



# The Mechanism and Case Analysis of Restriction on the Diffusion Effect of “Development Pole” in Gelao Ethnic Group Areas in Northern Guizhou

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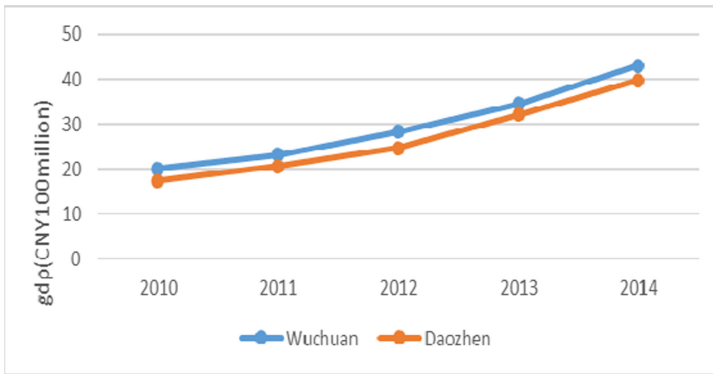
**Abstract.** In the context of Guizhou’s rapid economic growth, the county’s economy of the whole province has shown an increasingly unbalanced economic development pattern. This phenomenon is more prominent in the province’s minority autonomous counties, and has been in a “Two-Tiered Lag” development state for a long time. Based on this background, this article focuses on the Gelao ethnic’s settlements in northern Guizhou Province, and uses the theory of development poles to analyze its causes and formation mechanisms. The conclusion is that the essence of “two-tier lag” is that the diffusion effect of “development pole” has not been brought into full play effectively, which is due to the priority policy of lagging behind in transportation, less and later, and finally evolved into a vicious circle of low finance, insufficient transportation and weak economy. The article selects Wuchuan district’s economic and transportation data from 2003 to 2014, and uses factor analysis and comprehensive evaluation to quantify the matching degree of the economic and transportation development of Wuchuan district. The results are the average matching degree of economic and transportation development in Wu-chuan district was poor, the development of transportation has been unable to keep up with the demands of economic growth. And development has entered a well-matched low-level development model, strengthening the vicious circle path.

**Keywords:** Qianbei Gelao nationality · Developmental pole theory · Diffusion effect · Compatibility

## 1 Introduction

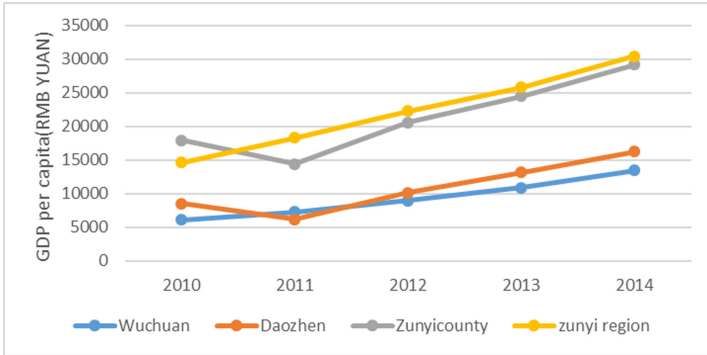
In the 70s century, China’s economy began to develop. The strategy was adopted: priority policies such as material resources, financial resources, and manpower were tilted to the east first and then transferred to the west. With its construction of different levels of “development poles”, the nation achieved common prosperity. The ultimate goal. Therefore, in the process of China’s economic development, the Pearl River Delta, the Yangtze River Delta and other places have taken the lead in becoming the “development poles” of urbanization and the fastest-growing regions in China’s economy. In order to

promote the spreading effect of the “development poles” of eastern urbanization, the state implemented the strategy of western development in 2000, and constructed the “development poles” with 12 provincial capitals and some prefecture-level cities in the western regions. The preferential policies of various regions have fostered the necessary conditions for maximizing acceptance of the diffusion effect of the “development pole” of eastern urbanization, thereby accelerating the economic growth of the “development pole” of urbanization in the western region. The “development poles for making the urbanization of the western region bigger and stronger” drive the economic development of the western region through the radiation effect. Under this background, the economic development of the Guizhou Qianbei Gelao populated area is observed vertically (See Fig. 1), but from a horizontal perspective, the indicators of the two counties have lagged behind the average level of the entire Zunyi region for a long time. To further compare the economic structure, the total rural economic volume and growth rate of the region lag behind the average development level of the county. It is a “two-layer lagging” (see Figs. 2 and 3).

