STUDY ON THE STRATEGY OF CHONGQING IN THE CONSTRUCTION OF "TWO BELTS AND ONE ROAD"
----- THE CONCEPT OF "C-EEC" URBAN STRATEGIC ALLIANCE

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This independent study has been approved as a partial Fulfillment of the Requirement of International Master of Business Administration in International Business Management

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ABSTRACT

Title: Study on the Strategy of Chongqing in the Construction of “Two Belts and One Road” - The Concept of “C-EEC” Urban Strategic Alliance

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Chongqing is a municipality directly under the Central Government in China. It is a political, economic, commercial and trade center, and a physical transportation hub. It is the connecting point and core area of the “Belt and Road” and “Yangtze River Economic Belt”, it has very important strategic position. According to China's “Two Belts and One Road” plan, Chongqing will become China's port highlands and an international logistics hub, becoming China's “two belts and one road” southwest hub. The Eastern Economic Corridor (EEC) of Thailand is the most advanced special economic zone in Thailand. It is not only the most central part of the 20-year strategic plan formulated by the new government, but also the top project of Thailand 4.0 strategy. The three provinces in the east of Thailand will establish a new economic and trade special zone, which bears the important role of Thailand in transitioning from low-end manufacturing to high-tech technology. Its geographic location is at the crossroads of Southeast Asia. It is the center of all economic corridors in Thailand, and it is also the connecting point between the Asia Pacific region and West Asia, Africa and Europe. Its strategic significance is very important.

This article is mainly based on the development plan of China's Chongqing and Thailand’s East Economic Corridor, and proposes the concept of “C-EEC” urban strategic alliance, which aims to promote the rapid growth and sustainable development of the regional economy in China and Thailand. At the same time, it can better promote the strategic adjustment of the industrial structure and the rational distribution of productive forces, so as to the advantageous industries of the two sides can complement and flow. Taking the city clusters of these two regions as the main body to implement all-round opening, and in conjunction with corresponding support policies, it will gradually play a role in radiating the surrounding areas. Under the corresponding theoretical support, a comparative analysis of the economic development goals and the

existing industrial structure of the two regions of the East Economic Corridor and Chongqing, which illustrates the necessity of building a strategic alliance and the possibility of exploring the new mode of regional economic development. In the process of designing the project, we will make full use of the comparative advantages of the two sides, rationally carry out industrial transfer and industrial division of labor, and then achieve cooperation and docking in the aspects of commercial trade, international transport and humanities exchanges, and ultimately realize the sharing of economic development results. By constructing the “C-EEC” strategic alliance not only helps to promote multi-faceted and in-depth cooperation and interconnection between the two regions, but also makes the Thailand 4.0 strategy more consistent with the planning goals of China's “Two Belts and One Road” strategy. On the one hand, the successful construction of the “C-EEC” alliance will increase the cooperation between China and Thailand, and seek more opportunities for cooperation. On the other hand, through continuous deepening of communication, it will jointly build large-scale comprehensive hub stations in Southeast Asia and East Asia, and further explore the practical possibilities of mutual benefit and win-win outcome between China and Thailand. While giving play to their respective strengths and experiences in China and Thailand, and promoting all-round cooperation in various fields, they will also increase the opportunities for third-party cooperation and eventually achieve a win-win situation for all parties. Obviously, the construction of “C-EEC” is a multinational city alliance that involves comprehensive issues. It can better interpret the concept of the community of common destiny, and it can also link the core forces of transnational cities and promote the overall development of the regional economy. At the same time, it will enhance the development quality of the alliance cities and their surrounding areas, and provide precedents and diversified templates for the establishment and management of multinational city alliances worldwide.

Key words: Eastern Economic Corridor, Urban Strategic Alliance, One Belt and One Road, Yangtze River Economic Belt

摘　要

标题：重庆在”两带一路”建设中的战略的研究

—— “C-EEC”城市战略联盟的构想

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重庆是中国的直辖市之一，是政治、经济、商业贸易中心，物理、交通枢纽，是中国”一带一路”和”长江经济带”的联结点和核心地区，其战略地位十分重要，按照中国”两带一路”规划，重庆将建设成为中国的口岸高地和国际物流枢纽，成为中国”两带一路”的西南枢纽。泰国东部经济走廊（EEC）是为泰国的最先进的经济特区，新政府制定的 20 年战略计划的最重要的核心一环，泰国 4.0 项目的头等项目，以东部三府建立一个全新的经济贸易特区，承载着让泰国从中低端制造向高新技术科技转型的重要作用，其地理位置处于东南亚的十字路口，是泰国各个经济走廊的联通中心，是亚太地区与西亚非洲欧洲的连接点，战略意义十分重大。

本文为重庆和泰国东部经济走廊设立”C—EEC”进行城市联盟战略构想，旨在促进泰国和中国的区域经济加速增长和可持续发展；更好的推动产业结构的战略性调整和生产力的合理布局，使双方优势产业互补与流动。以这两个区域的城市群作为主体实行全方位开放，并结合相应的支持政策，逐步对周边区域起到辐射带动的作用。在相应的理论支撑下，对泰国东部经济走廊和中国重庆两大区域的经济发展目标、现存产业结构等多方面的实际情况进行对比分析，从而说明了构建城市战略联盟的必要性，并探索区域经济发展的新模式。在进行方案设计过程中，充分利用双方比较优势，合理地进行产业转移和产业分工，进而达成在商业贸易、国际联运、人文交流等方面的合作对接，最终实现经济发展成果的共享。通过构建”C—EEC”城市战略联盟不仅有助于推动两个地区的多方面、深层次的对接合作和互联互通，也可以使得泰国 4.0 战略和中国两带一路的战略的规划目标有更高的契合度。对于”C-EEC”联盟的成功构建，一方面会加大中泰两国的合作力度，寻求更多合作机遇，另一方面通过不断加深沟通，共同打造东南亚和东亚区域的大型综合枢纽站，进一步探寻中泰两国互利共赢的现实可能性。在中泰两国发挥各自的优势和经验，推动在多个领域的全方位合作的同时，也会增加第三方的合作机会，最终实现多方共赢。

显然，”C—EEC”的构建是一个涉及综合议题的跨国城市联盟，它能更好的诠

释命运共同体的概念。它能联动跨国城市的核心力量，促进区域经济的全面发展，同时提升联盟城市及其周边区域的发展质量，为世界范围内跨国城市联盟的构建和管理提供先例和多样化的模版。

关键词：东部经济走廊，城市战略联盟，一带一路，长江经济带

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CHAPTER 1
INTRODUCTION

1.1 Research background

Since the new century, especially after the international financial crisis, the imbalance of the world economy has been intensifying. The major Western economies have been trapped by high debt and high unemployment. Emerging market countries have become the new engine of the world economy. The global economy has accelerated its transition from the Atlantic Ocean to the Pacific Ocean. Under the complex and ever-changing global economic situation, more and more countries have taken the approach of regional economic development in advance, and each host country has managed to achieve the goal of mutual benefit through the establishment of partnerships.

Does the 'One Belt, One Road (OBOR) initiative' represent a mere nostalgic rhetoric, summing up a wider range of policy initiatives, based on two different regional levels, or is it a bold statement of China's new geopolitical grand strategy? In its geographic focus the 'OBOR initiative' comprises locations which are already within the Chinese government's focus of interest – Central Asia and Southeast Asia with an extension to Europe, as a primary destination for its exports. Consequently, the 'OBOR initiative' can be viewed as a framework of existing political-economic interests of the Chinese government that are aligned to a wide range of different policy proposals. Following such a line of argument one may understand OBOR as the emergence of various processes of regional and sub-regional integration dynamics in which the Chinese leadership will take a more active role. Conversely, one may emphasize the qualitative and explicit adaptions within the 'OBOR initiative' that constitutes China's contemporary geopolitical grand strategy. A final salient point that is demonstrated here, is that this initiative shows that geography continues to shape geopolitics even though we are living in a supposed globalized world (Ploberger, 2017).

In addition, in the current international alliance's cooperative relations, there has not yet been a form of strategic alliance formed by certain regions of the two countries. Therefore, the author believes that if Chongqing and the Eastern Economic Corridor are

united to form a strategic alliance of cities, these two regions with great potential for development will bring greater benefits to the economic development of the two countries and even the greater region.

1.2 Research purpose and significance

In the existing research literature, the global strategic alliance is mainly concentrated in the alliances of cities, alliances of the environment, and alliances of trade, etc., and a highly integrated coalition has not yet formed. At the same time, under the pattern of global economic development tending to be diversified, the development of the regional economy is gradually falling into the bottleneck phase of development. Therefore, it is very important to explore new economic development models.

This paper takes the Eastern Economic Corridor and Chongqing as the research topics, and takes the description of its development status as the starting point of the research, and proposes to construct the “C-EEC” urban strategic alliance vision to explore a new model of regional economic development. By constructing the “C-EEC” alliance, on the one hand, it will bring new development opportunities for China and Thailand, and provides the world with diversified forms of economic development. On the other hand, it will explore new development models to break the bottleneck of regional economic development.

1.3 Research framework and content

This article first elaborates on China's “One Belt and One Road” and the development strategy of the Yangtze River Economic Belt. It illustrates the central position of Chongqing in China's development strategy and emphasizes its importance. Second, it analyzes the development plans of the economic corridor in the east of Thailand. It concludes that the Eastern Economic Corridor has a key strategic position and good prospects for development. Finally, it proposes the concept of a “C-EEC” urban strategic alliance, carries out feasibility analysis and proposes concrete construction plans.

The specific content of this paper is as follows: The first chapter, introduction. It mainly introduces the background proposed in this paper's topic, the research purpose and methods of the related papers, etc. It also elaborates on the innovations and deficiencies of this paper. Chapter 2 is the general situation of the “One Belt and One Road” and the Yangtze River Economic Belt. This chapter mainly introduces the development status and development prospects of the “two belts and one road” construction, and sums up the important role of the world's future development pattern of the “two belts and one road”

strategy. In the third chapter, Chongqing will build the “two belts and one road”. The importance of Starting from the status quo of Chongqing’s development, it shows that Chongqing’s advantages in the construction of the “two belts and one road” fully demonstrate Chongqing’s important position and role in China’s strategic development planning; Chapter IV, the East Thailand Economic Corridor. A detailed description of the construction and development of the Eastern Economic Corridor can be found in detail. The comprehensive development can be found that the East Thailand Economic Corridor is not only located in a superior geographical location, but also has huge development space; Chapter 5, “C-EEC City” “Strategic alliance” design. The hypothesis of the concept of “C-EEC urban strategic alliance” is put forward, and the feasibility analysis of the idea is carried out through comparative analysis and other methods, and the corresponding design scheme is further formed using theory.

1.4 Research methods

This article mainly adopts qualitative research methods.

The first is the literature analysis. It mainly analyzes the domestic and foreign documents of network data, databases, newspapers, etc., and analyzes the theoretical basis and source suitable for this article.

The second is case analysis. Through the analysis of the operating modes of the eight existing alliances at home and abroad, it seeks to provide reference for the construction of the “C-EEC” urban strategic alliance, and draws the major constraints to the construction of the alliance.

The third is comparative analysis. Compare the economic development goals, industrial clusters, urban construction, and transportation planning of the Chongqing-East Economic Corridor, and proceed from the actual development of the two regions, combining national strategies such as the “Two Belts and One Road” strategy and the Thailand 4.0 strategy. Designed a concrete implementation plan for the “C-EEC” urban strategic alliance.

1.5 The innovation and inadequacy of this article

So far, most of the World League of International Organizations are non-profit and non-governmental organizations. In the case of inter-state alliances, they tend to have a cooperative alliance with a specific theme and have not yet formed a comprehensive

development alliance in the two regions. This article proposes the concept of this vacancy, and carries out strategic cooperation between the two countries with good development prospects. Based on the point-axis development theory, the concept of “C-EEC urban strategic alliance” is put forward to seek a new model for regional development.

There are still deficiencies in the design and actual operation of the paper's proposal. This is not only due to the complexity of the actual situation, but also to the political, economic, and cultural constraints of the two countries. Considering comprehensively, this idea still exists only at the theoretical level, but if it is viewed as a model for future development, it still has certain reference significance.

