饰的游客来此打卡。

Bisezhai Railway Station shares the same name as the village. It was a filming location for the movie *Youth*. Tourists dressed in Republic of China period girls' costumes come here to take photos.



全国仅个位数的蒸汽机火车头，静静地停在站台上，仿佛在诉说着历史的故事。

One of the very few steam locomotives remaining nationwide stands quietly on the platform, as if recounting the stories of history.