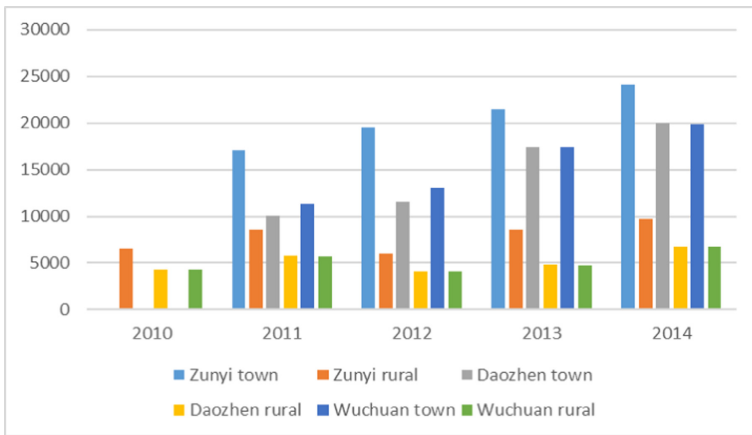


**Fig. 1.** GDP of chuan Wuchuan County and Daozhen County, 2010–2014 Unit: 100 million yuan. Data source: research materials

The Realistic economic development is far from the “unbalanced-balanced” economic development pattern predicted in the theory. This topic attracts academics and political circles to actively discuss it. The scope of discussion is global, national, and regional. The research perspective includes natural conditions, history, human capital, Finance, etc., research methods are qualitative and quantitative [1–5]. The research conclusions show that: due to the different endowments of economic entities and different stages of economic development, the main factors that cause the imbalance in the local economy are various. Not the same, but for the main cause of the more unbalanced development of the economy in the initial development, scholars believe that the transportation factor is the main explanatory variable, because transportation facilities have a guiding, supporting and guaranteeing role in regional development, and reflect the advantages and disadvantages of regional development conditions Important indicators. A convenient network of transportation facilities is a prerequisite for strengthening regional economic ties and enhancing regional comparative advantage [6, 7]. Scholars



**Fig. 2.** GDP per capita from 2010 to 2014 Unit: RMB Yuan. Data source: Website of Zunyi Municipal Government of Guizhou Province



**Fig. 3.** Per capita income of urban and rural in Daozhen County and Wuchuan County from 2011 to 2013 Unit: Yuan. Data source: Website of Zunyi Municipal Government of Guizhou Province.

have further analyzed the development and evolution mechanism of regional economic development and transportation development that are based on each other, are mutually dependent, and are interdependent and mutually reinforcing [8–13].

Based on the research on the relationship between transportation and regional economy, and based on the development pole theory, the formation mechanism of the “two-tier lagging” economic phenomenon in the northern Qianbei Gelao community is clarified in three steps, and combined with the current country marked by the rural revitalization plan. The “balanced” economic development strategy focuses on the purpose of maximizing the “development pole” diffusion effect and cracking its formation mechanism as a breakthrough point. The article proposes to increase the financial support of the Gelao ethnic community in northern Guizhou as the first driving force to make up for short traffic. Suggestions and countermeasures such as infrastructure and cultivation industry

to expand the effects of fiscal policy as a channel, with a view to promoting the local economy from exogenous growth to endogenous growth.