CHAPTER 2
LITERATURE REVIEW

Chen (2016) believes that the key to the implementation of the strategy of the Yangtze River Economic Belt is to improve the competitiveness of the economy along the Yangtze River Economic Belt, driving forces, supporting forces, radiation forces, and maneuvering forces. Cao (2016) believes that with the “One Belt and One Road” as the background, the cooperation between Chongqing Jiangbei International Airport and Singapore Changi Airport will be based on the realization of China-Singapore interconnection and interoperability, which will create the backbone of the Aerial Silk Road. Shen (2017) combined with the deviation-share analysis method and the index method to conduct empirical research, obtained the key points of industrial development of the Yangtze River Economic Belt, combined the regional advantages and relevant policy documents, and designed the overall idea of optimizing the spatial layout of the Yangtze River Economic Zone. Fu (2017) is based on the “One Belt, One Road” approach to urban agglomerations within the Yangtze River Economic Belt. It uses the spatial linkages of various production factors as the background for the analysis of national strategies, and uses social network analysis tools to analyze the “One Belt and One Road” and the Yangtze River. Research on Status Quo and Relocation of Commonly Emitting Areas in Economic Belts. Yang (2017) believes that through the Yangtze River Economic Belt to link the land and sea Silk Road, China’s resources and production capacity can be effectively allocated and rationally deployed. The strategic cooperation focuses on the Yangtze River’s mid-lower reaches of urban agglomerations, Central European Classes, and Yangtze River Gold. Watercourses, industrial structure and upgrades, free trade zones, and open economy construction. Zhang (2017) believes that the “Belt and Road” strategy is in line with the needs of China's actual development, in line with China's industrial restructuring and upgrading requirements, but also in line with the trend of world economic development, is conducive to achieving multilateral cooperation and win-win and enhance China's international Strength in trade competition.

Lu (2014) demonstrated the feasibility of the “point-axis development” theory and the implementation of the “T”-shaped macroeconomic strategy for China's land development and economic layout. He believed that the Yangtze River Economic Belt construction strategy is long-term and has potential. Huang (2014) studied the evolution of three industrial structures in the Yangtze River Economic Belt and analyzed the influencing factors of its evolution. Cao (2015) used spatial autocorrelation and spatial econometric methods to analyze the spatial-temporal evolution and influencing factors of the regional economic differences in the Yangtze River Economic Belt, and illustrated the overall

development trend of the Yangtze River Economic Zone, where the regional economic disparities first increased and then decreased. Fan (2015) analyzed the spatial development structure of the national economy of the Yangtze River Economic Belt from two aspects: the status of the Yangtze River Economic Belt in the nationwide spatial development pattern, and the characteristics of the Yangtze River Economic Belt development spatial structure. Fang (2015) believes that the Yangtze River Economic Belt is an important support zone for the transformation of China's regional development from the “T” strategic pattern to the “H” strategic pattern under the new normal. Fang (2015) took the member cities of the “Coordination Meeting” of the Yangtze River Economic Belt as the research object, measured the urban energy level in the Yangtze River Economic Belt, determined Shanghai, Chongqing, Wuhan and Nanjing as the core cities, and used the fracture point model and the economic radiation field strength. Models, measure core city influence. Liu (2015) systematically analyzed the main features of the development of the Yangtze River Economic Belt since the reform and opening up, and conducted in-depth anatomy of the major issues faced during the development of the Yangtze River axis, from economic growth, land and space development, shipping construction, industrial development, resources and environment, In seven aspects, such as urbanization and institutional mechanisms, some suggestions for the recent construction of the Yangtze River Economic Belt have been proposed for reference and discussion by the government and academia. Zheng (2015) pointed out that the regionalization of the Yangtze River Economic Belt is an obvious feature of the industry. Independent innovation has become an important driving force for industrial development. Regional urban clusters have begun to emerge, and potential node cities are important support points for urban communities and other new perspectives. Zou (2015), based on the economic contact network model, combines social network analysis method with nuclear density estimation method, and empirically analyzes the economic contact network structure, central nodes, network density, and network subgroup characteristics of the Yangtze River Economic Belt and proposes corresponding Suggestions. Zhang (2017) objectively analyzes the current socio-economic level of the Yangtze River Economic Belt, indicating that the Yangtze River Economic Belt has a good development base and room for development.

Jin and Liu (2004) through the study of the new things in the city alliance, reveals the connotation of the city alliance, establishes the inner motivation of the city alliance and the value creation mechanism of the city alliance. Xu (2015) studied the overall characteristics of the 15 major smart city alliances abroad according to the model of cooperation and summed up the experience of fostering and developing advanced foreign alliances. Zhao (2017) believes that the establishment of the “G20 Summit Cities Alliance” with Hangzhou as the launching city will not only help the forces of the world cities to solve urban problems,

sing the concept of human destiny community, but also promote the internationalization of Hangzhou cities. Effective path and important breakthroughs.

Hu (2003) analyzed the economic mechanism of the Yangtze River Economic Belt to promote Chongqing's economic development from the three aspects of the division of labor effect and the trade expansion effect. Qiao (2004) believes that Chongqing should strengthen cooperation and collaboration with other provinces and cities in the Yangtze River Economic Belt, speed up the process of urbanization, develop large-scale commercial trade, do a good job of circulation, and give play to the main role of large-scale enterprise groups in the development of the Yangtze River Economic Belt. Fu and Li (2014) expounded the status of Chongqing economy in the “One Belt and One Road” major strategic direction, and proposed some suggestions for Chongqing’s foreign trade development and existing opportunities. Feng (2016) believes that regional financial centers, as a gathering point for regional finance, play an important role in the allocation of financial resources and economic development in the region. Liu (2016) analyzes the new issues facing Chongqing and the new mission it undertakes based on geographical location and economic conditions, and summarizes new features and trends presented by Chongqing's international logistics development. Zhang (2016) analyzed the principles of the establishment of an international metropolitan index system, compared the research results of other domestic scholars on the international metropolitan index system, and tried to establish an index system for the construction of an international metropolis in Chongqing. Li and An (2017) believes that Chongqing is located in Longwei and is the deep hinterland of the Yangtze River Economic Belt strategy. It will undoubtedly become the key to the development strategy. Zhang (2017) elaborated the status of Chongqing economy in the “One Belt and One Road” major strategic direction, the opportunity, potential and status quo of Chongqing's merchandise trade since the implementation of “One Belt and One Road”. Geng (2017), through analyzing the advantages and disadvantages of the current development of logistics industry in Chongqing, recognized the development prospects of Chongqing logistics industry under the “One Belt and One Road” strategy, and proposed countermeasures and suggestions that could further promote the development of the logistics industry.

Du (2017) think One Belt, One Road initiative, as a centrepiece of China’s limitless economic rise, offers ample room for lawyers and law firms to generate new work and capitalize on new opportunities. Addressing short-term and long-term expectations of lawyers, and approaches utilized by law firms to authentically connect with potential clients, this study offers further insight into practice areas of current and future demand, and law firms outreach activities and strategies. Liu (2017) think the results show that Chinese

OFDI in OBOR countries are highly sensitive to exchange rate (ER) level, market potential, openness, and infrastructure facilities of host countries. The determinants of Chinese OFDI in OBOR countries differ from those outside. Tsao (2015) think recent news on “One Belt One Road” initiative proposed by China are plans for the Silk Road Economic Belt on the land and the 21st Century Maritime Silk Road on the sea, is an infrastructure investment that will take decades to build involving 65 countries and 4.4 billion people or 63% of the world’s population. Lai and Guo (2017) thinks One Belt and One Road” strategy in China is on push of foreign trade openness at northwest, southwest and northeast, absorption of the excess capacity and new support for economic increase. One Belt One Road Exchange Rate Index (OBORR) and the RMB Effective Exchange Rate Index (CNYX) into trend term, market fluctuation term and noise term using improved singular spectrum analysis.

Spicer (2016) discusses plans for the participation of a Canadian delegation in the Belt and Road International Food Expo to be held in Hong Kong, China in 2018. To be led by Vancouver area-based nonprofit North America Investment Association (NAIA), the group expects to bring Canadian agricultural products along the Chinese One Belt and One Road Initiative routes linking China to Europe. NAIA president Amy Huang has urged provincial governments to support small businesses in going abroad. Ren and Ma (2015) analyzed the regional economic growth and developing situation objectively has realistic meaning for us to understand the real situation of economic development and promote Chinese companies' participating in economic cooperation with south Asia countries in Indian Ocean rim region. Hu (2015) offers information on the seminar entitled “Economic Development, and Cooperation among Nations, or, Economic Collapse, War and Terror? The New Silk Road Becomes the World Land Bridge,” was held at the Russian Cultural Center in Copenhagen, Denmark, on January 30, 2015. Helga was the keynote speaker. Hu Yi, First Secretary of the Embassy of the People's Republic of China in Denmark, spoke about the development of Silk Road infrastructure.

CHAPTER 3
METHODOLOGY

3.1 Regional Economic Growth Theory

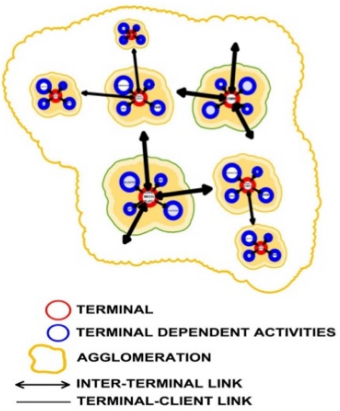
3.1.1 Point-axis progressive diffusion theory

The point-axis progressive diffusion theory was first proposed by Poland's Salumba and Malius, who had been one of the key models of Poland's national regional development planning in the early 1970s. In 1984, on the basis of the Lu Avenue, academician of the Chinese Academy of Sciences, the two elements of “point” and “axis” were combined in the development model of the same space, and using the network analysis method, the national economy was regarded as consisting of points and axes. The spatial organization form put forward the “point-axis development theory”, emphasizing the spatial organization of social and economic elements in the process of developing from point to axis and eventually extending to the spatial diffusion process and pattern of the agglomeration area. This theory is mainly based on the growth pole theory, the growth axis theory and the central theory. At present, China has adopted the “point-axis development theory” as the main idea of the space development strategy in the “Outline of the National Land Program.”

1. The foundation of “dot-axis” development theory

The growth pole theory was first proposed by the French economist Francois Perroux and later by another French economist J.B. Boudeville. This theory believes that regional economic development mainly depends on a few areas and a few industries that have better conditions. It should cultivate a small number of well-conditioned areas and a few well-conditioned industries into economic growth poles (as shown in Figure 3-1). And growth will inevitably lead to diffusion or drip effects that will benefit underdeveloped regions. The polarization effect refers to the positive feedback caused by the economically developed regions' attraction to the economic factors (talents, funds, materials, etc.) in underdeveloped regions; trickle-down theory refers to the economically developed regions that purchase products and services from economically underdeveloped regions. Injecting momentum into the development of developed regions is like watering saplings. In addition, according to the “Polarization trickle-down effect” put forward by A.O. Hirshman, a well-known American development economist, it is believed that under the influence of market forces, the polarization effect is always dominant. This will lead to an increase in imbalances between regions. To maintain a relatively balanced region, it is necessary to make the trickle-down effect dominant.

Figure 3-1: Growth axis theory



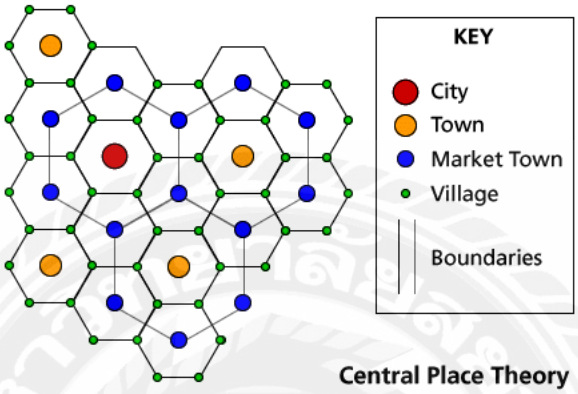
The growth axis theory was proposed by the German scholar Werner Sombart in the 1960s. The theory holds that with the construction of important transportation links (railroads, highways) connecting central cities, new favorable locations will be formed, not only promoting the flow of population, technology, capital, and information, but also reducing the exchange of information and transportation of goods. cost. The new traffic trunk will have certain advantages in facilities and technology. On the one hand, it will have great attraction for the labor force and industry. On the other hand, it will form a good and high-quality investment environment, which will lead to a large number of new industries and populations. The aggregation of traffic lines has spawned new urban clusters and industrial clusters.

The central place theory was proposed by German urban geographer W. Christaller and economist A. Lösch in 1933 and 1940, respectively. This theory mainly discusses the regularity of the grades, scales, and functions of cities and towns within a certain region or country. First, in order to seek to govern the distribution of cities and the scale of urban scale, starting from the assumptions of the premise, using the deduction method to logical reasoning, to get a description of the relationship between the regular hexagon; Secondly, the scope of service at the center of the same level has a tendency of being distributed in a regular hexagon around the center. Taking the principle of distance being the nearest, each of the residents in the hexagon will generally choose the center within the hexagon when seeking for consumption. Land, rather than other centers; Finally, multiple service areas of the same level of centrality are spatially distributed in a honeycomb, that is, they consist of multiple regular hexagons. (as shown in Figure 3-2).

