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Business process and regional economic development under OBOR initiative using unified social credit code data

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Abstract

The Belt &Road strategy is a national initiative for China to seek international economic cooperation, promote domestic business process optimization and regional economic development. This paper uses the beforehand registration data of economic behavior to analyze the status quo of economic development and business process of the domestic cites of the Belt &Road from a new economic research approach, and finds that the economic growth of cities along the Belt & Road has been stable, and the development trend and business process of five economic regions are different: finance and new information service industry are outstanding in Yangzi River Delta and the middle and upper reaches of the Yangtze River and Zhu River Delta; economical scale of communication and transportation industry in Circum-Bohai Sea Economic Zone is bigger, and the high-tech industry has its own special characteristic in the economic zone on the west side of Taiwan Straits.

Keywords: business process, regional economic development, belt and road, industrial structure, unified social credit code

1. Introduction

In September and October 2013, Chinese President Xi Jinping proposed the strategic concept of building the New Silk Road Economic Belt and the 21st Century Maritime Silk Road (referring to as One Belt, One Road). The One Belt, One Road strategy has gradually become an important economic and diplomatic strategy of China. It is accelerating the economic cooperation relationship between China and the countries along the Belt and Road countries, promoting the multi-faceted exchange of domestic and foreign social economy and culture, as well as positive effects of the industrial restructuring and economic development in China. From January to November 2018, Chinese enterprises invested $12.96 billion of non-financial direct investments in 56 countries along One Belt, One Road countries (Yidaiyilu, 2018). At the same time, various provinces and cities in China actively

integrated One Belt, One Road strategy. By November 2018, China's foreign trade was 27.88 trillion yuan, and the total import and export trade along the Belt and Road countries was 7.62 trillion yuan (Yidaiyilu, 2018).

At present, the researches on One Belt, One Road related issues mainly focus on two aspects. The first one is about the regional and industrial economic theory, mainly analyzing the relationship, change and impact between the strategy and economic development. The researches on relationship concentrate on One Belt, One Road strategy and China's economic development, and explore the impact of this strategy on domestic economic development and industrial structure optimization and upgrading (Liangyue & Yusheng, 2015). These kinds of researches also consider the characteristics of industrial structure and propose relevant paths to promote industrial structure transformation and upgrading (Dequan & Yusheng, 2016). More in-depth researches focus on the impact of strategy, such as use slacks-based metrics model to calculate total factor productivity (TFP), taking the PSM-DID method to identify differences in TFP between provinces before and after the implementation of One Belt, One Road strategy (Feng et al., 2018). The second aspect is about strategic and economic evaluation, such as empirical evaluation of foreign investment indicators based on the foreign investment in the industry and location conditions (Taoxiong & Xiaofei, 2015).

At present, most of the researches are the statistical analysis of post-event economic behaviour based on traditional panel data. There are lacks of full-process considerations in the researches of economic behaviour, especially the lack of utilization and analysis of the accumulated huge amount of pre-existing registration big data. At the same time, One Belt, One Road strategy spans the Eurasian continent and involves many urban areas at home and abroad. Its development and construction process is undoubtedly a co-construction process involving regional cooperation among the related countries (Kunrong & Gang, 2018). This process not only faces the implementation of trade and investment strategies and influences abroad, it also adjusts and integrates relevant domestic regions, especially urban economic and social development. The current researches partly lack perspective on One Belt, One Road, and the relevant research methods and used data are also mainly based on traditional data sources.

This study adopts the new ideas of paying attention to beforehand economic behavior in the recent economic researches and take "city" as the statistical unit to do the overall analysis and describe the status quo of economic development, and explore and mining economic research value of data sources and also try to find new prediction research models based on the big data of registration sources. Based on above issues, this study selects 35 representative cities of One Belt, One Road, involving five important regions and urban agglomerations such as the Yangtze River Delta region, the middle and upper reaches of the Yangtze River, the Pearl River Delta region, the Bohai Rim region and the West Coast urban agglomeration, and use non-traditional data sources to analyze the overall economic development trend, industrial structure and economic characteristics of different regions, trying to comprehensively understand the characteristics and direction of urban economic development along One Belt, One Road from new data and new perspectives.