## **2 Economic Development Status and Transportation Situation of Gelao Ethnic Community in Northern Guizhou**

### **2.1 Economic Development Status of Gelao Nationality Community in Northern Guizhou**

The Gelao nationalities are mainly distributed in Guizhou, and they mainly live in the three counties of Wuchuan, Daozhen and Zheng'an in the northern Guizhou area. The development history shows that the Zunyi area is not only culturally developed, but also has been at the forefront of economic development in Guizhou Province, but it is measured by the county and measured by the GDP growth rate in 2011. Among the 88 counties in Guizhou, Daozhen and Wuchuan are two the autonomous counties are ranked in the bottom 10, and after struggling to catch up during the 12th Five-Year Plan period, in 2014, Daozhen County and Wuchuan County ranked 25th and 32nd in the province's 57 non-economically strong counties, respectively. When the overall ranking has improved, the gap between the rural economy of the two counties and the average level of the entire county is getting wider. See the following data.

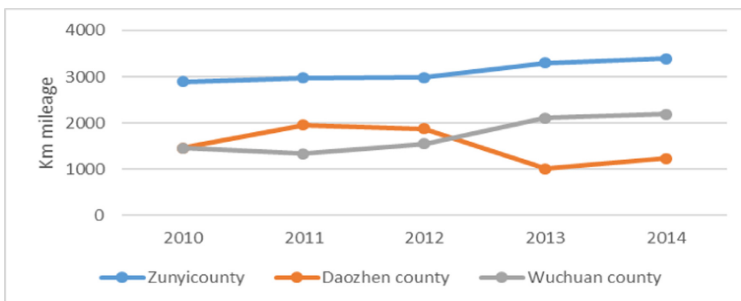
#### **2.1.1 The Level of Economic Development Generally Over the Years**

Longitudinal observation, from 2010 to 2014, Wuchuan and Daozhen counties achieved certain economic growth: the regional GDP of Wuchuan County was 2.18 billion yuan, 2.366 billion yuan, 2.828 billion yuan, 3.449 billion yuan, and 4.299 billion yuan in that order. The regional GDP of Daozhen Autonomous Region was 1.674 billion yuan, 2.04 billion yuan, 2.458 billion yuan, 3.203 billion yuan, and 3.965 billion yuan in turn (see Fig. 1). From the horizontal observation, from 2010 to 2014, the development level of Wuchuan and Daozhen counties lags behind Zunyi City and other counties in Zunyi area (such as Zunyi County), and there is no sign of the gap narrowing (see Fig. 2). From a structural perspective, from 2010 to 2014, there was a large gap between urban income and rural per capita income in Wuchuan and Daozhen counties, and the gap tended to widen significantly (see Fig. 3).

Longitudinal observation shows that from 2010 to 2014, the economy of both Wuchuan and Daozhen counties has achieved certain growth: the regional GDP of Wuchuan county is RMB 2.180 billion, RMB 2.366 billion, RMB 2.828 billion, RMB 3.449 billion and RMB 4.299 billion respectively; the regional GDP of Daozhen Autonomous County is RMB 1.674 billion, RMB 2.04 billion, RMB 2.458 billion, RMB 3.203 billion and RMB 3.965 billion respectively (see Fig. 1). According to the horizontal observation, the development level of Wuchuan and Daozhen counties from 2010 to 2013 lagged behind that of Zunyi City and other counties in Zunyi region (such as Zunyi County), and the gap did not narrow (see Fig. 2). From the perspective of structure, there is a large gap between urban income and rural per capita income in Wuchuan and Daozhen counties from 2010 to 2013, and the gap has a significant trend of expansion (see Fig. 3).

### 2.1.2 Transportation Status of Gelao Ethnic Community in Northern Guizhou

The investigation data and data show that the transportation infrastructure construction in the area inhabited by the Qibei Gelao nationality is seriously backward (see Fig. 4). The length of highway in the two counties is far less than that of other counties in Zunyi (such as Zunyi). There is no railway, no water transport in the county, county and township roads for a long-time overload operation, serious damage, traffic conditions are extremely bad. Among them: Wuchuan county is the only county in Zunyi region and one of the few counties in the province that does not have the highway above grade 2 (including national highway). Although Daozhen has the geographical advantage of being close to Chongqing, the lagging traffic blocks the radiation of Chongqing's economy. There is no interconnection between the two counties, and the construction of roads to villages is even weaker. By the end of 2013, 14 villages in Wuchuan county had not opened asphalt (cement) roads. At the end of 2014, seven villages in Daozhen county still had no asphalt (cement) roads.



