

# The Research of the Development of the Belt and Road Initiative Strategy and Regional Economic Integration

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**Abstract.** The Belt and Road Initiative strategy studies on the strategic connotation, strategic significance and policy interpretation and so on, All the way to The Belt and Road Initiative strategy and the regional economic integration development path has not been involved. In this paper, from the unbalanced regional economy, regional economic interconnectivity, regional economic layered optimization aspects Belt and Road Initiative strategy and regional economic internal relations, and then from the Belt and Road Initiative strategy with both the national strategy of regional integration, fusion and development of regional economy coordination mechanism, regional industrial chain integration and regional economic two-way channel integration, platform integration of regional economy and so on five aspects, and then put forward the Belt and Road Initiative strategy and regional economic integration development path. Finally, according to the previous analysis, the paper proposed the government strengthening the policy support in the Midwest, dominant tilt to the midwest, and pay attention to ecological construction in five aspects.

## Introduction

During President Xi Jinping visit to Kazakhstan in September 2013, he proposed to the point, from the line to the film, and gradually form a large regional cooperation Silk Road Economic Belt idea. In October 2013 President Xi Jinping visit to ASEAN countries and put forward Chinese with ASEAN countries to strengthen marine partnership, he first proposed the maritime Silk Road. CPC the third plenary session of the 18th CPC Central Committee witch describes the system. The Belt and Road strategy as a new pattern of all-round opening pattern. In order to promote The Belt and Road strategy construction, China established the Asian infrastructure investment bank and the fund in November 2014. The work report from The Silk Road NPC and CPPCC national government looked The Belt and Road strategy as a new impetus to the economic development. In March 2015, The Belt and Road Initiative national strategic made the scheme, Promoting the construction of Silk Road Economic Belt and twenty-first Century The maritime Silk Road vision and action, formally introduced. The Belt and Road Initiative strategy is different from our country's open and investment strategy layout which has builed in past several years. The strategy's investment and trade are too biased in Europe and other developed markets and the eastern coastal areas to Central Asia, West Asia, ASEAN, Africa region and the central and western regions for steering and balance, Those are belong to China's opening to expand and upgrade initiatives. At present, Chinese scholars research on The Belt and Road Initiative strategic mainly concentrated in the Belt and Road strategic connotation, strategic significance and policy interpretation and so on. In 2014, Bai divided the belt of Silk Road Economic into the core area, expand the three levels area and radiation area, he also analyzes the important significance of the construction of Silk Road Economic Belt. Wang puts forward the construction of the maritime silk road needs the joint efforts of all parties in 2014, to form a common concept, establishing a development agenda, the implementation of the action. The case and maintain interoperability and other suggestions; Chen Yao put forward The Belt and Road six connotation and scientific layout focus and steadily push forward the suggestions from four aspects in 2015. Zhang discussed the predicament of The Belt and Road strategy in the implementation process, he put forward The Belt and Road strategic policy recommendations through the angle of concept of development, the mode

and strategic positioning. Zhu analyzed Fujian's opportunities the industrial development of The Belt and Road strategic opportunities and put forward the Datong ASEAN countries trade, to accelerate the three recommendations out of the development of marine economy and enterprises in 2015. It is not difficult to see. At present The Belt and Road Initiative strategy and regional economic integration development path. This has not been involved, this paper discuss The Belt and Road Initiative strategy and the intrinsic relationship between regional economic establishment and study The Belt and Road Initiative strategy and regional economic integration development path, finally according to the above analysis and puts forward relevant policy suggestions.

