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.