2. Materials and Methods

2.1. Methodology

As one of the indispensable subjects of social and economic activities, the behavior and tendency of enterprises determines social and economic development and their changes to a certain extent. Enterprises are also a starting point of industrial analysis and research. The data of enterprise registration and cancellation can reflect the scale, distribution and

direction of the overall economic operation status. Therefore, the comprehensive collection, processing and analysis of the enterprise unified social credit code information can reflect a macroeconomic development trend in a certain period of time. Considering that enterprise needs to take a period of time to generate revenue after registration, the change in socio-economic production value necessarily lags behind the enterprise change. According to the time sequence, two analysis paths can be determined, one is forward analysis based on the enterprise registration data and another one is backward analysis based on economic development results.

The traditional backward analysis mainly relies on the structured statistical data. On the one hand, the statistical data is deferred data, which is unfavourable to understand the macroeconomic status quo and to accurate prediction of economic development, which is even considered to be the factor to fuel the economical fluctuation; on the other hand, it is difficult to accurately test the causal relationship between economic factors in a complex macroeconomic environment. Therefore, taking the full sample data for correlation mining can play an important role in economical forecasting, policy making and evaluation. The enterprise registration data in the unified social credit code database is the forward full-sample big data. The main identification part of the registration data can be used to describe and reveal the macroeconomic development. The time difference between registration and production output can be used to analyze and predict the socio-economic development status quo and trends. From the view of the above considerations, this paper attempts to assess the overall economic development in advance by using enterprise registration data based on the idea of "forward analysis", which lengthens the time chain of statistical analysis to establish the awareness of "full process analysis" (Dong, 2016).

At the same time, the paper collects the full "city" sample data involved in the national One Belt, One Road policy documents (YBYL, 2018), according to the economic regions involved in the national One Belt, One Road strategy, trying to analyze the macroeconomic performance of different areas of One Belt, One Road from the perspectives of economic development scale, trend and industrial structure, so as to fully understand the economic development and evolution process of cities of One Belt, One Road.

2.2 Data sources and sample selection

The paper selects the number of enterprises registered number and the corresponding capital of the enterprises in different industries during the period from 2008 to 2014 based on the unified social credit code database. According to the National Economic Industry Classification (GB/T4754) (NEIC, 2017), the paper divides enterprises into 11 categories, which are warehousing, transportation, finance, *residential services, repair and other services,* retails, wholesale, *software and information technology services, culture, sports and entertainment, information transmission industry and postal industry*, and manufacturing industry.

As for the regions that the cities are involved in, the paper selects 35 cities in the Yangtze River Delta, the middle and upper reaches of the Yangtze River, the Pearl River Delta, the Bohai Rim, and the West Coast of the Straits taking into the account of factors such as national policies, city scale and geographical representation, which are shown in Table 1.

Table 1. One Belt, One Road Region and City

Region	Cities
Yangtze River Delta	Ningbo, Shanghai, Hangzhou, Nanjing, Suzhou, Hefei
Upper-Middle Reaches of Yangtze River	Chengdu, Lanzhou, Chongqing, Nanchang, Wuhan, Changsha

| Region	Cities
Pearl River Delta	Guangzhou, Shenzhen, Foshan, Dongguan, Jiangmen, Zhongshan, Huizhou, Zhaoqing, Zhuhai
Bohai Rim	Dalian, Qingdao, Tianjin, Yantai, Beijing, Shijiazhuang, Jinan, Shenyang, Harbin, Changchun
Western Coast of the Straits	Fuzhou, Quanzhou, Xiamen, Shantou

Data source: Selected according to relevant policy documents of One Belt & One Road