**Fig. 4.** Road mileage of Zunyi County, Daozhen County and Wuchuan County, 2010–2012 Unit: km. Data source: Website of Zunyi Municipal Government of Guizhou Province

In a word, in terms of economic development and traffic conditions, Daozhen and Wuchuan counties lag behind the average level of development in Zunyi area, and the urban and rural development of the two counties also presents a more unbalanced pattern, and the imbalance of these two levels tends to expand.

## 3 An Analysis of the Restrictive Mechanism of the Development Effect of the “Development Pole” of the Gelao Community in Northern Guizhou

### 3.1 Theoretical Basis-Development Pole Theory

The theory of development poles was formed in the 1940s and 1950s, and the viewpoint was: Priority policy to build “development poles”, through the diffusion effect of “development poles”, to radiate the economic development of the surrounding areas and achieve an “unbalanced-balanced” economic development. However, the actual economic phenomenon shows a siphon effect, the production factors in the surrounding

areas are further lacking, and they fall into a lower level of economic development. The gap between the “development pole” and the surrounding areas is widening. This phenomenon is explained by scholars: Because the “development pole” not only has a diffusion effect, but also an echo effect, when the “development pole” has a diffusion effect greater than the echo effect, the region will present an “unbalanced-balanced” economic state on the contrary, there will be another economic state of “imbalance-more imbalance”. Considering the fact that the market operating mechanism of developing economies is not sound, the economic growth benefits cannot be automatically and naturally radiated to the peripheral areas, but the fact that the echo effect is more likely to be exerted. It is recommended that the government participate in ensuring that the development potential of the peripheral areas is not destroyed, which is a reversal. The best way to “Matthew Effect”.

### 3.2 The Causal Mechanism Restricting the Development Effect of the “Development Pole”

Based on the economic facts obtained from the research, and according to the development pole theory, the article further clarifies the mechanism of the “development pole” diffusion effect that the Qianbei Gelao community has failed to play effectively: —Traffic lag—Limited funding for road construction—low fiscal revenue—relative lag in economic development—the diffusion effect of the “development pole” did not play well. Vicious circle (see Fig. 5). According to this, the formation of “two-layer lag” can be decomposed into three layers of causal mechanism: 1) The “two-tiered lag” economic development pattern stems from the fact that the “development pole” diffusion effect has not been effectively exerted; 2) the “development pole” diffusion effect has not played well due to the lagging traffic; 3) the lagging traffic originates from local government repair Road matching funds are limited.

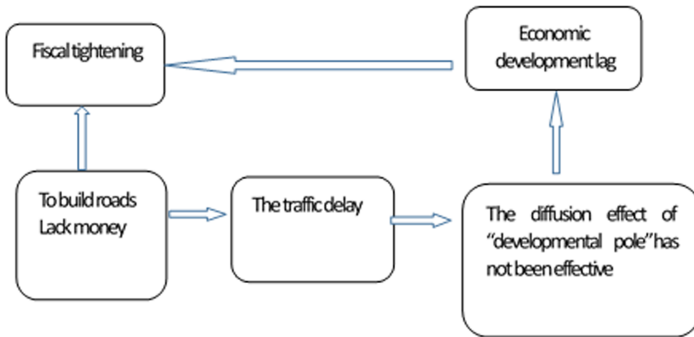


Fig. 5. Intrinsic Determining Mechanism of the “Two-tiered Lag” Economic Phenomenon in the Gelao Community in Northern Guizhou

### 3.2.1 The First Causal Mechanism: The “Two-Tiered Lag” Economic Development Pattern is Due to the Two-Tiered “Development Pole’s” Diffusion Effect not Being Effectively Exerted

