

Xi'an National Central City Construction Incorporates Top-Level Design of the “Belt and Road” Initiative

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Abstract: The national central city is the strategic focus of national urban development. It has the characteristics of large economic volume, high level of economic development, large potential and large population. Xi'an National Central City construction and docking of the “Belt and Road” initiative formed a cluster effect, Xi'an National Central City’s docking of the “Belt and Road” initiative formed a reasonable division of labor, and improved the effectiveness of the Xi’an National Central City’s docking of the “Belt and Road” initiative. Xi'an uses the policy advantages of the Belt and Road Initiative to provide a reference for other cities in China to take advantage of the policy advantages of the Belt and Road Initiative, and further promotes it to more regions of China and more countries along the Belt and Road Initiative, and to use the Belt and Road Initiative policy for the majority of China Advantages to provide reference for the economic development plans of all countries along the Belt and Road.

Xi'an National Central City Construction incorporates top-level design of the “Belt and Road” initiative

With The “Belt and Road” initiative is a top-level design for China to realize the equal emphasis on sea and land rights and give priority to the development of sea rights. The "Belt and Road" is a major strategy to realize China's peaceful rise, the main direction of China's future economic structural transformation and upgrading, and also an important platform for Xi'an's national center city to catch up with the open coastal highlands. Xi'an ’s national central cities have successfully connected with the “Belt and Road” initiative, helping the “Belt and Road” regions and countries to gain inspiration from China ’s mid-to-high-speed economic development in the past 40 years, and exploring the huge potential of the “Belt and Road” regions and national economic development To help the regions and countries along the “Belt and Road” continue to grow at a high speed, not only can greatly enhance the level of economic development of the regions and countries along the “Belt and Road”, promote coordinated regional economic development, but also affect the “Belt and Road” of Xi'an ’s national core cities. A large amount of investment and market development along the line has promoted the sustained, rapid and stable development of the national central city economy of Xi'an ^[1-10].

The Core Task of Xi'an National Central City's “Belt and Road” Initiative Is To Establish An Internal Vision Strategy

Give full play to comparative advantages, increase comparative disadvantages, and provide full coverage to the “Belt and Road” countries. The internal view strategy does not distinguish between the domestic economic development layout (domestic) and the economic development layout of countries along the “Belt and Road” (foreign) from the internal and external perspectives, but instead incorporates the economic development layout of the countries along the “Belt and Road” into the broader “Belt and Road” In the community perspective, from the height of the “Belt and Road” community, economic development is planned inward rather than outward. Within the scope

of the community, not only the domestic investment and market development of Xi'an National Central City is an internal perspective, but also Xi'an National Center. The city's investment and market development in foreign markets such as the countries along the "Belt and Road" are no longer an outward-looking perspective, but also an inward-looking perspective. The initiative of the Xi'an National Central City to dock the "Belt and Road" initiative is no longer an external request, but investment and market development within the "Belt and Road" community. This change in research perspective can greatly enhance the effectiveness and pertinence of the Xi'an National Central City's "Belt and Road" initiative, improve the ability to cultivate the countries and regions along the "Belt and Road", and maintain the determination of the "Belt and Road". We will effectively control the initiative of the "Belt and Road" initiative and enhance the pioneering nature of the "Belt and Road" initiative. Inside view strategy includes two levels, one is the tactical level, and the other is the strategic level. At the tactical level, it is recognized that Xi'an's national core cities invest in and develop markets along the "Belt and Road" countries, and need to consider the different political, economic, scientific, technological, cultural, social, and legal systems between countries to reduce as much as possible Market transaction costs minimize the obstacles to the "Belt and Road" initiative of Xi'an's national center cities; the strategic level is to properly handle the relationship between China and the countries along the "Belt and Road", and to converge the political, economic, technological, cultural, On the basis of society and the legal system, we will abandon national borders, connect together, and co-ordinate the Xi'an National Center City's "Belt and Road" initiative with a holistic approach. The countries along the "Belt and Road" are regarded as an integral part of China's peaceful rise. In this overall situation, the domestic market is closely integrated with the markets along the "Belt and Road", regardless of internal and external, overall coordination and overall planning in the "Belt and Road" economy category.