According to National Development and Reform Commission's document about the Yangtze River Delta urban agglomeration, the Yangtze River Delta region mainly includes Shanghai city and other cities in Zhejiang, Jiangsu and Anhui provinces. Considering the influence of key cities and cities' influence on the surrounding areas, this paper selects Shanghai, Hangzhou, Nanjing, Suzhou, Ningbo and Hefei as the representative six cities in the Yangtze River Delta region (NDRC, 2018). The current research on urban agglomeration usually separates the middle reaches from its upper reaches of the Yangtze River. Considering the data in the unified social credit code database, this paper merges the two regions into one region, focusing on the municipalities and provincial capitals, including six cities such as Chengdu, Lanzhou, Chongqing, Nanchang, Wuhan and Changsha. About the Pearl River Delta region which is within Guangdong Province as the main body, the paper selects 9 cities covering Guangzhou, Shenzhen, Foshan, Dongguan, Jiangmen, Zhongshan, Huizhou, Zhaoqing and Zhuhai. According to the State Council's *2015 Outline of Cooperation and Development in the Bohai Rim Regio*n, the Bohai Rim region refers to the vast economic region that surrounds all of the Bohai Sea and parts of the Yellow Sea (NDRC, 2018). This paper chooses ten cities like Beijing, Tianjin, Shijiazhuang, Jinan, Qingdao, Yantai, Dalian, Shenyang, Harbin and Changchun as the main research object. The urban agglomeration on the west side of the Straits, also known as the economic zone on the west side of the Straits, is an urban agglomeration concentred on the five central cities of Fuzhou, Quanzhou, Xiamen, Wenzhou and Shantou. It is also an important channel for the Maritime Silk Road. This paper selects Fuzhou, Quanzhou, Xiamen and Shantou as the samples.

3. Results

3.1 Overall economic development

Based on the enterprise registration data from 2008 to 2014, the paper collects and analyzes the annual trend changes of the registration amount and registered capital of all domestic enterprises and foreign-funded enterprises in 35 cities of *One Belt & One Road*, and the results are shown in figure1. It can be seen that the overall economic development of *One Belt & One Road* cities with enterprises as the main body presents a stable growth trend. By the end of 2014, the number of registered enterprises has increased from 5.4 million to 7.56 million, and the registered capital has increased from 308.5 trillion yuan to 354.7 trillion yuan. At the same time, the overall level of foreign investment has been developing steadily but with slight changes. The number of registered foreign-funded enterprises has increased from 269,000 to 324,000, and the registered capital has decreased from 28.9 trillion yuan in 2008 to 17.4 trillion yuan.
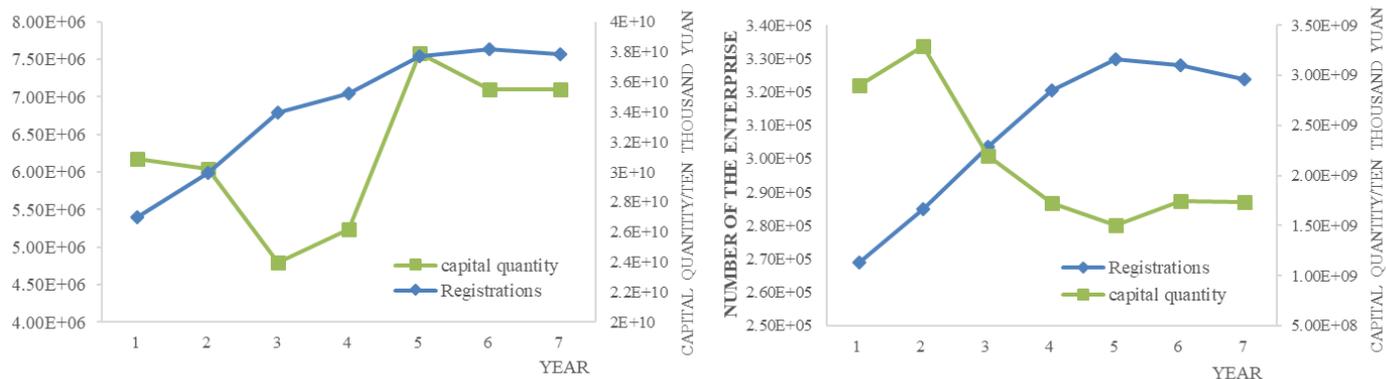
（a）Change of overall enterprise registration   (b) Changes of foreign-funded enterprises

Data source: statistic calculating according to the database of unified social credit code