Economic agglomeration displays various spatial patterns serving as a cradle of regional development and prosperity. Cities and towns in southern Germany, which are

spread out with geometrical orderliness, led to the finding of hexagonal distributions in central place theory. A chain of cities extends from Boston to Washing- ton DC in a closed long narrow corridor between the Atlantic Ocean and the Appalachian Mountains. Some spatial agglomerations are unstable and transient, but several spatial agglomerations have developed and prospered stably worldwide.

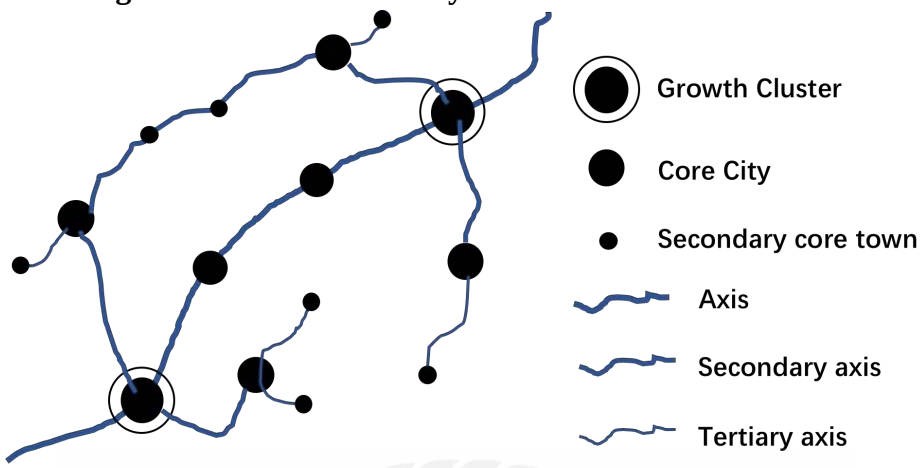
Figure 3-2: Sketch map of the center



2. The core meaning of “point-axis” development theory

From the point of view of regional economic development, the economic center is always located in a few favorable conditions and is dotted. This is the “point” in the development model of the point axis and is also the so-called regional growth pole. With the continuous development of the economy, a number of economic points will form a similar “axis” such as communication lines, power supply lines, and water supply lines because of the exchange of production factors. The formation of the axis attracts a large number of production factors, which in turn generates new growth points, and so on. This forms the point axis development theory. More specifically, determine the growth poles in the region based on factors such as regional advantages, traffic conditions, factor endowments, and development potential, and formulate relevant support policies to focus on development; then, clearly define the core cities on the axis and continue to increase the economy. In close connection, we use comparative advantages to plan the layout of key industries and position the city's development direction. Finally, with the substantial increase in the economic strength of these core cities, we will play a role in radiating the surrounding areas, and develop the development axis and economic belt. It is even more obvious that different levels of “point-axis” systems have been formed, and at the same time, the hierarchy of lower-level central cities and lower-level development axes has been further determined. In short, the point-axis development theory is actually going from the economic centers (points) of different sizes in the developed regions to the undeveloped regions along the traffic routes (axes).

Figure 3-3: Progressive Diffusion Theory



3. Point-axis development theory application ideas

The overall ideas for the construction of the "Chongqing-Thailand Strategic Alliance" using the "Pole-Axis Development Theory" are as follows: First, the development of the axis line along the coast along the river and the opening of the "iron, road, water, and air" line axis; secondly , select the East Thailand Economic Corridor region as the growth pole of Thailand and even Southeast Asia, and select China's Chongqing as the first-level growth pole of China's Central and Southwestern region and even China; finally, implement the all-round opening with two growth poles as the core and match them accordingly. The support policy has gradually led to radiation in the surrounding areas.

3.1.2 Network Development Theory

In fact, the network development theory is an extension of the point axis development theory. The theory emphasizes the extension of transport networks, economic networks and growth points, and the radiation role of development axes. It strengthens the links between nodes in the region and the hinterland, hinterland and hinterland, in order to broaden the breadth of economic activity and increase the flow rate, thereby promoting regional economic development. Balanced development of integration.

1. The connotation of network development theory

The premise of the network development theory is that after the development of the regional economy to a certain extent, various types of central towns and traffic lines are naturally formed, that is, the influence of the growth pole and the development axis is continuously expanding, which will lead to the formation of products within a larger area. The mobile network, communication network, and transportation network of labor, capital, information, technology, and other factors of production have strong economic strength and

regional policy coordination capabilities. Under this premise, the theory emphasizes the extension of economic development from the development axis to the development domain, strengthening the breadth and density of exchange of production factors between the growth pole and the entire region, and promoting regional economic integration. At the same time, we will increase the relevance of the economic network outside the region and realize the rational allocation and optimization of more factors of production within a larger space so as to further promote the coordinated development of the regional economy.

2. The application of network development theory

As we all know, the characteristics of the point axis development theory emphasize the key development of the core cities, and this approach will inevitably lead to regional economic imbalances in the long term. The theory of network development has emerged on this basis. This theory pays more attention to the balance of development and Decentralization means that the growth pole and the development axis will gradually spread out and move outwards, thereby realizing the balanced and coordinated development of the regional economy.

In the construction of the “Chongqing-Thailand strategic alliance”, considering both as a regional growth pole, it should be combined with the theory to implement corresponding strategies to better coordinate the imbalance of regional economic development; Both of them should transform, renew, diffuse, and transfer the existing traditional industries. On the other hand, both of them need to fully develop new districts in order to balance the economic layout. It is worth mentioning that the point-axis development theory and the network development theory are not independent of each other, but interoperable. In this process, new and old point axes are needed, that is, the continuous gradual diffusion between the traditional industrial area and the new development area. Intertwined with latitude and longitude, an economic network system is gradually formed in space.

3.1.3 Gradient transition theory

In 1966, American scholar Raymond Vernon proposed the “industrial product life cycle theory” that the product market life is similar to the human life span and needs to go through the lead-in period, growth period, maturity period, and recession period. Different cycles in different countries will eventually lead to different competitive advantages. Subsequently, the relevant scholars applied the “industrial product life cycle” to inter-regional industrial transfer activities to form a gradient transfer theory. This theory holds that the development of regional economy is inevitably subject to developmental gaps.

Therefore, high gradient regions are the industry will gradually shift to low-gradient regions, thereby realizing regional economic integration.

1. Characteristics of the transition of regional economic gradients

First of all, the gradient shift is a movement of regional economic development gradient difference, which is the transition from the high-gradient area centered to the low-gradient area level one level land, also the so-called “industrial area into the lower level” phenomenon; Secondly, Gradient transitions usually take place in the development or maturation phase of new high-tech or new industries in high-gradient regions. Most of them are standard general-purpose or labor-intensive projects; Third, market competition is the intrinsic driving force of the gradient, which includes both the development of emerging markets and the transition of saturated markets; From the second, the essence of the gradient is to realize the upgrading of technology and the upgrading of the industry as the market continues to expand; Finally, judging the gradient level of an area is not simple. The issue of geographical location is based on the level of economic development in various regions, especially technological innovation and institutional innovation.

2. application of gradient transfer theory

Gradient transfer theory is mainly used in this paper to build two core regions of “Chongqing-Thailand strategic alliance”. On the one hand, the East Thailand Economic Corridor (EEC) is used as a high-gradient region in Thailand, gradually moving to the low-gradient region at a first-level level; on the other hand, China’s Chongqing is regarded as the core city of China and plays a certain role in the economic development of neighboring cities. At the same time as the use of radiation, the industries with high-gradient industrial zone conditions gradually moved to other non-developed economic regions.

3.2 River Basin Economics Theory

3.2.1 The theoretical connotation of basin economics

From the nature point of view, the river basin is the collective name for the catchment areas surrounded by the surface water and groundwater distribution lines, and it is a hydrogeological unit with clear boundaries and independent but closely connected systems from the upstream origin to the downstream estuary. In terms of economic attributes, the river basin is based on the integrated development of rivers and water resources to operate and develop the social system of the national economy so as to achieve the purpose of promoting regional economic development.

Watershed economics is a special type subordinate to regional economy. It is a

comprehensive applied subject, and its research object is the development and utilization of water resources in the basin and the related economic problems in the development of the basin. In theory, watershed economics is centered on the rational use of water resources, basins on the scope of watershed, and aims to improve economic interests. It explores and studies the development and utilization of water resources in the basin, its protection, and the economic development of the river basin associated with it. problem. In fact, the river basin economy regards the cities along the river basin as the supporting point and core of the regional economy, and regards the coastal water and land transportation logistics system as the cornerstone and hub of regional development, and then completes the mission of promoting the comprehensive economic development of coastal and alongside cities.

3.2.2 The spatial differentiation of the basin economy

The economic spatial differentiation of basins refers to the differences in the resource endowments, geology, hydrological conditions, and economic foundations of the natural units, so that the focus of watershed development is also different. In addition, the relevant policies issued by various regional governments are the varying degrees of effect naturally lead to uneven development of the economic development of the basin.

First of all, the spatial differentiation of the basin's economy is reflected in the sectoral differences. This is because the differences in the degree of economic development and speed in different sections of the middle and lower reaches of the river basin lead to differences in industrial gradients and economic levels; secondly, it is reflected in the economic division of labor. Due to the respective strengths of the resource endowments of the sector, differences in divisions and divisions of labor are generated. Finally, the spatial layout is also reflected, and various spatial structures are formed according to the different developments of the watershed sections. , Such as “point-axis-circle”, “core-edge”, “dual core” and other forms.

3.2.3 Significance of the application of economic theory in river basins

In this paper, the basin economic theory is mainly applied to the strategic deployment of the Bangpakong in the East Economic Corridor and the Yangtze River Valley in Chongqing, China. First, the use of watershed theory to promote the complementarity and flow of elements within the two major rivers; Second, the better development of the economy within each region of the river basin can better play the role of radiation promotion in the central city; Third, the economic development of the basin can promote Thailand and China's regional economy is accelerating its growth and sustainable

development; Fourth, it is better to promote the strategic adjustment of the industrial structure and the rational distribution of productive forces.

3.3 Industry Distribution Theory

3.3.1 The meaning of industrial layout theory

The industrial layout theory gradually formed during the early 19th century and the middle-20th century. Industrial layout refers to the geographical distribution and composition of industries in a country or region. The development of a country or a region's industries must ultimately be implemented in a certain economic region, so that the layout structure of the industry in different regions is formed. The research content of the theory mainly involves three aspects: the spatial distribution of the industry, the concentration of the enterprise's space, and the spatial distribution of resources. In practical application, the overall industry distribution can be analyzed from the perspective of the state, and the distribution of regional industries can also be analyzed from the perspective of the region. It is also possible to conduct an inspection of the industrial layout from a transnational perspective. From the perspective of the development history of industrial layout, with the progressive development of the productive forces, the industrial layout also shows the characteristics of regularity (Table3-1).

Table 3-1: Characteristics of Industrial Distribution

Productivity development stage	Energy power	production tool	Transportation	The main features of industrial layout
Agricultural Society	Manpower, animal power, hydraulic power	Stoneware, bronze, iron, manual machinery	Rickshaw, cart, sailboat	Agricultural natural conditions play a decisive role in the distribution of industries; The layout of the industry is obviously dispersive.
The first technological revolution (Late 18th Century - Early 19th Century)	Steam power	Steam machinery	Steam trains, steamships	Industrial to power bases (coal producing areas) and land transport hubs; The industrial layout is decentralized and concentrated.
The second technological revolution (Late 19th - early 20th century)	Electric power, internal combustion power	Electrical machinery, machinery	Diesel locomotives, electric locomotives, automobiles, airplanes, internal combustion engines	The role of transportation, geographical location and other conditions in the industrial layout continues to strengthen; Industrial layout from concentration to further concentration.
The third technological revolution (after WWII)	atomic energy	Electronic computer, robot	Space Shuttle, Spacecraft, High-Speed Vehicles	High-tech talents and fast and convenient transportation hubs have become important conditions for the formation of industrial layout; In the industrial layout, there are various new situations, such as “front-sea type” and “air-to-air type”; The future industrial layout will shift from excessive concentration to moderate dispersion.

