

The Internal Logic and Influence between the "Belt and Road" initiative, urbanization and Land Circulation

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Abstract: This paper tries to analyze the logical relationship between the "Belt and Road", urbanization and land circulation. Results show that the initiative of the "Belt and Road" has made a fundamental change in the development direction of urbanization in China, and promoted the spatial transfer of the development direction of urbanization, which is conducive to the development of intelligent ecological city. The "Belt and Road" initiative provides policy basis for land circulation and accelerates the process of land circulation. At the end, the paper summary was given to explain the direction of future study.

1. Introduction

The "Belt and Road" came from the proposal put forward by President Jinping Xi during his visit to Central Asia and Central South Asia countries in 2013 to jointly build the "Silk Road Economic Belt" and the "21st Century Maritime Silk Road". The "Belt and Road", as a national strategy, was formally written into decision at the third Plenary session of the 18th CPC Central Committee (Wu Cai, 2014). The "Belt and Road" initiative covers a wide range and concerns a large population. It mainly includes more than 40 countries and regions with a total population of more than 4 billion, including East Asia, Southeast Asia, Central Asia, Southern Europe, East Africa, etc, strengthening mutually beneficial cooperation with Asian, European and African countries (Jianguo Huo, 2014). The "Belt and Road" initiative has received extensive attention and become a hot issue, attracting many outstanding scholars to devote themselves to the research, like policy connotation (Liu Weidong 2015), economy (Guo Nan 2016) Culture (Cai Wu 2014), Trade (Liu Yu et al. 2016) and Research on various Relations (Li Xiangyang 2015).

The "Belt and Road" initiative gives its priority to infrastructure development, whose interconnection will drive the development of urbanization in China to a certain extent. However the infrastructure construction is mostly based on land, which involves the issue of land circulation. Thus how to transfer the land which needs to be used in the cities and towns along the route of Belt and Road to the construction of infrastructure is an urgent problem to be solved, which constitutes the starting point and the foothold of this study. Nevertheless, the study of "Belt and Road" strategy, urbanization and land circulation is still rare at present. Based on this background, this research tries to give some suggestion and theoretical support for the development of Chinese "Belt and Road" initiative by analyzing the logical relationship amount Belt and Road, urbanization and land

circulation in China.

2. The influence of the "Belt and Road" initiative on China's urbanization

Urbanization is an inevitable process in the development of human history, also known as urbanization and urbanization. It is a process of transferring agricultural population to cities, and a process of transformation from traditional rural society to modern cities. It includes industrial restructuring, changes in population, occupation, and land use (Ming Sun, 2016). 2014 is the beginning year of China's new urbanization and "Belt and Road" policy, although the two strategies have different footholds¹. Urbanization is based on the development of domestic economy, and the Belt and Road is focused on opening to the outside world, but the two are not separated from each other. The specific impact is as follows.

2.1 The "Belt and Road" Initiative Will Fundamentally Change the Development Mode of China's Urbanization

Generally speaking, the development of urbanization in China has experienced three stages: The first stage is land urbanization, that is, the continuous expansion of city land area; The second stage is the urbanization of population, that is, the continuous increase of urban population; The third stage is attributional urbanization, which seeks a sense of belonging (Mu Yuan, Fang Qin. 2016), that is, the development of cities should no longer be confined to land expansion and population growth, but should be human-oriented, create urban culture, establish city brands, and enhance the sense of belonging of citizens. Cities are changing from the functional orientation of providing public services to the humanistic orientation of strengthening the sense of belonging and dependence of citizens. Due to the extensive development of cities in the previous stages, urban problems such as urban sprawl, "ghost cities" and "hollow villages" are constantly emerging. With the proposal of the "Belt and Road" policy, China's economy has accelerated to shift gears. It is imperative for urbanization to change to sustainable development, which urges China to fundamentally change the development concept of urbanization and construct the urbanization goal and path in the coming decades with a new value system.

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2.2 The "Belt and Road "Initiative Promotes the Spatial Transfer of Urbanization Development in China

In the process of urbanization in China, the coastal areas and the eastern regions have been the most important areas for development, forming an urban agglomeration with a large number of industrially developed people, represented by the Pearl River Delta, the Yangtze River Delta, and the Beijing-Tianjin-Hebei region. The level and speed of urbanization far exceeds that of the central and western regions. With the development and implementation of the "Belt and Road "initiative, the economic pattern has shifted from domestic development to the development of countries along the route. The strategic path of "Belt and Road" is in the central and western regions of China. This will promote the formation of urban settlements and development paths on a larger scale, and make

¹ Marked by the Central working Conference on urbanization in December 2013 and the promulgation of the National New urbanization Plan (2014-2020). 2014 is the first year for China to implement the new urbanization strategy. In September and October 2013, Chinese President Jinping Xi put forward the strategic concept of "New Silk Road Economic Belt" and "21st Century Maritime Silk Road" respectively, and 2014 also became the beginning year of "Belt and Road" strategy. The Fifth Plenary session of the 18th CPC Central Committee further included the two major strategies of promoting a new type of urbanization with people as the core and the construction of "Belt and Road" in the proposal of the CPC Central Committee on formulating the 13th Five-Year Plan for National Economic and Social Development.