Figure 1. One Belt & One Road City Enterprise Registration Trend

In terms of development trend, it can be seen from the changes in figure 1-a that both the number of registered enterprises and the scale of registered capital tend to be stable after 2012. As it can be seen from the trend line of the change of enterprise registration, the year of 2010 is an important year for the change of enterprise registration. After that, except for a slight increase in 2011, it is basically in a stable state. The changes from 2008 to 2012 are related to a series of modulation of national policies. In 2008, in order to cope with the financial crisis and stimulate the development of the national economy, the "four trillion plan" encouraged the occurrence of new economic behaviours to some extent, which was reflected in the increase of the number of enterprises as the main body of economic activities. At the same time, the impact of the financial crisis on urban enterprises in *One Belt & One Road* is also obvious, which is mainly reflected in the scale of registered capital of enterprises. The registered capital decreased obviously, and then slowed down slightly within the three years after 2008. As for the reasons for the slowdown, this paper believes that the main reason lies in the implementation of the national policy to encourage development of Small and Medium Enterprises (SMEs). The overall number of SMEs increased, but the capital scale of SMEs, to a certain extent, shows a declining trend of the total registered capital.

As it can be seen from figure 1-b, the registered number and registered capital size of foreign-funded enterprises in *One Belt & One Road* cities are significantly different. After 2008, the number of foreign-funded enterprises registered shows a rapid growth and then decrease from 2012 to a steady downward trend. After a slight increase from 2008 to 2009, the registered foreign capital shows an obvious trend of decline. After 2012, the registered foreign capital also shows a trend of stable development and a slight growth. After the financial crisis, Chinese government adopted more liberal policies to attract much more foreign enterprises to invest in the domestic market, which led to the rapid growth of the registered foreign-funded enterprises. After 2012, the intensified international competition and the development of domestic enterprises and other factors led to the slowdown of new increment of foreign capital and the growth of enterprise cancellation. Taken together, the year of 2010 was a watershed for the development of foreign-funded enterprises in China, before 2010, foreign enterprise registration number is growing rapidly influenced by international economic situation and the domestic policy; after 2010, the registration number and the registered capital are going to a different direction, registration numbers show steady growth, while foreign registered capital size is steadily declining.

3.2 Analysis of Industrial Structure

Rational industrial structure has positive effect on urban development and economic growth (Zhengqiu et al., 2013). The current research is based on panel and other data to study the industrial structure adjustment and influencing factors of *One Belt & One Road* strategy, or to take a certain region and an industry as the research object to explore the industry transformation and development (Xue et al., 2015; Liqin & Jinyong, 2016). From the perspective of economic and industrial classification, this paper analyzes the macro industrial structure pattern of *One Belt & One Road* cities based on the development level and growth trend of registered number and registered capital. As for the methodology of the paper, the concept of growth index is introduced, which is a sequential growth rate used as the main index to evaluate the development trend of the industry, and the calculation formulation is as follows:

$$p = 1 + \frac{x_i - x_j}{x_j}$$

Where p is the value-added index, x_i is the calculated value of the current year, and x_j is the calculated value of the previous year. Based on the data of enterprise registration volume and registered capital, the registered number and capital trend of enterprises in various industries were counted, and the results were shown in figure 2. The number of enterprises in each industry and the proportion of registered capital are calculated to obtain the proportion of the overall industry structure; the result is shown in table 2.

It can be seen from the data combination of figure 2 and table 2 from 2008 to 2014, the amount of enterprise registration and registered capital of different industries in One Belt & One Road cities changed significantly. In terms of the proportion of different industries in the whole industry, the structural changes are relatively small. In order to cope with the financial crisis, China has put forward a corresponding industry revitalization plan. The number of enterprises registered in various industries reached the peak in 2009, among which the three industries with the strongest growth rate are warehousing industry, transportation industry and information technology service industry. Since then, the number of registrations in all industries has fallen sharply, but the three industries have continued to grow. Considering the proportion of industry registration, although the proportion of manufacturing industry shows a declining trend, compared with other industries, manufacturing industry, as a pillar industry of China's economy, at least develops relatively stable in terms of enterprise ownership.