With the implementation of the western strategy, Zunyi City has become the “development pole” of urbanization in northern Guizhou. The policy promotes the accumulation of factors, Zunyi City’s economy has achieved rapid growth and its development potential has been enhanced. The regional economies have been radiated through the diffusion effect, and the regional economy as a whole has achieved relatively high growth. The average level of economic development in Zunyi. Investigate the reason: The article believes that the conditions for the diffusion effect of Wuchuan and Daozhen counties receiving the “development pole” of Zunyi City have not been formed, and there is a large gap compared with other counties. Just like investigating the economic facts, the population flow between the two counties and the surrounding counties has shown over the years—the two counties are a net outflow of population, and the surrounding counties are a net inflow of population. The surrounding counties of the two counties have gradually formed a crowd of people, especially talents, and an industrial cluster of a certain size. The economic vitality of the surrounding counties has been rapidly improved, and transportation and other infrastructure have been further improved, which has increasingly attracted people from the two counties to the surrounding areas. The outflow of production factors such as county home ownership, population and other factors has weakened the two counties ability or conditions to accept the “development pole” diffusion effect in Zunyi City, increasing the economic development level of the two counties and their surrounding counties.

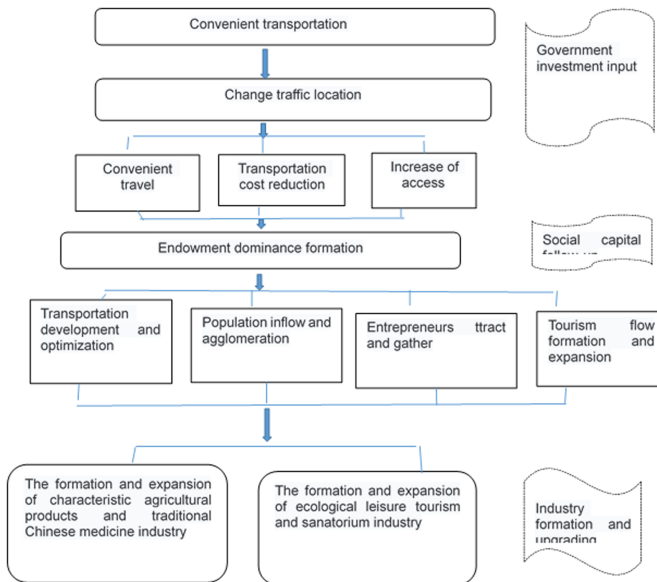
Moves from urbanization to the stage of urbanization, the county seat plays the role of “development pole” of the county economy. Its purpose is to make the county economy bigger and stronger, and to use the “development pole” of the county seat to promote the growth of the county economy. However, the towns and rural areas of the two counties, Daozhen and Wuchuan, are showing an increasingly uneven economic development pattern. For this reason, the article believes that the two counties and counties have weak diffusion effects of the “development poles” of the receiving cities, which further results in their inability to effectively exert their “development poles” diffusion effects. Rich ecological and cultural advantages resources, a large number of idle farmland and farm houses, characteristic mountain agricultural products, Chinese medicinal materials and other industries have not been formed or expanded, leading to a large number of production factors outflow or waste, as seen in the Gelao ethnic villages: 1) A large amount of farmland is deserted, and the population of natural villages is declining year by year. Some people with a little labor ability comes to work or go out to work in the county. 2) Some rural schools have more teachers than students, but the primary and secondary schools in the two counties are in each grade and class. The number of people exceeded the standard seriously. 3) There was almost no commodity transaction in the countryside, and they were self-sufficient or bought in the county seat. Therefore, the “development pole” of urbanization exerts more of an echo effect, further reducing the economic development potential of the two counties. Therefore, the “development pole” of urbanization exerts more of an echo effect, further reducing the economic development potential of the two counties.