3.3.2 Determinants of Industrial Distribution

The factors that determine the status of industrial layout mainly include the following points: First, the geographical location factors. Different geographical locations will lead to different production conditions, which will affect the industrial layout. Second, natural factors. The differences in natural conditions and natural resources will also have an impact on the industrial layout. For example, mineral resources have created the mining industry, natural landscapes have contributed to tourism, high-quality soils and climatic conditions are suitable for the development of characteristic agriculture, etc.; third, economic factors. Economic factors, including factors of production, market conditions, infrastructure, regional division of labor, economic development level, and external economies of scale, have a certain degree of influence on the industrial layout. For example, labor surplus forms a labor-intensive market, and coastal areas promote the concentration of export industries. The regional division of labor determines the nature and scale of the industrial layout; the fourth is scientific and technological factors. The advancement of science and technology will not only determine the depth and breadth of the exploitation and utilization of natural resources, but will also affect the industrial structure and transportation, and thus have a certain impact on industry orientation. Fifth, it is a social factor. The influence of social factors on the industrial layout is mainly the degree of political civilization and social civilization, and its influence is relatively small.

3.3.3 The theoretical basis

1. Comparative advantage theory of industrial layout

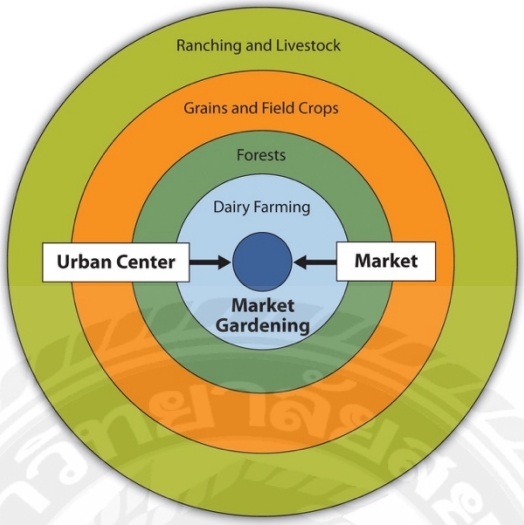
The theoretical system is mainly based on the comparative advantages of regional production of industrial layout, but different periods of the interpretation of the theory of economists are also different, Adam Smith believes that the industrial layout should be in the lowest cost of production; David Ricardo It is believed that the industrial layout should be in the region with the highest relative advantage; Heckscher-Ohlin believes that the industrial layout should be in the region with the most abundant production factors according to the resource endowment theory.

2. Location theory of industrial layout

The agricultural location theory was proposed by the German economist Johann Heinrich von Thunen in 1826. Its core idea is that as the market distance changes, the transportation costs also change. This in turn affects the geographical distribution of agricultural land management practices and the agricultural sector. At the same time, under the premise of theoretical assumptions, Thunen came to the principle that the “intensity of agricultural planting is inversely proportional to the distance of the market” and formed six

agricultural distributions with concentric management circles, namely “Thunen circle. “model.

Figure 3-4: Thunen circle



The industrial location theory was proposed by German economist Alfred Weber in 1909. The theory emphasizes the decisive role of location factors on production location, which will attract industrial production to the areas with the lowest production costs. Among them, the analysis of location factor is the core content of the theory, and the reasonable industrial location is determined through analysis.

3.3.4 Application of industrial layout theory

The international division of labor and international industrial transfer are special expressions of the industrial layout in the global scope. The rational use of the industrial layout theory enables the strategic deployment of economic development based on the actual conditions of the existing industries in the East Thailand Economic Corridor and the two major regions in Chongqing, China. International division of labor is the premise and basis of industrial transfer, and industrial transfer also plays a major role in the evolution of the international division of labor pattern and changes the pattern of international division of labor. Therefore, based on the comparative advantages of the two parties, this paper reasonably arranges industrial transfer and industrial division of labor to achieve the sharing of economic development results.

CHAPTER 4
THE OUTLINE OF "TWO BELTS AND ONE ROAD"

4.1 The Meaning of "One Belt and One Road" and Development Process

4.1.1 The Connotation of "One Belt and One Road"

The One Belt One Road Strategy is the "Silk Road Economic Belt" and the "21 Maritime Silk Road" proposed by President Xi Jinping in September and October 2013. It mainly refers to taking China as the starting point to form an economic link between the two major Asian and European economies. Channels and economic corridors. Among them, "One Belt" is a land passage similar to the ancient Silk Road. It is mainly to establish a mutually beneficial and win-win cooperative relationship with countries along the road; "One Road" is a global ocean strategy that cooperates with more countries and regions. From the perspective of the overall strategic location of the One Belt and One Road, at the eastern end is East Asia with economic development vitality, at the western end is the extension to the highly developed European economic circle. Central Asia, South Asia, and Southeast Asia are the developing countries or emerging economies connecting the east and the west. Utilizing survey method, this study offers a new insight into what are the expectations within the legal services industry in PRC, and what are some of the peculiarities stretching lawyers beyond their traditional roles (Yu, 2017).

The contents of the "OBOR Initiative" mainly include Policy coordination, Facilities connectivity, Unimpeded trade, Financial integration, and People-to-people bond, covering key cooperation areas between China and countries along the route. It has been four years since the initiative was put forward. During this period, the effectiveness of the construction of the OBOR Initiative has also become apparent. As of 2016, the sum of GDP of 64 countries along the Belt and Road project is forecast at $12.0 trillion, accounting for 16.0% of global GDP; the total population is $3.21 billion, accounting for 43.4% of the global population.

The first is deepened policy connectivity. Countries along the Belt and Road may fully coordinate their economic development strategies and policies, work out plans and measures for regional cooperation, negotiate to solve cooperation-related issues, and jointly provide policy support for the implementation of practical cooperation and large-scale projects, such as the Eurasian Economic Union of Russia, the Master Plan on ASEAN Connectivity, the Bright Road initiative of Kazakhstan, the Middle Corridor initiative of Turkey, the Development Road initiative of Mongolia, the Two Corridors, One Economic Circle initiative of Vietnam, the Northern Powerhouse initiative of the UK and the Amber Road initiative of Poland. Business process outsourcing services to clients associated with the OBORI that could be summarized as follows: Legal services: corporate law;

international procurement law; incorporation of subsidiaries and representative offices; joint ventures; M&A; due diligence; mercantile, distribution, and customs law; maritime; transportation and shipping law; investment protection; strategic sectors; foreign investment law and currency law; local employment law; and assistance with arbitration proceedings, among others.

The second is enhanced infrastructure connectivity. China, in cooperation with relevant countries, has accelerated the building of Jakarta-Bandung high-speed railway, China-Laos railway, Addis Ababa-Djibouti railway and Hungary-Serbia railway, and upgraded Gwadar and Piraeus ports. A large number of connectivity projects are also in the pipeline. A multi-dimensional infrastructure network is taking shape, underpinned by economic corridors such as China-Pakistan Economic Corridor, China-Mongolia-Russia Economic Corridor and the New Eurasian Continental Bridge. The network features land-sea-air transportation routes and information expressway and is supported by major railway, port and pipeline projects. China having the same rate of stable growth in the coming years as it has had in the past, as well as continuously opening up to the outside world and maintaining a massive scale of imports from, and exports to, the rest of the world.

The third is increased trade connectivity. Trade between China and other Belt and Road countries exceeded 3 trillion U.S. dollars in the 2014-2016 period, and China's investment in these countries surpassed 50 billion dollars. Chinese companies have set up 56 economic cooperation zones in over 20 countries, generating some 1.1 billion dollars of tax revenue and 180,000 jobs for them. The total foreign trade of countries along the Belt and Road in 2016 was $ 718.85 billion (21.7% of global trade volume), and the total direct investment in countries along the “Belt and Road” route was US$ 14.5 billion, accounting for approximately China’s total foreign investment is 8.5%.

The fourth is expanded financial connectivity. China has engaged in multiple forms of financial cooperation with countries and organizations involved in the Belt and Road Initiative. The Asian Infrastructure Investment Bank have provided 1.7 billion dollars of loans for nine projects in Belt and Road countries. At the end of 2014, China invested US$40 billion to establish a Silk Road Fund to specifically support infrastructure construction, financial cooperation, and industrial cooperation in the “Belt and Road” initiative. In 2017, it will increase capital again at the Belt and Road Forum (BRF) for International Cooperation (Chuck, 2017).

The fifth is Strengthened people-to-people bonds. Guided by the Silk Road spirit, we the Belt and Road Initiative participating countries have pulled our efforts to build the

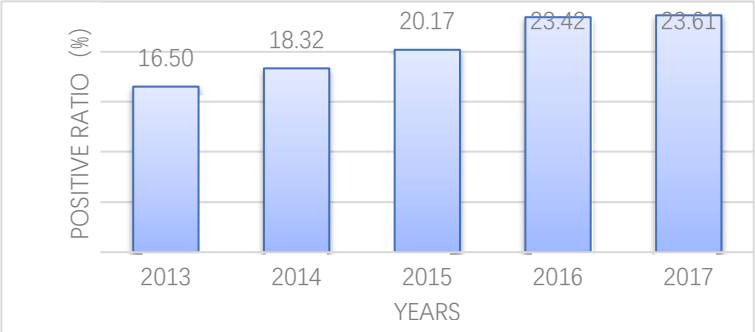
educational Silk Road and the health Silk Road, and carried out cooperation in science, education, culture, health and people-to-people exchange. Such cooperation has helped lay a solid popular and social foundation for pursuing the Belt and Road Initiative. At present, there are 135 Confucius Institutes and 129 Confucius Classrooms for primary and secondary schools along the “Belt and Road” route, attracting 460,000 students of all kinds. On the other hand, a "Silk Road Scholarship" is set up under the Chinese government scholarship program to attract talents to study and study in China. In 2016, 3,261 people received the "Silk Road Scholarship", and the number of students enrolled in 2017 is 3,000.

4.1.2 Development Process of “One Belt and One Road”

More than three years since the “OBOR Initiative” was proposed, more than 100 countries and international organizations around the world have actively supported and participated in the construction of the “OBOR initiative” (Chul, 2017). It has been recognized by all walks of life in the world and has also made great achievements. Billed originally as a framework for the promotion of infrastructural projects, the National Development and Reform Commission release has since provided a signal for a new, more encompassing, and more sophisticated engagement between China and the rest of the world.

First of all, according to an online survey report, the three major hot words “One Belt, One Road”, “Silk Road Economic Belt” and “21st Century Maritime Silk Road” were mentioned 377 million times during 2013-2017. The number of relevant Internet-related documents reached 3.99 million. The changing trend of foreign media and netizens' positive attitude toward the “One Belt, One Road” has gradually increased (as shown in Figure 4-1). The United States, India, the United Kingdom, Russia and the Australian team are most concerned about the “OBOR initiative”. The concerns of Italy, Thailand, Turkey and Pakistan have increased significantly.

Figure 4-1: Trends of positive attitude towards the “OBOR”



Source: “One Belt and One Road” Big Data Center

Secondly, the continuous advancement of cooperation construction projects with countries along the Belt and Road Initiative has not only enhanced political mutual trust and mutual benefit, but also made the cooperation environment more optimal. During the summit forum in 2017, 18 heads of state along the “Belt and Road” countries visited China, and at the same time signed up with more than 270 documents in various fields such as trade and economic cooperation with relevant countries (Christian, 2017). The signing of these documents has further strengthened the trade relations with the countries along the route. At present, China has signed various investment and trade agreements with 58 countries. The “single window” comprehensive simplified rate is 59%. In the third quarter of 2017, China’s imports and exports increased by 20.1% to countries along the Belt and Road, and 2,893 new enterprises were established in China along the line, with actual investment reaching $4.24 billion.

Thirdly, new progress has been made in cooperation in infrastructure construction.

By the end of 2017, China Railway Express has opened nearly 7,000 columns, 57 lines of operation, 35 cities in China, and 34 cities in 12 countries in Europe.

Civil aviation administration of china (CAAC) has already conducted direct air navigation with 43 countries along the Belt and Road, while foreign airlines have newly opened 18 routes along countries along the Belt and Road; A bilateral maritime agreement has been signed with 36 countries along the route, as well as the EU and ASEAN; Thirty-four cross-border road cables and multiple international cable were built in 12 countries along the route (Chen, 2016). In addition, on December 3, 2017, at the Second World Internet Conference, China and Laos, Saudi Arabia, Serbia, Thailand, Turkey, UAE, and other countries related departments jointly initiated the "One Belt and One Road Digital Economy International Cooperation Initiative."

