Model Path of Xi'an National Central City Integration into the “Belt and Road” Initiative

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Abstract: The “Belt and Road” initiative of the Xi'an National Center City must be well-positioned, and a single country and region along the route will be deeply cultivated. Find a breakthrough, with Xi'an's strong competitive advantages, assault west, south, and north, and become the leader of the Silk Road Economic Belt initiative. After being competitive, they attacked on both sides to dock the Maritime Silk Road initiative, gradually gaining a competitive advantage in the countries and regions along the Maritime Silk Road, and finally grew into a new competitive highland for the Belt and Road Initiative. With Xi'an as the national central city, the Silk Road Town Groups will be constructed. The Silk Road Town Groups will be led by Xi'an and the Guanzhong City Group as the first city group.

We can analyze the route of Xi'an national central city to the One Belt And One Road initiative from the following aspects. First of all, from the local government competition and learning (horizontal) landlocked central city docking area from the view of competition and learning all the way, all the way to analyze landlocked central city docking area competition and learning, and to analyze landlocked central cities and coastal national center city docking area competition and learning all the way, can all the way from the national center for coastal cities and docking area is competitive, and learn to find enlightenment. Secondly, different endowments of central cities of inland countries in docking with One Belt And One Road are analyzed from the perspective of path dependence (internal) of their own development strategies. By combing the path dependence of the development strategies of central cities of five inland countries, Xi'an national central cities are promoted to give full play to their comparative advantages and better docking with One Belt And One Road initiatives. Third, from the place of international contact external perspective landlocked central city docking area along the path, different landlocked central city international contact base, potentially different, can rely on the platform of different, different landlocked central city through the mutual reference and cooperation, expand the international contact channel. Analyze the situation of China's investment and trade with countries along the "One Belt And One Road"; Analyze the positioning and layout of Xi'an national central city in China's investment and trade strategy for countries along the "One Belt And One Road"; This paper analyzes the positioning and layout of Xi'an national central city in China's investment and trade strategy for "One Belt And One Road" countries along the belt and road. First of all, what kind of initiatives should Xi'an take as a national central city, namely, the belt initiative, the road initiative, or both? If both are connected, there is a primary or no secondary, is the primary or secondary "with", "road", "main" "with", "road", or "with" "road" balanced. Second, how to align selected initiatives. How important the "One Belt And One Road" initiative is in the economic development of Xi'an national central city; The proportion of the total economy; We need to consider the relationship between the "One Belt And One Road" initiative and domestic economic development: what proportion of GDP will the "One Belt And One Road" initiative take, what proportion will the target take, and how to achieve
the target proportion. Third, we need to assess the impact of the docking initiative. Based on China's peaceful rise strategy of developing land and sea power, this paper evaluates the effect of Xi'an national central city by docking the "One Belt And One Road" initiative: whether to promote China's peaceful rise and realize the strategy of putting equal emphasis on sea and land power. Fourth, according to the assessment conclusions, the path of Xi'an national central city to the "One Belt And One Road" initiative should be rectified. Guided by the strategy of putting equal emphasis on China's maritime rights and land rights, we will revise the path of Xi'an's national central city docking with the "One Belt And One Road" initiative to ensure the consistency of long-term goals and short-term goals, and the coordination of national and local interests.