### **The Strategy and the Relations of Regional Economic**

The core area of The Belt and Road Initiative strategic planning involves 18 provinces, the country has 24 provinces clearly accelerate the construction of The Belt and Road. In the western region, including Xinjiang, Shaanxi, Sichuan, Yunnan and other 10 provinces, central Henan, Hubei, Jiangxi and other 6 provinces, the Eastern is Jiangsu, Zhejiang, Fujian, Hainan and other 8 provinces. The perspective of regional economic of The Belt and Road Initiative strategy based on The Belt and Road strategy and regional economic relations, and the formation of interaction and coordinated development of regional economy. The relationship is mainly manifested in three aspects: first, "The Belt and Road" strategy to solve the imbalance of regional economic development. Differences of East and west regional economic of China are based on the one hand, the cumulative effect of industrial agglomeration; on the other hand, due to the base of eastern economic gross. It is not obvious the East Midwest economic growth. So the unbalanced development of regional economy has not been significantly improved, since the implementation of the western development strategy since 2000, 15 years of eastern and western economic aggregate concrete are shown in Table 1. The data showed that the regional imbalance of economic development still remains a serious problem, the absolute value of the total amount of the gap between the eastern and western economy continues to expand. The Belt and Road Initiative strategy runs through the eastern Midwest, focusing on the coordinated development of Eastern Midwest, and accelerate the industry transfer of eastern and Western investment in infrastructure construction, to solve the unbalanced development of regional economy. In second, The Belt and Road strategy to strengthen regional economic interoperability. Economy in eastern of China is mainly export-oriented economy specifically, as shown in Table 2, it is not difficult to see that the eastern economic scale of foreign trade. But since 2012, foreign trade growth rate declined significantly, especially in the key provinces of eastern part of foreign trade fell. Eastern provinces outside the existing partial development path, on the one hand, the development dynamics is insufficient, growth bottlenecks. On the other hand the economy is not obvious to the Midwest. The Belt and Road Initiative strategy to break the eastern Midwest economy inherent path mode, strengthening the east two-way trade on the basis of connectivity in the Midwest. Third, the strategy of The Belt and Road Initiative to three phase superposition" under the background of regional economic hierarchical optimization. At present our country economy overall is in growth phase shift and structural adjustment policy stimulus and the throes digestion phase, three phase superposition situation points area depends not exactly the same, the eastern region relative to the Midwest situation may be even more apparent, parts of the Midwest may itself does not exist three phase superposition effect, the strategy of The Belt and Road Initiative helps three phase superposition effect in the hierarchical optimization of regional economy, east entered the stage of optimization and upgrading of industrial structure, industrial base in the Midwest, infrastructure, as well as the short board, also need to further increase investment, so the regional priorities is not exactly the same, need hierarchical optimization.

Table 1 changes of total amount in the eastern and western regions during the period of 2000-2014  
Unit: billion Yuan

	Eastern Region			Central region			Western Region		
Year	Guangdong	Jiangsu	Shandong	Henan	Jiangxi	Hubei	Shanxi	Yunnan	Xinjiang
2000	9662	8582	8542	5137	2003	4276	1661	1955	1364
2014	67792	65100	59400	34900	15708	27400	17700	12814	9264

Table 2 2013 total imports and exports in the eastern region

Unit: \$10000

Year	Jiangsu	Zhejiang	Guangdong	Shanghai	Shandong	Fujian
2013	5508	8551	10767	4666	2672	1693

### The Strategy and the Regional Economic Integration Development

The Belt and Road Initiatives strategy and its connotation stressed that the domestic and foreign regions along the countries or regions along the open pattern of two-way channel on land and sea interaction, mutual coordination and balanced two-way channel, runs through the north-south and east-west mutual opening to the East and West open mutual balance, its essence and the region economic integration development consistent with each other. This paper is based on the Belt and Road Initiative development strategy and regional economic integration agreement, from The Belt and Road strategy with both the national and regional fusion strategy, integration and coordination mechanism of regional economic development, regional industrial chain integration, regional economic integration through two-way road, five aspects of regional economic integration platform of The Belt and Road strategy with the development of regional economic integration path "the Belt and Road Initiative" strategy and the existing regional national strategic integration of the regional national strategy, from the large area Including the development of the west, the Yangtze River Delta integration, economic integration in the Pearl River Delta, the revitalization of northeast old industrial bases, which promotes the rise of the central region and other countries from the view of regional strategy; including the Guangxi Beibu Gulf Economic Zone open development, Guanzhong Tianshui Economic Zone, Changjitu, Jiangsu coastal economy district, Wanjiang City Industrial Transfer demonstration area with a national strategy, the existing regional national strategic focus on one area or areas of their own, not for the regional and inter regional cooperation and integration. "Belt and Road Initiative" strategy involves the core areas of East and West 18 provinces, different from the existing regional the national strategy, its focus on regional and inter regional interaction between regional and regional cooperation, and fusion. "The Belt and Road" strategy and the regional economic integration of the development path of the key is the coordinate The Belt and Road strategy and both strategic relationship between regional countries, through the "The Belt and Road" strategic fulcrum connecting the region along the national strategy, formed to point line to promote the face, The Belt and Road strategy and the existing regional national strategic integration through both. Regional national strategy The Belt and Road strategic roadmap for continuous cross and interweave together, because The Belt and Road strategic fulcrum of economic scale and can not fully support its development, such as Lianyungang as The Belt and Road strategic starting point of the city, but its 2014 economic scale and in the bottom second in the whole of Jiangsu Prefecture in the city, the industrial structure is relatively simple, the foreign trade volume is small, can not completely rely on their own to undertake The Belt and Road strategic starting point function. Lianyungang and Jiangsu coastal development in the North Wing starting point, even through the clouds Hong Kong as a cross point The Belt and Road strategic fulcrum and Jiangsu coastal development, the integration of Belt and Road Initiative strategy with the development of coastal countries Jiangsu regional strategy,