According to the trend chart and proportion of registered capital, the software and information technology service industry has the most significant growth, while the residential service, repair and other service industries, wholesale industry and financial industry also have a significant growth, while the size of registered capital of manufacturing industry presents a downward trend in the overall industry structure. The rise of the tertiary industry indicates to some extent that the industrial structure transformation and upgrading have achieved initial results in Yangtze River economic belt, Pearl River Delta region, Bohai Rim region and the urban agglomeration on the West Coast of the Straits.
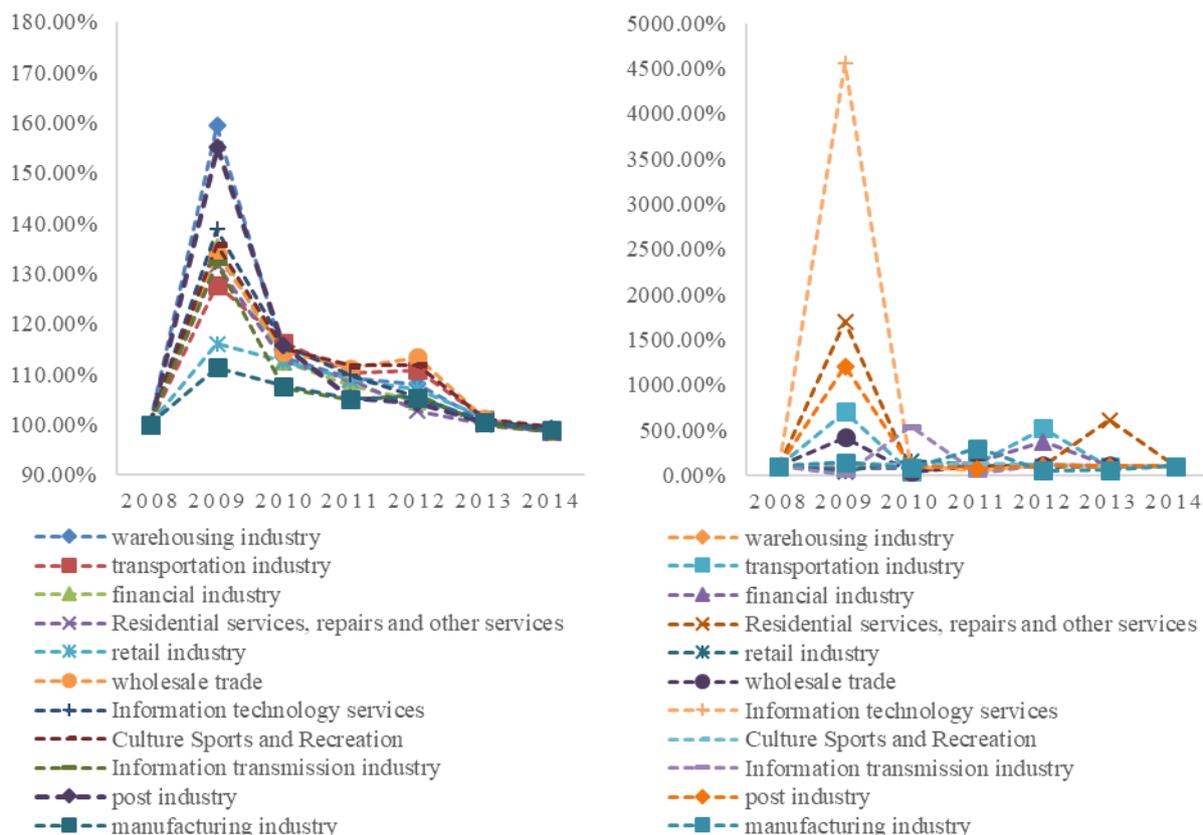
（a）Trend of enterprise registration capital in different industries

（b）Trend of enterprise registration volume in different industries

Data source: Calculating according to the database of unified social credit code

Figure 2. Historical enterprise registration volume and registered capital trend analysis of various industries

Table 2. Different industries enterprise registration data ratio of *One Belt & One Road* cities