From then on, the financial services of the “Belt and Road Initiative” are gradually deepening. As of December 2017, the total number of AIIB members has increased to 84, of which 42 are countries along the Belt and Road Initiative, and more than 20 investment projects have been approved, totaling more than $3.7 billion; The number of signed projects of the Silk Road Fund has reached 17 and the committed investment is 7 billion. The total investment involved in the support projects is as high as $80 billion; A total of six Chinese banks have established more than 80 branches, sub-branches, and representative offices in countries along the Belt and Road, and China’s Union Pay cards cover more than 4 million merchants and 400,000 ATMs in over 50 countries. China Export Credit Insurance Corporation has provided various types of insurance services for cooperation projects of nearly 20 countries along the line, and has signed cooperation agreements with Belarus,

Georgia, and other countries (Krishnan,2018). Infrastructure needs in Asia and Africa have not been met by the World Bank, IMF, or the Asian Development Bank (ADB) established by Japan. Projects will be financed with funds from the Silk Road Fund and from AIIB (Tsao, 2015).

Finally, during the construction of the One Belt One Road Initiative, the exchanges and cooperation between culture and tourism in countries along the route have also made some progress, further consolidating the cooperation foundation of countries along the route. As of July 2017, China has established 734 friendship city relations with 53 countries along the Belt and Road, and has also become more frequent in exchange activities in various cultural fields such as fairs, festivals, film festivals, forums, and joint archeology. In addition, China has implemented visa-free or sign-of-landing policies with 24 countries along the route. It has gradually expanded its coverage in West Asia, North Africa, and Central and Eastern Europe, and has greatly promoted international tourism partnerships along the route.

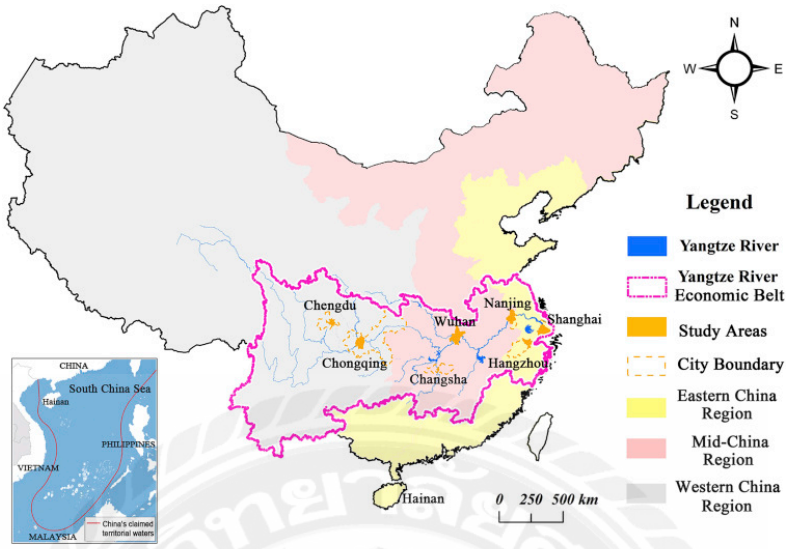
4.2 Yangtze River Economic Belt

4.2.1 Overview of the Yangtze River Economic Belt

The Yangtze River is the most abundant river in China with a total water resource of 961.6 billion cubic meters, which accounts for about 36% of the total river runoff in China and 20 times that of the Yellow River. In the world, the Amazon River and Congo Rivers are second only to the equatorial rainforests, ranking third.

The Yangtze River Economic Belt refers to the economic circle near the Yangtze River and covers nine provinces and two cities, including Shanghai, Jiangsu, Zhejiang, Anhui, Jiangxi, Hubei, Hunan, Chongqing, Sichuan, Yunnan, and Guizhou. It covers an area of approximately 2.05 million square kilometers, accounting for 21% of the country. 21% of the population and economic aggregates exceed 40% of the national total. Population and economic aggregates exceed 40% of the national total. Ecological status is important, comprehensive strength is strong, and development potential is huge. In recent years, Chongqing Jiangbeizui and Shanghai Lujiazui have become the two strategic financial core areas at the beginning and end of the Yangtze River Economic Belt, gradually becoming China's most influential financial center with close ties to the international economy. Obviously, relying on the golden waterway to promote the development of the Yangtze River Economic Belt has become a new support for the Chinese economy.

Figure 4-2: Yangtze River Economic Belt



The Yangtze River Economic Belt is China's new round of reform and opening up and implementation of a new regional open development strategy. It is an inland economic belt with global influence (Cordel, 1990). It is a coordinated development belt of East-West interaction and cooperation, and it is a comprehensive advance along the coast along the river. The opening of the interior and exterior areas is also a leading demonstration zone for the construction of ecological civilization. The status of the Yangtze River Economic Belt has been enhanced and its influence has been enhanced, mainly in the following areas:

First, location advantages. The Yangtze River Economic Belt has a vast economic hinterland, running across the heart of China's hinterland. It has played the role of link from east to west, connecting south to reach the north, and reaching the ocean through the Yangtze River. Second, it has resource advantages. The Yangtze River Economic Zone not only has extremely abundant freshwater resources and a large variety of mineral resources, but also has many famous tourism resources and abundant agricultural biological resources, and has great potential for development. Third, the industrial advantages. In fact, the Yangtze River Economic Belt has always been one of the most important industrial corridors in China. Most of the core industries of modern industries such as steel, automobiles, electronics, and petrochemicals are brought together here, attracting a large number of high-energy-consuming, large-capacity, high-tech Industry and oversized companies. In addition, the basic status of large-scale agriculture is also second to none in China. The output of grain, cotton, and oil in nine provinces along the Yangtze River accounts for more than 40% of the country's total. Fourth, the advantages of human

resources. The Yangtze River basin is one of the cradle of Chinese culture. Due to advanced science and education and advanced technology management, it attracts a large number of domestic and foreign talents, and is a basin region where individuals gather. Fifth, the advantages of dense cities and vast markets. In 1995, there were 216 cities in the nine provinces along the Yangtze River, accounting for 33.8% of the total number of cities in the country. The level of urbanization is about 50%, which is 21% higher than the national average. Urban density is 2.16 times the national average density. Based on the development and opening up of Shanghai Pudong and the construction of the Three Gorges Project, a demand for investment of several hundred billion yuan has been generated. Coupled with the dense population in this region and the relatively high level of income of residents, various consumer demands are also very considerable. Therefore, it is very attractive to domestic and foreign investors. Shanghai is focused on financial services, trade investments, and infrastructure construction, as well as encouraging cultural exchanges. Key policy highlights of the Shanghai OBOR plan include attracting foreign business by simplifying and streamlining the approval process for foreign investment enterprises, providing government incentives to foster the service sector, and encouraging multinational enterprises to diversify the functions of their regional headquarters in Shanghai (Xu, 2016).

It can be seen that the Yangtze River Basin has bred a well-developed Yangtze River Economic Belt. It is not only the most developed area in the entire Yangtze River Valley, but also the largest economic area in China except for the coastal open areas. Its strategic significance to China's economic development is Other economic belts are unmatched (Guo, 2016). Compared with the coastal areas and other economic belts, the Yangtze River Economic Belt has the most extensive hinterland and development space in China and has enormous potential for development. It is expected to be the world-class inland river economic belt with the largest scale of development and the most influential.

4.2.2 Development Process of the Yangtze River Economic Belt

In 2014, the State Council formulated clear goals and specific plans for the development of the Yangtze River basin (He, 2017). In 2016, the Yangtze River Economic Zone established a new pattern of "one axis, two wings, three poles, and more points. The "one axis" refers to the core role of Shanghai, Wuhan, and Chongqing, relying on the golden waterway of the Yangtze River. It uses the major towns along the river as a node to build a green development axis along the river. The "two wings" refer to the use of the main axis of the Yangtze River as a radiative driving force. Extends and expands to the north and south sides of the hinterland to enhance the supporting capacity of both north and south wings. "Three poles" refers to the Yangtze River Delta urban agglomeration, the

urban clusters in the middle reaches of the Yangtze River, and the Chengdu-Chongqing urban agglomeration as the main body, giving play to the role of radiation and creating three major growth areas of the Yangtze River Economic Belt. “Multiple points” refers to the role of supporting the use of cities outside the three major urban agglomerations, based on the carrying capacity of resources and the environment, constantly improving urban functions, developing advantageous industries, building distinctive cities, and strengthening economic links with central cities. Interaction, driving regional economic development (Leung, 2017). Vein of Gold highlights the “golden waterway” of the Yangtze River accommodates 60 percent of the freight traffic for China's inland provinces. 85 percent of the country's coal and iron ore is produced in the river's basin, and more than 90 percent of foreign trade cargo produced in China's interior is transported via the Yangtze to the nation's ports.

Reference to the internationally renowned riverside economic belts, such as the Mississippi, Rhine, and Volga, have become the world's leading population, economic and industrial intensive belts, which have played a huge role in promoting regional economic development. However, it is difficult to ignore the long process of the development of these economic belts, among which the Mississippi has gone through hundreds of years of exploration and continual improvement from legislation, development to construction and management. However, since the Yangtze River Economic Belt has been proposed for only more than 30 years, it has played an important role in promoting the economic development of all regions along the coast. These outstanding results can be elaborated from the following points.

First, economic strength continues to increase. On the one hand, the total economic output of the Yangtze River Economic Belt has steadily increased. In 2016, GDP reached $33.3 trillion, accounting for about 20% of the country’s land area and contributing over 40% of the country’s total economic output, becoming an important support in China's overall economic development; on the other hand, the economic strength of the local economic zone has been significantly enhanced. In the five years between 2012 and 2016, it has continuously crossed two levels. The general public budget revenue has reached $4,269.9 billion, an increase of 62.4%.

Second, 11 provinces and cities along the river to achieve economic development while ensuring green development. First of all, the proportion of Grade I, II, and III water quality in the Yangtze River Basin increased from 86.3% in 2012 to 89.4% in 2015, and the proportion of water quality in Grade V worsened from 4.4% to 3.1%. Second, the return of cultivated land to forestry measures resulted in a forest area (Jackson, 2011). It reached

a total of 84.66 million hectares, a cumulative increase of 7.4%; and finally, the utilization rate of unit water and energy use increased, and the average annual growth of wind power generation was as high as 107.3%, and new energy generation such as nuclear energy, solar energy, and wind power increased by 55.6%.

Third, the pace of upgrading the industrial structure has been accelerated. The first is the accelerating development of agricultural modernization, especially in areas such as farmland water conservancy, rural electrification, agricultural mechanization, and rural gardening; the other is that the industrial structure is evolving toward the high-end field, and the value-added of the equipment manufacturing industry accounts for 39.1%. A modern industrial system with optimized structure, advanced technology, and high added value is emerging. The third is the formation of a dominant position in the service industry, especially with the steady growth of the traditional industry, and emerging services such as finance, real estate, computer services, and software. With the rapid growth of the industry, the growth rate of the tertiary industry was $163.194 billion more than that of 2012.

Fourth, the rapid development of infrastructure construction. This is reflected not only in the growth of construction investment with an average annual growth rate of 16.5%, but also in the continuous enhancement of its transportation capacity. According to statistics from the Bureau of Statistics, the mileage of railways reached 34,648 kilometers in 2016, and the mileage of inland waterways reached 90,300. Kilometers, highway mileage of 48,124 kilometers. At the same time, the level of information and communication has generally increased rapidly. Not only fixed broadband Internet access users have been growing at an average annual rate of 17.0%, but also mobile internet users have reached 406 million, accounting for about 42.1% of the country's total (Huang, 2008).

Fifth, the driving force for innovation and development capacity and economic development has been continuously improved. First, the continuously expanding export-oriented economy (Li, 2014). In 2016, the total volume of imports and exports in the Yangtze River Economic Belt accounted for 42.5% of the total in the country, and the number of foreign-invested enterprises rose from 184,900 to 209,000, an increase of 13.0% year-on-year. Second, the development of the free trade zone is advancing. The free trade zones in Shanghai, Zhejiang, Hubei, Chongqing, and Sichuan provinces run through the entire Yangtze River Economic Belt. Third, the increase in innovation capacity has led to increased competitive advantage. The turnover of the technical market of the Yangtze River Economic Belt accounted for 29.5% of the national total. In 2015, the sales revenue of a large number of new technology products reached 807.6 million yuan, and the annual growth rate was approximately 9.7%.

Sixth, the people’s living standards are constantly high. As the income of urban and rural residents continues to grow, the number of people participating in basic old-age insurance and medical insurance has also steadily increased (Marcin,2017). In addition to this, on the one hand, cumulative employment in the Yangtze River Economic Belt has increased significantly. In 2016, the cumulative number of new employment reached 33.64 million people, an average annual increase of 3.6%, accounting for about 70% of the country's total; on the other hand, education, health, and culture Other public services are also more complete. In 2015, the Yangtze River Economic Belt had 1397 art galleries and cultural centers, 1,217 public libraries, 1,693 museums, and 5625 art groups.