China's urban agglomerations expand to the central and western regions and southeastern regions, thus driving the urbanization development of northwest and south-west China, forming the southern coastal areas and northwest China. The new industrial development belt and urban agglomeration in southwest China have influenced the urbanization development in Central Asia, West Asia, Southeast Asia and South Asia, making the urbanization of our country form a spatial pattern from the eastern coastal region to the western region.

2.3 The "Belt and Road" is Beneficial to the Development of Intelligent and Ecological Cities

"Smart City" was formally proposed in IBM2010 year. It refers to the fact that the city is connected by different types of networks related to the main functions of the city. The environment and the basic implementation are connected with each other in a cooperative way (RongAn, Ying Ruo. 2014). The construction of intelligent cities requires the application of information technology and social networks, and the infrastructure connectivity advocated by the "Belt and Road "initiative not only speeds up the urban construction in the traditional sense. Moreover, it lays the foundation for the construction of "intelligent city", and at the same time, it should do well the greening work of the city and protect the ecological civilization of the city.

To sum up, the proposal of the "Belt and Road "initiative has far-reaching implications for the urbanization of our country, especially the infrastructure interconnection proposed by the "Belt and Road" strategy. The so-called infrastructure implementation interconnection mainly includes transport infrastructure interoperability. Energy infrastructure interconnection and cooperation and international communication interconnection, the interconnection of various infrastructure facilities is bound to speed up the infrastructure construction of cities along the lines of China, and to accelerate to a certain extent the process of urbanization in China. And most of the construction of basic alms is based on land. In principle, the land in our country is owned by the state and the land in the countryside by collectives. How to transfer the land involved in "Belt and Road" strategic planning to the projects that need to be built becomes the key problem to restrict the interconnection of the infrastructure of the "Belt and Road "initiative, which also involves the issue of land transfer.

3. Influence of the "Belt and Road "initiative on Land Circulation in China

The influence of the "Belt and Road "initiative on China's land circulation is mainly reflected in the following aspects:

3.1 Providing policy basis for land circulation

The Constitution of our country and the Land Management Law stipulate that the nature of the land in our country is that the urban land is owned by the state and the rural land is owned by the collective, and the Law on the contract of Rural Land stipulates that only the land owned by the collectives can be contracted by the members of the collective. The infrastructure interconnection proposed by the "Belt and Road" provides a corresponding policy basis for land circulation. The infrastructure construction is based on land, and the majority of the "Belt and Road" route is in underdeveloped areas. The legal circulation of land speeds up the construction of infrastructure, realizes the interconnection of infrastructure, and promotes the development of urbanization to a certain extent.

3.2 Accelerating the process of land transfer

The "Belt and Road" passes through China's six northwest provinces, three northeast provinces,

six southwest provinces, five coastal provinces and inland areas. In order to respond to the "Belt and Road" initiative, these regions need to speed up the construction of infrastructure connectivity. Belt and Road's strategy has not only promoted the development of local economy and trade, but also promoted the rapid transfer of land from the hands of existing farmers or other landowners to projects in need of construction, thus speeding up the process of land transfer.

3.3 To maximize the protection of farmers' rights and interests

Land is one of the ways of life that farmers have relied on for generations. The "Belt and Road" initiative's priority is Infrastructure Connectivity priority is infrastructure connectivity. The principle is "Co-construction and sharing", The so-called sharing of foreign countries means that all countries along the route should share the fruits of China's development. Internally, it can be understood as letting the Chinese people share the fruits of our country's economic development. This also includes farmers. The Belt and Road's strategy involves the circulation of farmers' land, but it also maximizes the protection of farmers' rights and interests.

4. Conclusions

The "Belt and Road" initiative is an important platform for promoting China's economic development, and infrastructure connectivity is a strategic priority for the development of "Belt and Road". Based on the analysis of the impact of the implementation of Belt and Road's strategy on urbanization and land circulation, this paper explores the inherent logical relationship between the "Belt and Road" strategy and the urbanization land circulation. Then the following conclusions are drawn: the strategy of "Belt and Road" promotes the development direction of urbanization in China to make a fundamental change, and promotes the spatial transfer of the development direction of urbanization in China, which is conducive to the development of intelligent ecological city; Belt and Road's strategy provides policy basis for land circulation and accelerates the process of land circulation.

The "Belt and Road" initiative is our country's national strategy, China's urbanization and land circulation in the next few years will be carried out in the context of the "Belt and Road" initiative, my research enriched the "Belt and Road" strategy, The logical relationship between urbanization and land circulation lays a foundation for future scholars to study how urbanization and land circulation should be carried out under the background of the "Belt and Road" initiative.

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