1. Construction of the “Belt and Road” initiative model for the precise docking of Xi'an National Central City

Xi'an's national central cities have certain comparative advantages in terms of economic level, scientific and technological innovation capabilities, and educational development level [1-7]. The precise docking mode includes 4 points: First, find out the information of all regions along the route, and conduct a detailed survey of the economic, social, scientific, technological, and cultural information of the countries along the "Belt and Road" [8-10]. The second is to clarify that the person in charge is responsible for the strategic docking of a specific region, and is responsible for the docking of the new highland with the region; to promote the economic, technological, educational, and tourism investment projects of the new highland with greater efforts. The third is to achieve effective results, using the Initiative Matching Degree (LSBJ) as the evaluation standard to evaluate the initiative docking effect of Xi'an National Central City. The openness of the New Highland Initiative is a weighted average of a set of indicators, including the investment area initiative (LSBJI), the consumption area initiative (LSBJC), the education area (Doubly Linked) Linkage with Tourism Initiatives (LSBJT), etc.: The degree of initiative in the investment field = (the total investment of Xi'an National Central City in specific areas along the “Belt and Road” / the total investment of China in specific areas along the “Belt and Road”); Initiatives in the consumer sector = (Total sales of Xi'an National Central City in specific areas along the “Belt and Road” / China's total sales in specific areas along the “Belt and Road”); Educational initiative docking degree = (Xi'an National Central City attracts total number of international students in specific areas along the “Belt and Road” / China attracts foreign students in specific regions along the “Belt and Road”); Science and Technology Initiative Docking Degree = (Total value of technology transfer value from Xi'an National Central City to specific areas along the “Belt and Road” / China's total value of technology transfer value to specific areas along the “Belt and Road”); The degree of initiative in the tourism sector = (the total number of tourists in specific areas along the “Belt and Road” in Xi'an's national center cities) / Total); Give different weightings to WI, WC, WE, WS, and WT to get the proposed docking degree of Xi'an National Central City: LSBJ = LSBJI × WI + LSBJC × WC + LSBJE × WE + LSBJS × WS + LSBJT × WT. And compare it with the coastal open highlands, inspiring the Xi'an National Central City to actively connect with the “Belt and Road” initiative. The fourth is to check the effect. Passing the assessment, it is required to open the new highland and focus on breaking through the poorly connected areas to ensure that the work in the connected areas is not behind; link the results of the assessment with the rewards of Xi'an National Central City construction. Establish a benign incentive mechanism, incorporate the performance of the “Belt and Road” initiative of various departments into the performance evaluation, and form a fierce competition situation of the “Belt and Road” initiative of all departments and areas.
2. Establish Xi'an National Central City Docking “Belt and Road” Initiative Alliance and Planning

Form a “Belt and Road” alliance to share information, cooperate to develop markets along the route, and reduce the cost of each new highland entering the markets along the route. Establish strategic alliances in different fields, such as the establishment of education alliances with universities in Wuhan and Xi'an as the main body, and universities in Chengdu, Chongqing and Zhengzhou, and deeply cultivate the education and training markets in countries along the “Belt and Road” to provide international students with education and training services of different specifications. A tourism alliance consisting of Xi'an and Wuhan tourism markets, Chengdu, Chongqing and Zhengzhou tourism markets will be established, and the national tourism markets along the “Belt and Road” will be cultivated to provide tourists with a variety of tourism services. The establishment of the Xi'an National Central City docking the “Belt and Road” initiative plan. The plan stipulates that the Xi'an National Central City will develop the areas, steps, stages, levels, and depths of the countries along the Belt and Road, covering all areas, deepening development, and investing widely. Establish a national rise strategy that adapts to the actual docking plan of the Xi'an National Central City, serves China's land rights and sea rights, and prioritizes protection of sea rights.

3. Establish a Docking Mode under the Strategy of Equal Emphasis on Land Rights and Sea Rights

In the process of formulating the “Belt and Road” initiative plan, the Xi'an National Central City must review the current situation, formulate strategic goals for the overseas market to go hand in hand with the domestic market, increase overseas market share, and achieve the mid-to-long-term goal of catching up and surpassing the domestic market. Taking the countries along the “Belt and Road” as the key areas for further cultivation of Xi'an’s national center cities, establishing an evaluation mechanism focusing on the effectiveness of the implementation of the “Belt and Road” initiative, and investigating the exit of Xi’an’s National Center’s cities along the “Belt and Road” area’s exports occupying Xi’an’s National Center cities Proportion of total exports. Examine the proportion of Xi'an National Central City’s exports to the area along the “Belt and Road” to the GDP of Xi'an National Central City. Examine the proportion of Xi'an National Central City’s exports to the area along the “Belt and Road” along the “Belt and Road”. Proportion of total regional imports. Examine the proportion of Xi'an National Central Cities ’exports to the regions along the “Belt and Road” to the total market in the regions along the “Belt and Road”. The breadth and depth of market coverage with the region is used as an indicator to evaluate the success of the docking strategy.