### 3.2.2 The Second Causal Mechanism: The “Development Pole” Diffusion Effect Does not Play Well Due to Lagging Traffic

According to the related research on the mechanism of the role of transportation and economic development and the facts of the investigation, the article believes that the main factor restricting the diffusion effect of the “development poles” in the two counties is the lagging transportation. Because the transmission mechanism of the “development pole” diffusion effect is [15]: The continuous expansion of the “development pole” production scale will cause a tight supply of production factors, increase production costs, favorable investment opportunities will gradually decrease, the scale effect will disappear, and capital will necessarily find a way out in other regions. At this time, capital and technology will appear. The phenomenon of spreading to the “development pole” surrounding areas, the surrounding areas obtain economic development factors (capital, technology, etc.), and enhance the economic development potential of the surrounding areas; at the same time, the slowdown of the “development pole” economic growth leads to the decline in prices of production factors. The scale effect of the “development pole” is gradually disappearing, which will further stimulate the concentration of production factors and commodity flows in the periphery of the “development pole” and promote economic growth in the periphery. The theory is also the reason why China’s countryside revitalization strategy is launched at this stage: the implementation of the imbalanced economic development strategy has formed large and small “development poles” in China, and the “development poles” represented by cities have experienced excessive production factors. Clusters, low production efficiency, and the surrounding areas represented by countryside areas are seriously lacking in production factors, the production potential has been severely damaged for a long time, widening the gap between urban and countryside development, and the introduction of countryside revitalization plans, which aim to guide production factors to flow to less developed areas through national policies to achieve the current “harmonious” goal of improving the efficiency of production factors and balanced development.

But, the flow of various production factors and commodities from scope, category and speed must be effectively expanded and improved, and convenient transportation is a key leading factor. However, the current transportation situation in Wuchuan and Daozhen districts: Th traffic between the County town and the outside world is behind and the transportation in the County is slowing down. The full flow of production factors and commodities between the “development poles” of Zunyi City and the two counties and counties, and between the two counties and the county countryside area was severely restricted, and the regional production function could not be optimized. Therefore, just as the Daozhen and Wuchuan counties have rich Gelao national culture and a good ecological environment, they have entered the era of leisure, health, and greenness in the country’s economic development. The products and services of rural tourism and ecological leisure should have comparative advantages and can form a certain scale of industry, but the facts of the investigation are not the case. Investigation facts show that due to the inconvenience of transportation, 1) higher logistics costs weaken the relative advantage of the product; 2) most rural tourist spots are difficult to enter the 1–1.5-h journey circle; 3) the ecological leisure network is difficult to synchronize the surrounding county attractions. In short, lagging transportation makes the advantages of

resource endowment unable to be reflected, the factors are difficult to agglomerate, the industry cannot be formed and upgraded, resulting in the inability to optimize the local production function and fail to form the ideal mechanism shown in Fig. 6.

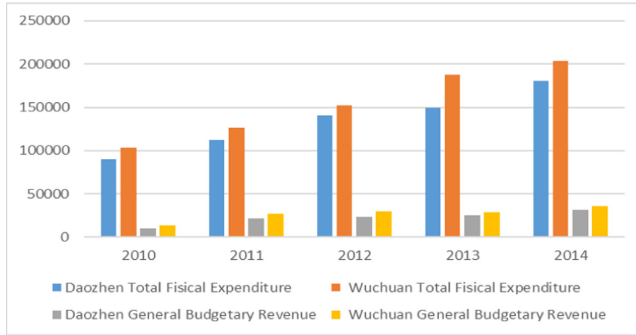


**Fig. 6.** Optimized mechanism for facilitating transportation optimization in Wuchuan and Daozhen counties

### 3.2.3 The Third Causal Mechanism: The Lagging Traffic Is Due to the Limited Funding for Road Construction by the Local Government

The inconvenient transportation in the two counties is the lack of investment in transportation infrastructure. According to survey materials, there are two reasons for the lack of investment: 1) the current policy on exempting road construction support funds from ethnic minority areas has not been implemented. Economic facts show that for each road construction, the governments at the county and township levels need to bear about 50–60% of supporting funds, and the proportion of supporting funds for local roads in rural areas is higher. 2) Local governments at all levels have limited financial resources, as shown in Fig. 7. Fiscal expenditures are far greater than fiscal revenues. This is partly due to China’s tax-sharing system, which has greatly reduced the fiscal revenue of local governments. In 2006, the state introduced a policy of exempting agricultural taxes. In this context, the two counties of Wuchuan and Daozhen, which are mainly agricultural economies, in terms of finances, fiscal revenues are more and more inadequate. Over the years, total expenditures are about 10 times the general budget revenue. Therefore, as a result, by step-by-step exhaustion of the reasons behind the long-term “two-tier lagging” in the economic development of the northern Qiang Gelao populated area, the conclusion is: the reason is that the layers are superimposed, and its backward relationship