4.3 The connection between the two belts and one-way strategy

4.3.1 The Forward Position of "Two Belts and One Road" Construction

The Yangtze River Delta urban agglomeration is within the boundaries of Shanghai and some cities in Jiangsu, Zhejiang and Anhui, it is composed of multiple cities with Shanghai as the core, which is not only the convergence point and support point of "Two Belts and One Road" strategy, but also the leading position of its strategy.

According to data from the National Bureau of Statistics of China, in 2016, the total import and export volume of the Yangtze River Delta city group accounted for 45.0% of the national total. In the first half of 2017, the country’s GDP was 827.22 trillion, an increase of 6.9% over the previous year. In the 26 cities of the Yangtze River Delta, a total value of 165.194 billion yuan was produced, which accounted for 2.2% of the country's land area and about 11% of the country's population, creating a national gross domestic product of 20.1%. Obviously, the Yangtze River Delta urban agglomeration is not only an important growth pole linking the development axis of the “Two Belts and One Road” strategy, but also an open hub in its strategy (Kang, 2015). In addition, the Yangtze River Delta city group headed by Shanghai has a high degree of internationalization. It has also become a hub connecting the hinterland of the Yangtze River Valley and the international market by taking advantage of Shanghai International Shipping Center and the Shanghai (China) Free Trade Pilot Zone. The Yangtze River Delta urban agglomeration is a bridgehead in the “two belts and one road” opening strategy. Its development has played a certain role in radiating the Yangtze River valley and the opening of China's central and western regions.

4.3.2 The Core of the "Two Belts and One Road" Strategy

The "One Belt, One Road" regional layout is mainly reflected in the "four corridors one point." The "four corridors" refer to the New Eurasian Continental Bridge Economic Corridor, China-Mongolia-Russia Economic Corridor, China-Central Asia-West Asia Economic Corridor, and China-Indo-China Peninsula Economic Corridor; "One Point" refers to the strategic fulcrum of the sea, including Around Bohai Region, the Yangtze River Delta, the Pearl River Delta, and the southeast coastal areas. Through the OBOR regional arrangement, the Yangtze River Economic Belt can play an important role in production and flow, use the historical experience of industrial park construction and development, and promote the establishment of advanced industrial parks, industrial parks, and science and technology parks along the countries along the Belt and Road line (Mian, 2017). To filter out industrial projects and products with large demand and strong development advantages. In addition, the synchrony between the domestic market and the international market, the development of trade in goods and trade in services, has also become the hub linking the "Two Belts and One Road" and even the international market. In the "Two Belts and One Road" strategy, the Yangtze River Economic Belt will also play a core pivotal role in the construction of international shipping centers, the standardization of the golden waterway of the Yangtze River, Yangtze River and ocean intermodal transport and the Yangtze River, and ecological protection of the Yangtze River (Miller, 2011). The first is the construction of the international shipping center and the demonstration leading role of the construction of the shipping center in the Yangtze River Delta; The second is the promotion of the golden waterway standardization, focusing on the "four standardization" processes such as the standardization of shipping vessels on the Yangtze golden waterway, the standardization of waterways, the standardization of port berths, and the standardization of shipping management and services; The third is the advancement of the core functions of the combined transport of rivers and seas. In order to build Shanghai International Shipping Center, with Jiangsu and Zhejiang as two wings to form a combined port of international sea shipping center, the focus will be on joint efforts with Zhoushan Port in the new state-level district to jointly build an international river-sea intermodal service center. Fourth, on the ecological protection of the Yangtze River, scientific methods will be used to formulate ecological remediation programs and mechanisms to strengthen the environmental protection of the Yangtze River (Chen, 2010).

4.3.3 Infrastructure of the "Two Belts and One Road" Strategy

Infrastructure integration is the basis for the formation of any economic circle and economic belt. Therefore, the first prerequisite for achieving the integration of the "two belts and one road" strategy is the integration of infrastructure, and the core of infrastructure

integration is traffic integration. Effectively promoting the construction of infrastructure integration in the “Two Belts and One Road” large area is mainly reflected in the following two aspects: On the one hand, the use of the Yangtze River Economic Belt has the advantages of waterways and land transportation in the “Belt and Road”, through the seamless docking of waterway traffic, we will realize land and water transport and sea-land interaction, and create a “trinity” of transnational transportation networks and cross-border transport systems that integrate the sea, land and air; on the other hand, continuously strengthen airports, high-speed rail, highways, power grids, information and communications, and energy supply. The construction of infrastructure such as environmental governance completely realizes interconnection and interoperability of comprehensive infrastructure (Kuo, 2017).

The implementation of the “Two Belts and One Road” facilities interoperability is mainly based on the “one axis” as a strategic backing, and the “two wings” multi-channel network construction will be carried out to realize the barrier-free operation of the “multi-point” traffic system (Huang, 2018). First, give full play to the key role of Chongqing, Wuhan, Shanghai and other key cities in order to unblock the golden waterway of the Yangtze River; Secondly, based on Chengdu and Chongqing, the middle reaches of the Yangtze River, and the Yangtze River Delta city group, the “railway, land, waterways, and aviation” traffic system has been continuously optimized. Finally, based on road transport, waterways and rail transport are the mainstays, and a three-dimensional integrated transport system of “railway, land, waterways, and aviation” is established.

4.3.4 “Two Belts and One Road” Strategy Industry Chain

In cultivating national or regional competitive advantages, the industrial chain gradient division is an important carrier for development. Industrial clusters are an important platform for development (Practices, 2017). China has always attached great importance to building a world-class industrial cluster in the Yangtze River Economic Belt. As early as 2016, China has already initiated research on the major issues of the “Yangtze River Economic Belt Major Strategic Research”, and has clearly put forward the mission objectives of “cultivating the Yangtze River Economic Belt with world-class industrial clusters” and “matching the 'Belt and Road”.

The Yangtze River Economic Belt and the areas along the Belt and Road are based on the conditions of their respective resource endowments and different industrial bases. They identify industries and industrial chains that have certain comparative advantages in each region, gradually implement industrial gradient transfer, and aim to cultivate characteristic industrial clusters. To achieve cross-regional development of industries. In addition,

through the Yangtze River economy, it will bring the advantages of its talent, industry, and applied technologies to increase productivity and extend the entire industry chain. Then, it will use the resources and market advantages of the “One Belt and One Road” strategy to reduce production costs, and then transfer. Excessive production capacity and innovative elements will eventually lead to the transformation and upgrading of necessary industries (Ramtanu, 2016). Obviously, relying on the golden waterway of the Yangtze River and rationalizing the advantages of location, industry, labor force, and market, it will be imperative to create an industrial cluster that spans the entire Yangtze River Economic Belt.

4.3.5 “Two Belts and One Road” Strategy Urban Clusters

In the coming period, the construction of urban agglomerations will not only become the new growth pole of China's economy, but also constitute an important support point for the development of the country and the region. Naturally, the coordinated development of urban agglomerations has become an important support for the “two belts and one road” strategy.

In addition to the need to coordinate the relationships between existing cities, the integration and development of the Yangtze River Economic Belt and the “Belt and Road” urban agglomerations should be coordinated. It is also necessary to promote the integration and development of new urban agglomerations. The ultimate goal is to form a new economic circle that sea and land planning strategic decision, South and North interconnected, and is completely closed (Chen, 2007). However, for most of the “One Belt and One Road” along the Yangtze River and the small and medium-sized cities along the Yangtze River, there are still no economic scales, location advantages and huge radiation effects in the central cities. Therefore, the Yangtze River Economic Belt is using the development model of “clustering” to jointly build distinctive urban agglomerations (such as the Yangtze River Delta urban agglomeration, the middle reaches of the Yangtze River, the Chengdu-Chongqing urban agglomeration, etc.), and integrates the construction of the “Belt and Road” in the form of urban agglomerations. Within the planning area, the cities are divided into major cities as the main part of the city to build a world-class urban agglomeration.

In addition to the above-mentioned strategic connection between the major areas, the Yangtze River Economic Belt and the “One Belt and One Road” construction still have many points of convergence (Ruby, 2015). For example, the Yangtze River Economic Belt, especially the regional cooperation mechanism of “three-level operation, integration and integration” in the regional integration of the Yangtze River Delta, has some reference for

the integration of the two strategies. In addition, the strategy of “two belts and one road” is also reflected in the development of regional market integration (Alfieri, 2016). It utilizes the free flow of goods and elements between domestic regions and the improvement and cooperation of domestic regional market service functions to carry out the integration of transnational regional markets. The construction will be headed by major cities along the Yangtze River and will expand the markets of Central Asia, South Asia, Southeast Asia, Russia and other countries and countries, and build a large market that spans the East, Central, West, and Asia-Europe continents and runs through the north and south regions. In short, the exploration of the connection between the “two belts and one road” strategy has not yet been perfected. Its development space and development model have unlimited possibilities (Shi, 2015). It is certain that the docking modes of these two strategies are not only an unprecedented innovation but also a domestic construction. A bridge to communicate with the international market in many ways.

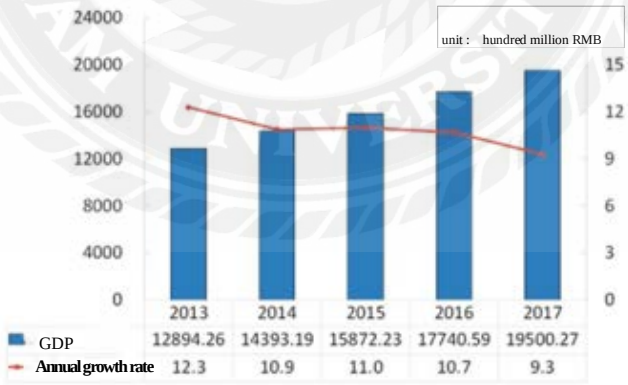
CHAPTER 5
THE IMPORTANCE OF CHONGQING IN THE CONSTRUCTION OF "TWO BELTS AND ONE ROAD"

5.1 Analysis of Development Status of Chongqing

5.1.1 Overview of Chongqing

Chongqing is a municipality directly under the Central Government and the first national central city in China. It is located in the southwest region of China, and the Yangtze River runs through Chongqing. The process is 679 kilometers. It meets the rivers of Jialing and Wujiang and is the economic center of the upper reaches of the Yangtze River. Geomorphological features are dominated by hilly and mountainous areas, with a total of 38 districts and counties in the jurisdiction. According to the statistics of Chongqing in 2016, the number of household registration population is 33.92 million, and the permanent population is about 30.48 million, of which the urbanization rate is nearly 62.6%. The population is mainly dominated by the Han nationality, and 49 ethnic minorities have a population of about 2 million. In addition, Chongqing has both magnificent natural scenery and cultural landscapes, and is rich in tourism resources. As of the end of 2017, the city has a total of 223 Grade A scenic spots, including 8 Grade 5A, 83 Grade 4A, 78 Grade 3A, 52 Grade 2A, and 2 Grade 1A.

Figure 5-1: Gross Regional Product and Its Growth Rate, 2013-2017



From the economic data over the years, Chongqing's economic performance has always maintained rapid growth. In 2017, Chongqing achieved a GDP of about 1950.207 billion yuan, an increase of 9.3% year-on-year. Among them, the primary industry added value was $133.962 billion, a growth rate of 4.0%; the secondary industry added value was $859.661 billion, an increase of 9.5%; the tertiary industry added value was $956.04 billion, an increase of 9.9%. Calculated according to the permanent population, the per capita GDP of Chongqing reached $63,689, an increase of 8.3%. As shown in Figures 5-1 and Figures

5-2, the total value of production in the Chongqing region increased year by year and the value-added of the tertiary industry increased year by year from 2013 to 2017. The added value of the primary industry and the secondary industry decreased year by year. Chongqing seeks to become China's largest western transport and logistics hub. Chongqing implemented reform policies to benefit domestic and foreign businesses, including the introduction of public-private partnership (PPP) methods. Similar to other programs, Chongqing will strengthen regional cooperation and actively integrate its OBOR plans with the Made in China 2025 initiative. While there are many factors that have had and will continue to have a positive impact for the successful course of the initiative, the legal services industry with law firms and lawyers at hand is one that mutually benefits from and is beneficial to the Chongqing.

Figure 5-2: The proportion of three industry added value

On June 8, 2011, the State Council issued the "Circular of the State Council on Printing and Distributing the Planning of the Main Function Zones in China". The key areas for the planning include Chengdu Economic Zone and Chengdu Economic Zone. Among them, the Chongqing Economic Zone mainly includes parts of the western part of Chongqing City that are centered around the main city area. It not only takes on the important economic center of the western region, but also is an important financial center, trade logistics center, and comprehensive transportation hub in the country (Yang, 2015). It is also a car and motorcycle. High-tech industries, oil and gas and equipment manufacturing bases, inland open uplands and export commodity processing bases. With clear contrast, Chongqing is a city with comprehensive development potential in economy, transportation, culture, and tourism.