Industry	Year	2008	2009	2010	2011	2012	2013	2014
Warehousing	Registration proportion	0.38%	0.49%	0.50%	0.50%	0.49%	0.49%	0.49%
	Capital injection proportion	0.13%	0.08%	0.12%	0.09%	0.10%	0.10%	0.10%
Transportation	Registration proportion	3.43%	3.56%	3.69%	3.74%	3.81%	3.82%	3.81%
	Capital injection proportion	1.01%	4.68%	2.40%	1.85%	9.19%	9.73%	9.73%
Finance	Registration proportion	1.88%	2.07%	2.07%	2.05%	1.97%	1.97%	1.98%
	Capital injection proportion	20.27%	9.80%	11.32%	10.23%	36.29%	40.40%	40.43%

Industry	Year	2008	2009	2010	2011	2012	2013	2014
Residential services, repairs and other services	Registration proportion	3.41%	3.65%	3.66%	3.67%	3.46%	3.43%	3.42%
	Capital injection proportion	0.18%	1.99%	1.20%	0.73%	0.72%	4.84%	4.84%
Retail	Registration proportion	20.66%	19.45%	19.51%	19.55%	19.24%	19.31%	19.26%
	Capital injection proportion	16.08%	4.82%	10.48%	7.16%	5.97%	6.66%	6.66%
Wholesale	Registration proportion	31.24%	33.96%	34.69%	35.46%	36.93%	37.03%	37.02%
	Capital injection proportion	12.77%	35.73%	17.82%	10.71%	10.93%	12.74%	12.73%
Information technology services	Registration proportion	4.05%	4.57%	4.71%	4.76%	4.61%	4.59%	4.58%
	Capital injection proportion	0.32%	9.76%	13.43%	4.29%	4.73%	5.29%	5.29%
Culture, Sports and Recreation	Registration proportion	2.35%	2.59%	2.66%	2.73%	2.81%	2.81%	2.83%
	Capital injection proportion	0.11%	0.10%	0.16%	0.12%	0.14%	0.15%	0.15%
Information transmission	Registration proportion	0.70%	0.75%	0.72%	0.69%	0.67%	0.67%	0.66%
	Capital injection proportion	14.49%	0.93%	7.09%	0.58%	0.67%	0.74%	0.74%
Post industry	Registration proportion	0.26%	0.32%	0.33%	0.32%	0.31%	0.31%	0.31%
	Capital injection proportion	0.02%	0.13%	0.19%	0.08%	0.08%	0.09%	0.09%
Manufacturing	Registration proportion	31.62%	28.59%	27.45%	26.53%	25.69%	25.58%	25.63%
	Capital injection proportion	34.61%	31.98%	35.77%	64.16%	31.17%	19.24%	19.23%

Data source: Calculating according to database of unified social credit code

At the same time, from the perspective of registered capital, the growth trend of warehousing industry and transportation industry is relatively fast, reflecting the impact of various national logistics policies on the development of logistics industry in recent years. Although the financial industry registration proportion is less than 2% of the total statistical data, but its proportion registered capital is as high as 40%, which shows that the proportion of registered number registered capital is of serious imbalance. The data reveals that there are seldom SMEs in the financial industry, most of financial enterprises are well-

funded, which is beneficial to stabilize the financial system, but to some extent, it will affect the activity of financial markets.

3.3 Analysis of Regional Economic Development

One Belt & One Road involves 18 provinces, autonomous regions and municipalities directly under the central government. Among them, the Yangtze River Basin, Pearl River Delta, West Coast of the Straits, Bohai Rim and other economic zones are highly open and strong in economic strength and play an important role in driving the economic growth. They are the core areas of *One Belt & One Road*. The analysis of the overall economic development and industrial structure in different regions can clearly understand the development level and trend of different regions, and clarify the role of different regions in *One Belt & One Road*, which is of guiding significance for strategic planning and policy formulation.

Based on the enterprise registration data in 2008-2014, the paper collects and calculates the registered number and registered capital of sample cities in five areas of Yangtze River Delta Region, the Middle and Upper Reaches of Yangtze River, Pearl River Delta, Bohai Rim Region and West Coast of the Straits respectively, and gets the cumulative data of equal time intervals, then adopt the First and Last Halves method to gain the mean value of each city as shown in table 3. The statistical results show that from 2008 to 2014, the number of enterprise registrations in the five regions reveals upward trend, among which the Middle Reaches of Yangtze River and Yangtze River Delta region shows an obvious growth, increasing by 52.59% and 44.04% respectively. Enterprise registered capital, except for Pearl River Delta region and West Coast decline (down by 39.01% and 17.18% respectively), the other three areas has increased, Yangtze River Shelter-Forest region increased most nearly 161.19%, Yangtze River Delta region grows 22.75%, Bohai Rim region grows 6.90%.