Xi'an National Central City Needs to Establish A Belt and Road Community for the Belt and Road Initiative

Establish a "Belt and Road" community of destiny, and consider the countries along the Silk Road Economic Belt, the countries along the Maritime Silk Road, and other related countries as an organically destined community. In this organically destined community, all countries and regions share Reduce transaction costs caused by differences in politics, economy, science and technology, culture, society, and legal systems between countries, and plan economic, scientific, and cultural development layouts from the perspective of the entire community.

The Rational Division of Labor Theory Between Xi'an National Central City and the Coastal Open Highlands

The Xi'an National Central City is a typical two-way open highland, which is susceptible to competition pressure from east to west; the dilemma of strategic choice between east and west; and the resource allocation is easily dispersed when achieving the two-way docking strategic goal. The core of solving the problem of resource decentralization is from a strategic perspective, implementing different open highlands focusing on the implementation of different strategies, namely the Xi'an National Central City Focusing on the Silk Road Economic Belt Initiative, and the coastal open highlands docking on the Maritime Silk Road initiative. The past four decades of reform and opening up have been mainly eastward openings. Xi'an's national central cities are not as competitive as coastal open highlands in the eastward opening strategy. The shortcomings of Xi'an's national center cities in the eastward opening strategy are exactly in the westward opening strategy Advantage. Under the framework of the comparative advantage theory, China's open highlands with limited resources must perform a reasonable division of labor: the coastal open highlands take advantage of the offshore location advantage and the long-term eastward opening advantage accumulation to support the Maritime Silk Road initiative and support the Silk Road. Supplemented by the Economic Belt Initiative; Xi'an National Central City should avoid the disadvantages of being away from the ocean as far as possible, supplemented by the support of the

Maritime Silk Road Initiative, and leverage the advantages of being closer to the Silk Road Economic Belt to support the Silk Road Economic Belt Initiative-oriented. The establishment of a strategic support system with a division of labor and cooperation between the open coastal highlands and the inland open new highlands is the only way for the rise of a land-sea composite country under the strategy of equal emphasis on sea power and land power.

Backward Advantage Theory of Xi'an National Central City

The “Belt and Road” initiative attaches great importance to both sea power and land power, and implements a strategy that places equal emphasis on land power and sea power under the country's rise. The maritime Silk Road is a deep cultivation and focus of the eastward strategy. During the opening process of the past four decades, the westward opening has been ignored, the westward opening has been insufficient, and a large number of consumer demands have not been met. The opening potential of the Silk Road Economic Belt has not been fully freed. The potential of the Silk Road Economic Belt initiative is greater than the potential of the Maritime Silk Road initiative. Under the eastward opening strategy, compared with the coastal open highlands, Xi'an's national center city has inherent disadvantages based on location-based economy. The major breakthrough of the “Belt and Road” initiative is the simultaneous opening of the east and the west, and two-way opening has replaced one-way opening. The geographical advantages of opening up highlands in coastal areas exist only in the eastward strategy. In the process of opening up to the west of the Silk Road Economic Belt, the geographical advantage of the Xi'an National Central City has become prominent. The geographical advantages of the coastal open highlands with eastward opening geopolitical advantages were partially eliminated during the implementation of the “Belt and Road” initiative; the disadvantages of Xi'an's national center opening to the east have become a geographical advantage of opening to the west, and it is expected to be Silk Road economy. The Silk Road Economic Belt has greater development potential than the Maritime Silk Road, laying the foundation for Xi'an's national center city to quickly catch up with the open coastal highlands and provide Xi'an national center city with greater opportunities.

Competition between Xi'an National Central City and Open Coastal Highlands

China the “Belt and Road” initiative not only has a coupling effect, but also has a competitive mechanism. The “Belt and Road” initiative is two complementary strategies that will inevitably compete with the division of labor between open coastal highlands and new open land highlands. The competitive situation between the two types of open highlands is bound to form a competitive situation between the Belt and Road Initiative. Over the past four decades, regional competition has led to rapid economic development. In the future, a competition mechanism will also be formed between the Xi'an National Central City and the open coastal highlands. Under the competition between the open coastal highlands and the inland open new highlands, the Belt and Road Initiative competes with each other to accelerate the implementation of the Belt and Road Initiative. The competition between the Belt and Road Initiatives is an open mapping of China's regional economic development in the past four decades. Combining the Silk Road Economic Belt Initiative with the Maritime Silk Road Initiative into one, forming the "Belt and Road" initiative category; the concept of the "Belt and Road" initiative focuses more on the coupling between the two initiatives, emphasizing that they are complementary and mutually reinforcing the relationship promoted obscures the competition between the two initiatives. The areas served by the Silk Road Economic Belt and the Maritime Silk Road Initiative are inconsistent and have spatial complementarity. The different connotations of the two initiatives cannot be ignored. China's opening up over the past four decades has been mainly eastward, and opening up in other dimensions has not become mainstream. The Silk Road Economic Belt Initiative, which is opening up to the west, is of great significance to promote China's opening up strategy transformation and upgrading. The westward opening strategy not only makes up for the shortcomings of simply developing coastal areas, but also makes up for the disadvantages of the open coastal highlands and the lack of stamina in the