“the development pole diffusion effect has not been effectively played Lagging traffic priority policies are less and late”, which eventually evolved into a vicious circle of low finances, poor transportation, and weak economy, presented as a “two-tiered lagging” economic phenomenon.



**Fig. 7.** Total fiscal expenditure and general budget revenue of Daozhen and Wuchuan, 2010–2013. Unit: 10,000 yuan

## 4 Case Study on the Matching Degree Between Traffic and Economic Development in Wuchuan Gelao Autonomous County

### 4.1 Indicator Construction and Sample Period

According to the availability of data, Wuchuan County was selected as the research sample for the study period from 2003 to 2014. The variables that characterize the state of economic development are: GDP, GDP per capita, GDP growth rate, tertiary value added, general fiscal budget revenue, fixed asset investment, and per capita income. The variables that characterize traffic are: infrastructure, highway mileage, and freight Volume, cargo turnover. The data are from the official websites of Zunyi and Wuchuan Government of Guizhou.

### 4.2 Analysis Methods and Reasoning

The article uses factors analysis, comprehensive analysis, elastic coefficient analysis and other methods to quantify the matching degree of economic development and transportation facilities in Wuchuan County over the years, The idea is: the first concept, Construction of regional economic indicator system and transportation facility indicator system, The scores of the respective systems were calculated by factor analysis and recorded as the comprehensive development index of the region’s economy and transportation system. In the second concept, based on the comprehensive development index of the two, the elasticity coefficient is used to describe the matching degree all of the

two, The specific implementation steps are: the first case use factor analysis to extract economic factors and traffic factors, and get factor scores; second, based on factor scores, use the comprehensive evaluation method to calculate the economic development index and transportation development index; the third, use the elastic coefficient method to calculate the degree of matching between the two.

### 4.3 Case Results of an Actual Example

Table 1 present numerical and graphical representations of the economic and transportation development index of Wuchuan County from 2003 to 2014. Table 2 shows the matching degree between Wuchuan County's economic development index and transportation development index. The results show that: 1) Wuchuan County's economy is in a long-term growth trend; the development of transportation fluctuates greatly, and the trend of rapid decline has begun from the beginning of 2012. 2) From 2003 to 2010, the transportation-first model favored local economic growth. In 2010, economic growth changed from negative to positive. At the same time, in early 2010, transportation development lagged behind economic growth, and transportation development could not keep up with economic development needs. 3) There are 7 "poor" and 4 "good" matches, with an average of  $-3.83036$ . The overall match between the two is "poor", of which 2003–2008 consists of three "poor" to "good" cycles Explain that the transportation-first model greatly improves the local economic situation. The spiral growth of economic growth is matched with the development of transportation, showing the state of the economic system being pushed up. During 2009–2013, 4 consecutive "poor", with 1 A "better" end, explaining the role of transportation in boosting the economy, began to turn into a restrictive effect in 2009, and finally in 2013, the economy and transportation entered a low-level development state with a matching degree of "better". In summary, the results of the case analysis show that the previous mode of transportation advancement is beneficial to promote the economic growth of Wuchuan County, but since the beginning of 2009, transportation development has not kept up with the needs of economic development, restricting the development of the "development pole" diffusion effect. Step into a vicious circle of low finance, lack of transportation and weak economy.