through the south of the coastal city of Jiangsu Nantong development strategy and integration strategy in Yangtze River Delta. It is not difficult to see that other provinces have both regional integration path and national strategy The Belt and Road strategy with the Jiangsu coastal development strategy, integration strategy in Yangtze River Delta with The Belt and Road fusion strategy is similar. The Belt and Road strategy and regional economic integration development path, the key is to promote each other and both regional strategy, the idea is The Belt and Road strategic fulcrum, it will connect the provinces along the city through the area inside and outside the interconnection, and the coverage area of the national strategy, and are not parallel or fragmented, did not form The Belt and Road strategy and Regional integration of the national strategy of force. Belt and Road Initiative strategy and regional coordination mechanism of fusion The Belt and Road strategy is different from both a national strategy, which involves the area of China's East and West, the regional economic integration and development path of the key is to play the region between the strategic synergy, which requires to establish an effective coordination mechanism between the regional coordination mechanism of regional strategy. The Belt and Road is different from the general meaning of the joint meeting system, because it involves many provinces along the development situation, not one, the content is not limited to a particular area. The Belt and Road strategic coordination mechanism should be set up hierarchical classification performance involving in The Belt and Road strategy which should be based on their own provinces, economic development, regional correlation, coordination platform respectively, regional The sub platform to strengthen the Silk Road Economic Zone and the twenty-first Century Maritime Silk Road between the different areas of internal integration, their regional coordination platform to solve regional internal problems, the regional sub platform was established based on The Belt and Road strategic coordination platform, the key is to strengthen the region along" strategic communication. Layered performance in The Belt and Road strategic coordination sub platform and platform, which relates to the content including the policy, system, economy, industry, talent, culture, tourism and so on all aspects, The Belt and Road strategic coordination platform for stratification, respectively set policy system, economic industrial and cultural tourism including the inter regional coordination group.

### **The Strategy and Regional Economic Integration**

The Belt and Road Initiative strategy and regional economic integration development path to change the existing single channel, the eastern and Western trade channels to focus almost entirely on the sea channel, only part of the western border area trade channel part channel on land. According to China Marine Bureau statistics, in 2013 China's foreign trade volume of 90% transported by sea. The current channel layout structure: a Influence of the eastern industry, especially export-oriented industrial transfer; on the other hand, the impact of the rapid development of the industrial layout and the economy. Foreign trade is subject to the existing national political, economic impact, 2014 coastal completion of large-scale foreign trade port throughput growth rate dropped by 380 points. The Belt and Road" strategy and regional economic integration and development path of the starting point is to accelerate the regional economic integration of two-way channel, mainly in three aspects: first, in the East and west regions of China and The Belt and Road along national or regional economic channel. According to the data of China Railway Corporation, 2014 opened a total of 308 trains in Central Europe. In the Midwest opening pattern from the rear to open new frontiers, the formation of a new growth point of the new trade balance. In second, the channel between the East and west regions of China the economic integration of two-way, West and East regional economic linkage is not strong, largely depends on regional channels, strengthen civil aviation routes, high-speed railway interconnection infrastructure construction, especially in the central and western regions, the land passage construction and broadening the channels of trade with the eastern region, Central Asia, West Asia trade with enhanced Midwest regional linkage. Third channels of economic integration in their respective regions, with The Belt and Road strategic provinces along the city as a fulcrum, the In the other provinces to strengthen the construction of city and city support channel, The Belt and Road

strategy to cover the city where the provinces pivot city. At present in the west of Xinjiang, Gansu, Shaanxi and other provinces to strengthen interoperability soft construction, especially in railway line and Internet communication information, and strengthen the channel power support, advantage to channel industrial agglomeration, the formation of a new economic growth pole.

## Conclusions

The Belt and Road Initiative strategy and regional economic integration as well as the economic development path based on regional platform, play the economic platform in The Belt and Road strategic economic coordinated development of the carrier function. Technical and economic development zones, high-tech zones, industrial parks and other economic platforms have become the main carrier of economic development around the country, accounting for more than 5% of its total economic output, Belt and Road Initiative strategy and regional economic integration development path to strengthen economic integration platform. Specific development path in three aspects: First, relying on the existing regional economic platform to strengthen the platform industry, talent, technology and other aspects of integration. These platforms are currently relying mainly on the resources of the region, only to play the role of the platform, the lack of communication and cooperation between the platform and the platform, there is no radiation outside the platform Second, regional economic cooperation and regional cooperation platform, according to the specific intention to strengthen cooperation in some aspects, these specific cooperation can build economic cooperation platform to implement the inter provincial economic integration. At present, China's eastern, central and western regions are limited to a single industry and project docking, inter provincial economic cooperation platform has not been built on the scale, which also shows that there is a lack of inter provincial economic platform integration.

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