Table 3. 2008-2014 Enterprise registration number and capital of the whole industry in five regions

Region	Year	2008	2009	2010	2011	2012	2013	2014
Yangtze River	Registrations	2.52E+05	2.77E+05	3.06E+05	3.34E+05	3.65E+05	3.67E+05	3.64E+05
Delta	Registered capital	7.39E+08	8.29E+08	5.96E+08	8.50E+08	8.08E+08	9.08E+08	9.07E+08
Upper-Middle	Registrations	1.17E+05	1.33E+05	1.75E+05	1.58E+05	1.78E+05	1.80E+05	1.78E+05
Reaches of Yangtze River	Registered capital	6.63E+08	6.40E+08	5.35E+08	6.51E+08	1.80E+09	1.73E+09	1.73E+09
Pearl River	Registrations	3.11E+04	3.49E+04	3.88E+04	3.36E+04	3.47E+04	3.48E+04	3.46E+04
Delta Region	Registered capital	3.54E+08	2.63E+08	5.75E+08	1.45E+08	2.02E+08	2.16E+08	2.16E+08
Bo Hai Coastal	Registrations	1.28E+05	1.42E+05	1.57E+05	1.69E+05	1.78E+05	1.79E+05	1.78E+05
Region	Registered capital	7.26E+08	7.85E+08	4.48E+08	6.19E+08	9.72E+08	7.76E+08	7.76E+08
Western Shore	Registrations	4.06E+05	4.50E+05	4.98E+05	5.27E+05	5.49E+05	5.62E+05	5.57E+05
Economic Zone	Registered capital	3.00E+09	2.79E+09	1.88E+09	2.42E+09	2.68E+09	2.48E+09	2.48E+09

Data source: Calculating according to the database of unified social credit code

4. Discussion

In this study, enterprise registration data in 2014 selected intuitively reveals the industrial structure of five different regions as shown in figure 4. In general, software and information technology services, financial industry, etc. have less registration number but more registered capital. Wholesale and retail industries, on the other hand, have a relatively high proportion of registration number but a relatively low proportion of registered capital. In

terms of only registration number, except for the software and information technology services industry ranks the third place in West Coast of the Taiwan Straits, the manufacturing industry, retail industry and wholesale industry rank the top three industries in each region. Registered capital accounts for a higher proportion of the industries in different regions have different meanings.
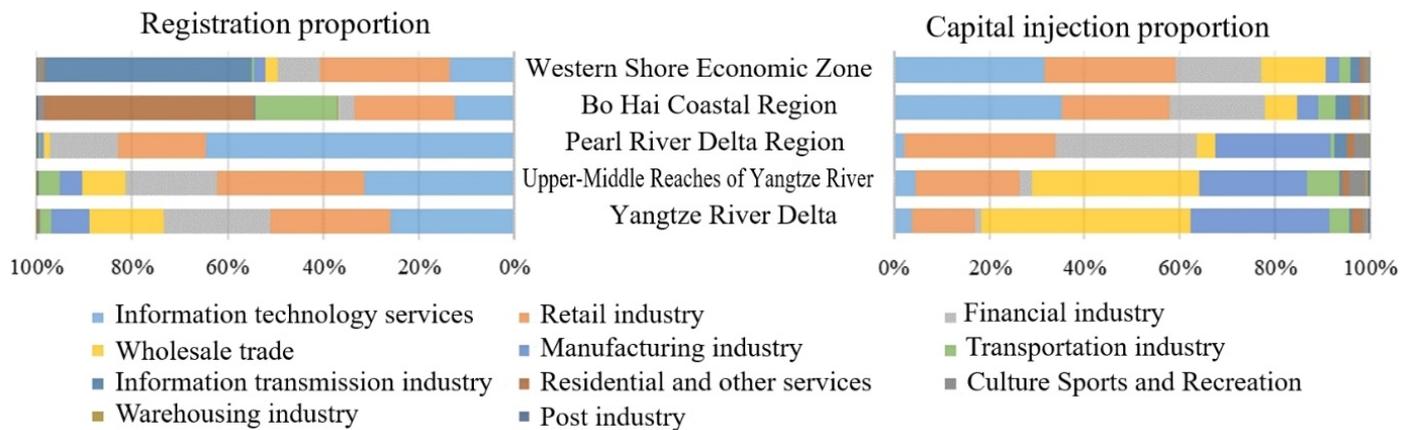
Data source: Calculating according to database of unified social credit code
Figure 3. One Belt & One Road regional industrial structure