4. Establish a Two-pole Docking Model for the Xi'an National Central City Docking with the “Belt and Road” Initiative

Xi'an National Central City, not only must someone specialize in developing markets along the Belt and Road, but also a special network layout in countries and regions along the Belt and Road, to cultivate local markets for a long time, understand local market needs and investment opportunities, and form a two-pole docking model. The two-dimensional open pattern of Shanghai and Shanghai land. The Belt and Road Initiative includes two core parts, the Silk Road Economic Belt and the 21st Century Maritime Silk Road. Although the two core parts are mainly open to the east, the departure direction in China is different. The Silk Road Economic Belt is open to the outside world from land; the spatial trend in China is mainly open to the west, including northwest and southwest. Compared with the eastern coastal areas, the open pattern of sea and land in the east and west direction is the unique advantage of Xi'an's national central city to promote strengths and avoid weaknesses. Industry is cascade-coupled. Most of the countries along the Belt and Road are middle-income
developing countries. As a middle-income developing country, China is close to the level of economic development of countries along the Belt and Road, and the market demand is similar. The economic development of Xi'an National Central City is at a critical stage of transformation and upgrading, and the diversity of products and services is relatively obvious. The products and services of the Xi'an National Central City fit both the market needs of the countries along the Belt and Road and also complement the industrial development of the countries along the Belt and Road. Compared with developed countries, the products and services of Xi'an National Central City have the characteristics of adapting to the market demands of most countries along the Belt and Road.

Differentiated development pattern of inland new highlands. If China and the countries along the Belt and Road are compared to the two economies of investment subject and investment target, producer country and sales market, China's Belt and Road Initiative proposes to achieve comprehensive coverage of China's investment and trade in countries along the Belt and Road. Domestically, it is necessary to realize the division of labor and cooperation among the inland new highlands, to form a development and open pattern that is in line with comparative advantages, and to form a joint force between the inland new highlands, so that China has comprehensive investment and trade capabilities covering the countries along the Belt and Road. Under the guidance of the “Belt and Road” initiative, the change in the organization of production in the east will lead to the modular transformation of the central professional, and the transfer of coastal multi-industry will promote the stitching of the upstream and downstream chains in the central, which will help improve the degree of clustering. Breakthroughs in land transportation and other fields will also link the development of space in Central China's commercial services, warehousing and logistics, sea, land and air ports, and cultural ecology. The strengthening of the east-west two-way communication promotes the development of the circulation industry and free trade in the central region, and provides support for new types of functional spaces (free trade zones, comprehensive bonded zones and port processing zones, etc.). Each city should give play to its comparative advantages, adjust and optimize the space structure based on the type of function, and improve the efficiency of space production, diversification and inclusiveness, the quality of resources and the environment, and the overall carrying capacity.

Aim at key market segments along the Belt and Road. Under China’s comprehensive coverage of investment and trade in the countries along the Belt and Road, each inland new highland must pinpoint the target market positioning and target customers, connect with specific regions or markets in the countries along the Belt and Road, exert comparative advantages, and form in-depth Extensive investment and trade docking system.

Conclusion

The “Belt and Road” initiative provides opportunities for the construction of Xi'an National Central City. There are three ways for the national central city to connect with the “Belt and Road” initiative: one is the national central city butt the Silk Road Economic Belt initiative; the second is the national central city butt the Maritime Silk Road initiative; And the Maritime Silk Road Initiative.

Xi'an National Central City must be well positioned according to its comparative advantages. It can mainly cultivate markets along a single initiative, have strong competitiveness, and attack on both sides, connecting the “One Belt” initiative and the “One Road” initiative. After two stages: one is the difference Sexual stage; the second is the non-differential stage. You can also do your best while docking with the Belt and Road Initiative.

Xi'an’s national central city is precisely positioned at the initial stage of docking, deeply cultivating a single market, and choosing to adopt a differentiated strategy; clarifying the priorities of the two docking initiatives; or docking the Silk Road Economic Belt initiative, taking into account the Maritime Silk Road initiative; or Docking the Maritime Silk Road Initiative and taking into account the Silk Road Economic Belt Initiative. According to their comparative advantages, national central cities mainly support the Silk Road Economic Belt or the Maritime Silk Road initiative, and gradually form national central city groups that mainly connect with different
initiatives; coastal open cities that connect with the “Belt and Road” initiative will also gradually form cities. Group; not only forms a benign competition mechanism between open coastal cities and national central cities, but also establishes a benign competition mechanism between two groups connecting different initiatives within the national central city. The fierce competition between different groups forms a benign competition mechanism between the Silk Road Economic Belt and the Maritime Silk Road Initiative. In the benign competition between the two initiatives, the national central cities are catching up and surpassing coastal open highlands. After the central city of the country has the absolute advantage of countries and regions along its single initiative, it will simultaneously connect with the Silk Road Economic Belt and the Maritime Silk Road Initiative. After becoming bigger and stronger, we will do our best to work on both sides, and simultaneously enter the countries and regions along the Belt and Road Initiative along the two initiatives, occupying a favorable position in the markets along the two initiatives.

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