development of inland open highlands, and provides strategic support for the late-development advantages of Xi'an National Central City. The inland opening new highlands, which mainly support the Silk Road Economic Belt Initiative, must rely on the Silk Road Economic Belt Initiative to compete fiercely with the coastal open highlands that mainly serve the Maritime Silk Road Initiative. The competition between the two open highland groups, It must be reflected in the competition in the progress of the two initiatives it supports. The "Belt and Road" initiative not only has a coupling mechanism, but also has a powerful internal competition mechanism. The benign competition mechanism between the Silk Road Economic Belt Initiative and the Maritime Silk Road Initiative will help to quickly realize the new coupling of the two initiatives at a high level.

The "Belt and Road" Initiative Competition Mechanism Provides Rapid Development Momentum for Xi'an National Central City

In the era of eastward opening before the implementation of the "Belt and Road" initiative, Xi'an's national central cities were largely unsuccessful in the competition with open coastal highlands; resulting in Xi'an's national central cities lacking confidence in the "Belt and Road" initiative. The failure of open competition in the eastward strategy is related to the disadvantage of the location, but also closely related to the shortcomings of the open strategy of a single dimension. In the first 40 years of limited traffic, the single-direction eastward opening strategy determined that the national central city of Xi'an was inherently inadequate and would inevitably not have a comparative advantage. The opening dimension was changed to give Xi'an a national central city that does not have the advantages of high coastal openness. Provide opportunities and better competition platforms. For the past 40 years, the failure of Xi'an's national central cities does not mean that these cities themselves do not have the potential for transformation and upgrading and innovation-driven. After excluding the geographical advantages of the coastal open highlands in the eastward strategy, the Xi'an national central cities have the ability to open to the coast. Highland has the same level of transformation and upgrading and innovation-driven potential. The parallel development of the Belt and Road Initiative is groundbreaking. Give the Xi'an National Central City, which does not have the advantages of a high coastal location, a geographical advantage, and provide a strategic platform for fair competition between the two types of regions. The areas that go hand in hand, and benign competition, Xi'an National Central City may gain competitive advantages and achieve great development.

National central city is the strategic focus of national urban development. It has the characteristics of large economic volume, high level of economic development, large potential and large population. The research conclusions are representative to some extent. Xi'an national central city construction docking "One Belt And One Road" initiative to form a cluster effect, xi'an national central city docking "One Belt And One Road" initiative to form a reasonable division of labor, improve the effectiveness of xi'an national central city docking "One Belt And One Road" initiative. Use in xi'an area initiative policy advantage, all the way for other Chinese cities take advantage of the policy of the area along the initiative to provide reference, further to more areas of China all the way along the more countries and area, all the way for China's vast area using area initiative policy advantage, docking area all the way along the entire national economic development plan. Analysis of landlocked central city docking area along the initiative of the top design (vertical), national strategy from the state to inland country approval documents of the central city of combing the top design of national strategy the strategic orientation of five national central cities, and according to the national strategic positioning analysis of five national central cities docking area along the initiative of the top-level design. This view of the case study analysis, although the encapsulated analysis object, but far-reaching purpose, can provide methodological reference for more research, also hope to be able to, the author induced more research in other parts of China, for example, all the way along the initiative study area and area along the country's various economic development plan of docking mechanism, thus accumulated abundant research results comprehensively, initiative and docking area all the way from China area all the way along the overall framework of national economic development plan. Through solid empirical studies, the

following researchers constructed a complete theoretical system for the One Belt And One Road initiative to match the economic development plans of countries along the One Belt And One Road line, involving a comprehensive range of countries, and the development plans were seamlessly matched and orderly coupled.

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