In terms of the registered capital, the Bohai Rim region accounts for more than three industries, namely, financial industry 44.01%, manufacturing industry 20.91% and transportation industry 17.16%. The investment in the transportation industry makes the Bohai Rim region have a certain foundation for transportation construction, and can play the full role of gateway. Through a series of activities such as further port construction and improving the railway network, Bohai Rim region will cooperate with far-east area of Russia to promote land and sea transportation in order to build the Beijing-Moscow Eurasian high-speed transportation corridor. The software and services sector accounts for 17.89% of the total registered capital in West Coast of the straits, second only to the wholesale sector (31.58%) and the manufacturing sector (27.62%), while other sectors account for less than 3%. The location advantage enables West Coast of the straits to expand the opening coverage, deepen the reform degree, and to increase the intensity of scientific and technological innovation for the development of technology-intensive industries such as software and information technology services.

Software and information technology services (26.07%), retail (25.01%) and finance (22.35%) are the top three industries in terms of registered capital in Yangtze River Delta region. As for the Middle Reaches of Yangtze River, residents' services, repair and other service industries, manufacturing industries and financial industries rank among the top three industries with 31.37%, 30.75% and 19.27% respectively. The Pearl River Delta region has the highest proportion of registered capital (64.63%) in the financial sector, 18.27% in the manufacturing sector and 14.29% in the wholesale sector. From the point view of the registered capital, these three regions have more finance investment. Except for traditional industries like manufacturing, wholesaling, retailing, which are closely related to the national economy, these three regions have also higher investment in industries like service sector, high and new technology industry, which can facilitate economic structure transformation. Therefore, with a better economic foundation and a good influence of radiation, the three regions have become the core areas to support the construction of Sea Silk Road (People's Daily, 2015)

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5. Conclusions

From the perspective of the registered big data of enterprises, the economic development of One Belt & One Road cities in China shows a generally good trend from 2008 to 2014. Different regions also have their own characteristics, but the data also predicts an unstable trend for the future economic development. The overall economic development of One Belt & One Road cities shows a steady growth after the financial crisis in 2008. In 2010, the registered number and registered capital of all industries increased greatly, and they tended to be stable after 2012.The registration volume and registered capital of all industries were on the rise, while the registration volume of manufacturing, retail and wholesale enterprises was higher. Among them, the registered number of foreign-funded enterprises grew steadily, and gradually declined after 2012, while the registered capital fluctuated significantly.

The development trends and industrial structure characteristics of the five major economic regions are different. As the core areas for the construction of the Sea Silk Road, Yangtze River Delta, the Middle and Upper Reaches of Yangtze River and Pearl River Delta have attracted a large number of software and information technology service enterprises and invest more in the financial industry. As the main support of the construction of the Eurasian high-speed transport corridor, Bohai Rim region has a large number of registered enterprises. Relying on its geographical advantages and technology-intensive industries, West Coast of the Straits has great potential for development and is one of the main forces to build the Sea Silk Road. The paper takes enterprise registration data as the main data for research on cities' economic status quo, and combing with regional characteristics, analyzes different roles of the five areas. The pro-analysis is proactive and predictive to some extent, at the same time, it has inevitable limitations. The following research will need to be further combined with the historical data in industry and industry production, with more comprehensive and all-round understanding of "area" characteristics and trends of urban economic development.

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