5.1.2 Foreign Trade

Chongqing is China's most active foreign trade city. According to the 2017 Statistical Bulletin, total import and export of goods reached $71.385 billion, an increase of 8.9% year-on-year. Of these, exports were $45.561 billion, a growth rate of 7.8%; imports were $25.723 billion, a growth rate of 11.0%.

The annual outsourcing of service outsourcing was $2.13 billion, an increase of 3.8% year-on-year. Among them, knowledge process outsourcing was $1.342 billion, an increase of 8.8%. The total amount of 16 international service outsourcing demonstration areas in Chongqing reached $1.86 billion. At the same time, 238 new foreign investment projects were signed, an increase of 6.3% over the previous year. The contractual foreign investment was $3.832 billion, a decrease of 4.4%. The actual use of foreign capital for the year amounted to $10.183 billion, a decrease of 10.2%. Among them, foreign direct investment was $2.22 billion, a drop of 20.4%. By the end of 2017, a total of 279 Fortune 500 companies had settled in Chongqing.

The construction of the China (Chongqing) Free Trade Pilot Zone has progressed steadily. In 2017, there were 11,695 new registered enterprises in the Chongqing Free Trade Zone, including 220 foreign-invested companies and Hong Kong, Macao and Taiwan companies. The total registered capital increased by $12.242 billion, of which the registered capital of foreign-invested companies in Hong Kong, Macao and Taiwan, and US companies was $250 million. In the Chongqing Free Trade Zone, 692 projects were introduced, and the total contracted (agreement) funds amounted to $47.622 billion, involving headquarters economy, smart manufacturing, transportation, and health.

5.1.3 Industrial Clusters

As the most important national defense scientific research base in China, Chongqing has been able to provide a strong comprehensive manufacturing and processing capacity after 60 years of development. Today, Chongqing has built a "6+1" industrial cluster. "6" refers to the six major industries of electronic information, automobiles, equipment, chemicals, materials, and energy. "1" refers to the labor-intensive consumer goods industry. Among them, the electronic information industry and the automobile industry have become the two main driving forces in Chongqing.

In recent years, with the arrival of international IT giants such as Hewlett-Packard, Quanta, and Inventec, Chongqing has had the world's largest computer industry cluster of "5+6+800" consisting of brand owners, OEM companies, and parts and components companies. The data shows that in the past five years, the output value of Chongqing's

electronics industry has increased by 11 times. One in every three laptops in the world is made in Chongqing. At the same time, Chongqing is also the largest automotive industry base in China. It owns Changan Automobile and several well-known automobile brands at home and abroad. One in every nine cars in the country is made in Chongqing. With the cluster development of the automotive industry, there are nearly a thousand auto parts companies, and more than 70% of auto parts have achieved local support. In 2016, the two major industries of automotive and electronic information contributed nearly 60% of Chongqing's industrial growth.

At the same time, ten strategic emerging industries such as electronic core components, Internet of Things, robots and smart equipment, new materials, high-end transportation equipment, new energy vehicles and smart cars, MDI and new chemical materials, shale gas, biological medicine, environmental protection, etc. It is also experiencing vigorous development. In 2017, the growth rate of strategic emerging industries was 3.9%, up 24.9% year-on-year.

5.1.4 Transportation

Since “the Belt and Road” initiative and the implementation of the Yangtze River Economic Belt strategy, most of China’s regional center cities have competed for transportation hubs and inland open highlands, but China’s "Promote the Silk Road Economic Belt and 21st Century Maritime Silk the Vision and Action of the Road", That clearly puts Chongqing as an important support point for the development and opening up of the west, and at the same time emphasizes building Chongqing into an inland open economic highland. As a regional center city in the central and western regions, Chongqing has a certain comparative advantage in terms of regional location and comprehensive transportation.

In terms of railways, Chongqing is an important channel linking southwest China and the developed countries in Europe and the United States (Yang, 2007). From Chongqing to Lanzhou along the Lanyu Line, it will lead to Xinjiang, exit from Alataw Pass, and it will be able to reach Europe and reach Rotterdam in the Netherlands. In 2017, Chongqing's railway service mileage reached 2371 kilometers, and the year-end cargo transportation reached 1.153 billion tons, a growth rate of 7.0%; in terms of highways, the total mileage of Chongqing Expressway in 2017 was 3023 kilometers, and it is expected to be completed in 2030. The seven-lane high-speed road network, and the total mileage will exceed 4000 kilometers. In recent years, Chongqing’s road freight volume has remained between 80,000 and 100,000 tons, accounting for more than 80% of the total transport volume. In terms of water transport, Chongqing is the largest inland port on the upper reaches of the Yangtze

River and can be reached directly along the golden waterway of the Yangtze River. Shanghai Port connected to the Pacific Ocean, that has good location conditions for becoming a logistics metropolis that communicates with foreign countries. In 2017, the inland port completed a cargo throughput of 1972.84 million tons. It is expected that the cargo throughput will reach 220 million tons in 2020. In terms of aviation, Chongqing Jiangbei International Airport is one of the three southwest hub airports in China, and is the fifth in China to implement a 72 hours exemption. The airport that signed the policy has three terminals. As of the end of 2016, Chongqing Jiangbei International Airport had 6 base airlines, 258 domestic and international air routes, and 158 navigable cities. In the future planning, Chongqing Airport will become an inland composite aviation hub and strive to build a large-scale hub airport that is “world-class and leading in Asia”.

5.1.5 Logistics Industry Park

There are three large-scale logistics parks in the main urban area of Chongqing. They are the highway logistics base, the railway logistics base - the western modern logistics park, and the aviation logistics base - the airport logistics park.

Nanpeng Town's highway logistics base is the largest logistics base in the west and is a highway hub base integrating functions such as multimodal transport, modern warehousing, cargo stowage, display transactions, value-added processing, and urban distribution. Since 2010, the logistics base company has invested a total of approximately 1.457 billion US dollars (including land acquisition), and has accumulatively signed 28 projects including Jingdong, China South City, Prologis, Zongshen, Xiexin, and Gongyun. Total contract investment was 8.17 billion U.S. dollars and cumulative investment was 4.845 billion US dollars. In 2017, the “Chongqing-ASEAN International Logistics Grand Passage” opened in the middle: Starting from the road logistics base in Banan, the logistics trucks in Chongqing will take only 96 hours to reach Bangkok, Thailand. After the opening of the middle line, the logistics capacity from Chongqing to ASEAN increased significantly, achieving three departures per week. At present, the goods shipped from Chongqing are mainly automobile and motorcycle accessories. When the truck returns, the products brought back to Chongqing are local fruits and other specialties.

The western modern logistics park relies on the support of the logistics hinterland with “two rivers along the Yangtze River”, namely, the economic belt along the Yangtze River, the southwest and the northwest, and builds a railway container center station to support multimodal transport, modern warehousing and freight transportation. The railway hub-type economic pilot zone and the nation's first-class logistics comprehensive development zone include the nine functional areas including stowage, logistics equipment, trade

circulation, logistics community, bonded logistics, and urban distribution (Yuan, 2012). The total planned investment is approximately 17.687 billion US dollars and will be fully completed by 2020.

Chongqing Airport Logistics Park relies on Chongqing Airport and Airport Industrial Park. The area covers Chongqing Airport and Chongqing Lianglu Cuntan Bonded Port Area, forming an aviation logistics park and a modern business logistics park. The park has various facilities such as international freight stations, domestic freight stations, logistics distribution centers, air cargo roads, express mail centers, customs inspection centers, customs supervision centers, public bonded warehouses, designated ports, and 70 international and domestic customers. By 2040, the logistics warehousing area of the park will reach 800,000 square meters, and the annual cargo guarantee capacity will be more than 4 million tons.

5.1.6 Multimodal Transportation System

The development of Chongqing's multimodal transport system relies mainly on the Yangtze River golden waterway, highways, railway networks, and aviation networks to build a major international logistics channel, expanding the height, depth, and breadth of China's inland international logistics hub construction, and initially forming a relatively complete and modernized Multimodal transport system to reduce transportation time and transport distance, and reduce logistics costs.

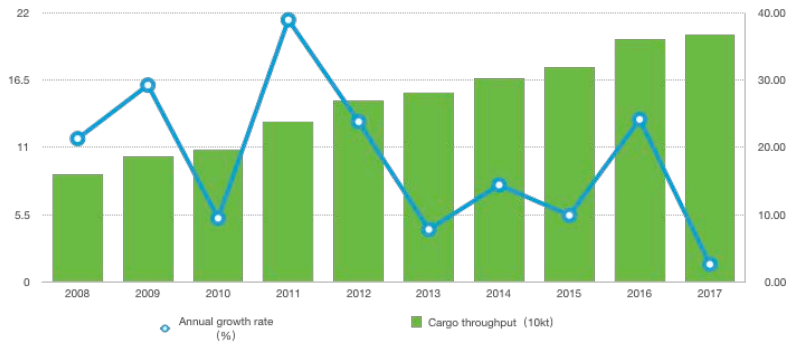
The establishment of a special logistics line between the “Yuxinou” international railway transport link and the Yangtze River waterway orchard port marked the establishment of multimodal transport in Chongqing (rail-water joint transport). On April 26, 2016, the first railway container train from Xi'an to Wanzhou smoothly entered the Red River Ditch Iron Port Intermodal Port Area of Wanzhou Port. The train was listed as a train to and from Banyan, Hanzhong County, Shaanxi Province. It took more than 700 kilometers of railway containers to reach Shanghai Port through the Yangtze River waterway. After this hot metal transport, the transportation distance is much shorter than that of the railway. A TEU can save about 600 yuan in logistics cost. With the further deployment and development of China's "13th Five-Year Plan" and the "One Belt and One Road" strategy, Guoyuan Port will assume the tasks of water and rail transport across the New Silk Road and the Yangtze River Economic Belt.

Secondly, compared with water-rail combined transport and air-rail combined transport, it is easier for coordination and organization. In the three logistics parks in Chongqing, the western logistics park is mainly based on public rail transport. In the

“Thirteenth Five-Year Plan” in China, the new high-speed rails include the Ningbo-Kunming high-speed railway, the Xifu high-speed railway, the Xiaoxiang high-speed railway (Chongqing section), the Anzhang railway, the Enzhao Bizhao railway, the Guang’an-Fuling-Liuzhou railway, and the Chengyu railway. And Dawan Railway Expansion and Reconstruction Project, Dakaiwan Intercity Railway, Caiyuanba Railway Comprehensive Transportation Hub, Chongqing East Railway Comprehensive Railway Transport Hub; Zhang Chang-Chang Railway, Yu-Huai Second-Line Railway (Fuling-Meijiang Section), Zhengwan High-speed Railway, East Link of the Hub, Comprehensive Railway Transportation Hub of Chongqing North Railway Station, Comprehensive Traffic Hub of Shapingba Railway, Comprehensive Railway Transportation Hub of Chongqing West Railway Station (Kimura,2018).

Finally, the highway is the main mode of transportation in Chongqing. It will be easier for the highway and the major ports in Chongqing to coordinate the development of public water transport. For Chongqing, Cuntan Port, which has unique geographical advantages and the conditions for transportation, the four provinces of "Yunnan, Guizhou, Sichuan and Shaanxi" radiation from its economic hinterland. With the gradual implementation of the Chongqing Expressway “Three Rings and 12 Projects” and the rapid construction of the shipping center in the upper reaches of the Yangtze River, the Cuntan Port will serve as the main container port in the upper reaches of the Yangtze River, and the role of first national class ports will become increasingly apparent. In addition, Chongqing Jiangbei International Airport has always relied on railways and ports to play a prominent role in multimodal transport. As shown in the data of Figure 3.3 for the past 10 years, although the changing trend of the growth rate fluctuates, overall, the throughput of freight has always maintained a growth trend, which indicates that Chongqing Jiangbei International Airport is in the direction of “regional aviation logistics hub”. The goal of the "National Comprehensive Aviation Logistics Hub" is one step closer.

Figure 5-3: Throughput of Chongqing Jiangbei International Airport 2008-2017



Source: Annual Report on Traffic Development in the Main Urban Area of Chongqing

5.2 The Status and Role of Chongqing in the Construction of “Two Belts and One Road”

5.2.1 Highly-developed integrated three-dimensional transport hub

Chongqing’s goal for comprehensive three-dimensional transportation planning is to build an “iron, water, air, and air” multimodal transport system centered on “three bases and four ports”. "Three bases" refers to the railway logistics base of Tuanjiecun Container Center Station, the aviation logistics base of Jiangbei International Airport, and the highway logistics base of Banan District. "Siangang District" is a combination of the Yangtze River water transportation resources and the state's approval of the advantages of the only bonded port area inland. The four ports of Cuntan Port, Guoyuan Port, Donggang Port and Huanglian Port are planned for transportation. Logistics hub. At the same time, we will build an interconnected Yangtze River Economic Belt with a western logistics hub and an international logistics hub, and create a Western communications and information center (Chiang, 2018).

"Railways, highways, waterways, aviation" multimodal transportation mainly manifests itself in the following aspects: First, the "four-hour aviation economic circle" centered on Chongqing is formed through the "railway-road-water-air transportation" approach, meaning that European cargo can pass through. "Yuxinou" was transported to Chongqing and then airborne to Asian cities with Singapore, Hong Kong, Seoul, Tokyo and other four-hour aviation radii in Chongqing; secondly, it extended southwards through the "Iron and bus combined transport". In April 2016, the Eastern Route of the Chongqing-ASEAN Highway Logistics Grand Pass officially opened, and finally arrived at Hanoi, Vietnam, Approaching Pingxiang Port of the Guangxi Zhuang Autonomous Region. The middle line was opened in July 2017 and passed through Pingxiang, Vietnam, and Laos in Guangxi, China. It finally arrived in Bangkok, Thailand; again, it passed the "public water transport" method. In June 2016, the Eastern Line was opened, and after departure from Chongqing, it was transferred by land to Fangchenggang City, Guangxi Province and transferred to Ho Chi Minh City, Vietnam. At the same time, "Yuxinou" has also extended eastwards through "hot metal transport."

In addition, Chongqing Guoyuan Port has been built as China's largest inland water, iron, and public transport hub port, with a throughput of 2 million TEUs per year, 1 million rolling stocks, and 6 million tons of bulk cargo. In addition, the Guoyuan Port Inlet Line has been opened to enable the seamless integration of "Yuxinou" and the golden waterway of the Yangtze River. It has also achieved the perfect convergence of the "One Belt and One

Road" initiative and the national strategy of the Yangtze River Economic Belt.

5.2.2 Junctions and Junctions of the Two Major Strategies

Chongqing is located at the liaison junction of the Silk Road Economic Belt, the China-Indochina Economic Corridor, and the Yangtze River Economic Zone "Y-shaped" large corridor. It has the role of connecting east and west, linking north and south, and is mainly manifested in the west is a vast Asia. In the hinterland of Europe and the Atlantic Ocean, the Pacific Ocean is eastward and ASEAN and the Indian Ocean are southward. According to international customs statistics, as of June 2016, the number of "Yuxinou" International Railway flights from Chongqing accounted for about 45% of the total number of China-EU classes in the country, and its value accounted for the value of all China-EU classes exported from Xinjiang's Alataw Pass. 85% of the total. On March 23, 2017, China-EU (Chongqing) Banli Group broke through 1,000 columns after six years of operation, and became the first Chinese-EU class to break through the thousands. In fact, the "Yuxinou" international logistics channel and the Yunnan-Kunming Southeast Asia international trade channel and the three major international trade channels of Chongqing, Yunnan, and Southeast Asia are unimpeded, which also makes Chongqing a "One Belt and One Road" strategy and Yangtze River Gold The waterway strategic plan has superior geographical advantages and will have strong development momentum and vitality in the future.

5.2.3 Inland Open Highlands

While the urban development strategy of "land and sea two-way development" in China is prevailing, the Chongqing Qianxinou International Railway Intermodal Expressway has opened up new development paths and brought new prospects for the development of inland cities. Chongqing is the earliest pilot area for inland development and opening up. National-level economic development zones, high-tech industrial development zones, and two rivers new districts, as well as three national-level ports and three national-level bonded zones, All of these have created unique conditions for Chongqing to become a highland open strategic highland.

On March 9, 2016, Chongqing established a coffee trading center, using China international combined transportation channel and the advantages of "two belts and one road" to achieve a seamless connection between coffee production in Southeast Asia and the European and American markets, so as not to produce a single Chongqing Coffee Beans Brown became the largest coffee electronic trading platform with financial settlement function in China. According to the Chongqing Coffee Exchange Center Co. Ltd, as of the end of 2017, there were 336 coffee industry members registered in the Coffee Exchange

Center (including 42 international trade members). In 2017, the turnover of coffee reached 9.769 billion yuan, an increase of 5.659 billion yuan, an increase of 137.8%. The successful operation of the Chongqing Coffee Exchange Center fully embodies the advantages of Chongqing in terms of open access, ports, and environment, and it has become one of the typical representative enterprises for the establishment of inland open highlands in the Liangjiang New Area.

At the same time, Chongqing will form a “four-area superimposed” pattern in the Pilot Free Trade Zone, the first inland national new zone, the national independent innovation demonstration zone, and the core zone of the China-Singapore demonstration project. The two cities, the independent innovation project and the China-Singapore (Chongqing) project area previously established in Chongqing coincide with most of the scope of the free trade pilot area, and the first three have already carried out series of investment facilitation and trade liberalization. Innovation and exploration (Yuthana, 2018). At that time, the “superimposition of four districts” will release a huge opening bonus, injecting new vitality into the openness and development of the inland region and the “two belts and one road” strategy.

5.2.4 New Engine for Innovation and Development

The establishment of Chongqing's "Y"-shaped grand channel for China connecting world laid the foundation for Chongqing's opening up and development, and opened a new engine for Chongqing's innovation and development.

For example, in the representative China-Singapore(Chongqing) strategic interconnection and interoperability demonstration project, Chongqing launched the RMB investment of foreign-capital investment funds, issued debts to enterprises in Singapore, and reformed the pilot reform of cross-border RMB settlement business. Chongqing Airport opened its doors to Singapore. The "five-aviation rights" and the innovative policies of both parties to cooperate in the construction of submarine high-speed telecommunication fiber optic cable are unique in China's central and western regions and even the whole country. The China-Singapore (Chongqing) Project is the third intergovernmental cooperation project between China and Singapore launched in November 2015. Since the project's official launch, the two sides have closely followed the four major cooperation areas of finance, aviation, transportation and logistics, and information and communication, and have introduced a number of policy innovations. By the end of February 2018, 64 cross-border financing projects had been realized, with a total value of over 6 billion yuan. The US dollar has effectively reduced the cost of financing in

the western region.

In addition, the Chongqing Free Trade Zone was formally launched on April 1, 2017. In the current world trade pattern, the rules for land and sea trade have been relatively complete, and the onshore trade rules represented by "Yuxinou" have yet to be improved, while the Chongqing Free Trade Zone will create more room for institutional innovation, not only It is an excellent opportunity for Chongqing to establish rules for land trade, and it has further stimulated the role of Chongqing as a link between the “One Belt and One Road” and the Yangtze River Economic Belt.

5.3 Advantages of Chongqing in the Construction of “Two Belts and One Road”

Chongqing belongs to the national key development area, is a population and economically dense area, is an important growth pole supporting the national economic growth, and can play a certain role in radiating the central, southwest, and northwestern regions. More importantly, with the continuous improvement of Chongqing's radiating capability, the status and role of the "Belt and Road" and the Yangtze River Economic Belt connection point and the strategic development fulcrum of the western development have become increasingly prominent.

First, it has the advantage of policy integration. Chongqing is a meeting point for major national strategies such as the Yangtze River Economic Belt, The Belt and Road, the Western Development, and Chengdu-Chongqing Urban and Rural Development. It has the advantage of policy superposition.

The second is the advantage of opening up to the outside world. Chongqing is a typical inland hinterland city in the map of China. It does not depend on the sea or the border. However, "Yuxinou" has broken the "congenital disadvantage" of Chongqing's opening to the west, and since then it has used "Yuxinou". "The development of an open network for basic weaving will maximize the advantages of Chongqing's location along "the Belt and Road" and the junction of the Yangtze River Economic Belt, completely changing the status of Chongqing in China's open and even international trade landscape. The "Yuxinou" that first opened the Sino-European trains connects Chongqing with Kazakhstan, Russia, Poland, and Germany along the way. Chongqing and neighboring provinces and regions can use this to direct goods to Europe. European goods also enter the western China market directly along this channel. The transportation cost is only one-fifth of that of air freight, and the time is only one third of sea freight. According to the Chongqing Municipal Commission of Commerce, the total import and export volume between Chongqing and

Europe in 2017 was $14.355 billion, a growth rate of 17.7%, accounting for 20.1% of the total trade volume in the city. As of the end of 2017, Chongqing has approved 328 European-funded foreign-invested enterprises, absorbing contracted foreign investment of $1.71 billion and actual use of foreign capital of $2.738 billion. The area will be more competitive in the world as it boasts Jiangbei International Airport, the largest complex international airline hub in mid-western China and the largest shipping center in the upper reaches of the Yangtze River. New Area is treating Europe-oriented trade as the strategic major point of exploring the inland's opening, and is actively building the European Trade Distribution Center to cover the huge market with a population of over 300 million and an area of 6.8 million square kilometers in west China.

The third is the spatial advantage of economic development. According to the planning of the five major functional areas in Chongqing, the urban functional core area is 294 square kilometers. It is estimated that GDP will reach $52.253 billion in 2020, 5179 square kilometers in urban functional extension areas, 23,200 square kilometers in new urban development areas, and ecological conservation in the Northeast There are 33,900 square kilometers in the district and 19,800 square kilometers in the southeastern ecological protection development zone. Such an oversized space is a very precious resource. According to the goals of Chongqing in 2020, the total GDP created and the total economic volume created will be equivalent to some moderately developed countries. Based on the current GDP growth rate of 7% in China, our total economic growth will increase by approximately $70-$80 million per year, roughly equivalent to the total GDP of a medium-sized country such as Turkey and Indonesia.

Fourth, Chongqing is a dynamic city. By the end of 2017, Chongqing’s GDP reached 308.772 billion US dollars, an increase of 9.3% over the previous year. Although its growth rate has slowed down from 10.7% in 2016, the economy of Chongqing is moving toward the trend of "steady progress, steady progress, and good growth." With "The Belt and Road" strategy proposed, Chongqing's industrial structure has also changed, the growth rate of the output value of the primary industry and the secondary industry has slowed down, and the proportion of the tertiary industry has increased year by year.

Table 5-1: Chongqing's GDP in 2013-2017

Indicator (million)	2013 years	2014 years	2015 years	2016 years	2017years
GDP	2024.13	2258.38	24989.58	1830.24	3087.72
primary industry	158.77	168.01	182.12	206.36	212.12

secondary industry	920.33	1033.83	1119.77	1119.77	1227.97
tertiary-industry	945.03	1056.54	1178.21	1187.21	1514.39

Source: Chongqing Data Network

The fifth is the strategic fulcrum that brings together global key resources. In the past, the international industrial division of labor, China's inland areas have always been at the end, basically comply with the "developed countries - coastal areas of China - inland areas" gradient transfer. However, the current world landscape is undergoing subtle changes. These changes have made inland cities such as Chongqing a huge “magnet” and continue to attract advanced industries such as high-end manufacturing and cross-border e-commerce. In the second half of 2015, the internationally renowned auto parts manufacturer Brose, Germany, settled in Chongqing and its products were shipped to "Yuxinou"; in April 2016, the world’s leading manufacturer of printed circuit boards, the Austrian AT&S Chongqing plant, went into operation. As a result, Chongqing became China's first semiconductor package carrier production base. At the same time, the electronic information industry, which is one of the pillars of Chongqing's economy, is also gradually extending to the multi-terminal system of “core, screen, device, and nuclear”. Four years ago, the output of mobile phones in Chongqing was almost zero. Today, mobile phone manufacturing bases represented by Nan'an District are developing rapidly. In 2016, the production volume of mobile phones in Chongqing reached 287 million units, accounting for about 15% of the country's total production. Most of them were also shipped to the rest of the world through “Yuxinou” and the Yangtze River golden waterway. This prompted Chongqing to transform itself from processing trade to service trade and headquarters trade. For example, as the only city in China that has four models for cross-border e-commerce full-service pilot projects, Chongqing relies on large-channel and large-scale platforms. Cross-border e-commerce transactions have increased from 124 million US dollars three years ago to 2.467 billion US dollars in 2017. The pattern of "buying and selling the world" has taken shape (Zhang, 2015). In the first half of 2012, the rapid development of Chongqing's processing trade industry which focuses on laptops has boosted the import and export growth. The total value of foreign imports and exports has reached 25.04 billion US dollars, the No.1 spot in China, with a year-on-year increase of 1.7 times. The Euro Commodities Exhibition Center, with an area of 33,000 square meters, will be put into construction in Liangjiang New Area this year, aiming at introducing Euro commodities such as food, cosmetics, bags, garments, medical equipment.

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