## 5 Suggestions and Countermeasures for Maximizing the Diffusion Effect of the "Development Pole" in the Gelao Ethnic Community in Northern Guizhou

In the context of China's realization of common prosperity through the construction of large and small "development poles", the "development poles" diffusion effect has not been effectively exerted, leading to a long-term economic phenomenon of "two-tiered lag" in the Gelao ethnic settlements At the same time, the national economic development strategy has shifted—to give way to "equilibrium", and it is proposed to increase efforts to promote the return of production factors to less developed regions to achieve harmonious development. Combining the strategy of revitalizing the countryside led by the prosperity of the industry, the article puts forward suggestions to

**Table 1.** Comprehensive development index of regional economic and transportation system in Wuchuan County from 2003 to 2014.

Time	Economic	Transportation
2003	-10.468	5.274
2004	-8.679	-0.530
2005	-7.594	-0.462
2006	-10.222	-3.676
2007	-4.100	-2.123
2008	-3.896	5.217
2009	-1.828	3.045
2010	0.966	4.523
2011	4.222	3.409
2012	10.153	4.810
2013	13.163	-8.331
2014	18.282	-11.154

**Table 2.** Analysis of the matching degree between the traffic system and regional economy in Wuchuan from 2003 to 2013.

Time	Elasticity	Compatibility
2003	13.100	Poor
2004	1.024	Relatively good
2005	5.263	Poor
2006	0.626	Relatively good
2007	-92.799	Poor
2008	0.727	Relatively good
2009	-0.060	Poor
2010	-0.223	Poor
2011	0.413	Poor
2012	28.906	Poor
2013	0.889	Relatively good

alleviate the local “two-tiered lagging” economic phenomenon: the theme of expanding the “development pole” diffusion effect and cracking its formation mechanism (low finances-poor transportation-weak economy- Low down finance) as the starting point, increasing financial investment as the first driving force, and developing industries as a channel to improve the effect of fiscal policy, prompting the local transition to an

endogenous economic growth model as soon as possible. Therefore, it is suggested to improve the circular path of the region's economy from the perspective of ethnic support, improve transportation infrastructure, support and cultivate industries, and increase economic development potential, development opportunities and development levels.

### **5.1 Improve National Policy Support**

It is recommended to implement the “zero matching” policy for infrastructure construction projects in ethnic areas in the laws and regulations of ethnic minority areas, cancel the county-level supporting funds for public welfare construction projects in ethnic areas and concentrated and particularly poor areas, and exempt the northern Qiang Gelao ethnic communities from the county level. The supporting funds for public welfare projects are included in the year-end assessment of relevant departments and bureaus, and the “zero matching” is effectively implemented. The state should pay more attention to the objects that are neither in the category of large ethnic groups nor in the very small ethnic groups (based on the total number of ethnic populations). For a long time, the state has invested a lot in both ends, but the ethnic minorities in the middle of the total population have not been the same for a long time. Degree of financial support, it is recommended to implement equivalent economic support policies.

### **5.2 Improve Transportation and Information Convenience**

The state needs to increase the construction of transportation and other infrastructure facilities in the Gelao community in northern Guizhou, and improve and build the transportation infrastructure in order to: 1) Optimize the structure of the highway network and strengthen the accessibility of county-to-district, county-level counties, county-to-township, and town-to-town highway; 2) Reconstruct and upgrade some potential highways, increase the proportion of high-grade highways and highways, and increase transportation capacity; 3) Expand and optimize the construction of information networks to improve rural 4G coverage. Specifically: as soon as possible, the county roads in the northern Guilin Gelao community can be upgraded to provincial roads, second-level highways in tourist attractions, second-level highways in towns and villages, third-level highways in administrative villages, and fourth-level highways in natural villages Oil road, fully realize the last mile project of transportation, fast logistics and e-commerce services.

### **5.3 Establish a Government-Led Industry Fund**

This local government has rich Gelao Ethnic's culture and good ecological resources. Through fund support, it can reduce risks and guide social capital to enter. First, it can cultivate and expand local characteristic agricultural products and traditional Chinese medicine industry to realize the integrated development of the first industry and the second industry. Second, it can develop healthy, leisure and other tourism products in combination with the local minority culture and good natural environment to expand the cooperation with the local government Optimize the products and services of the tertiary industry; finally, rely on good ecology to promote the integration of agriculture, processing industry, tourism and other primary, secondary and tertiary industries.

#### 5.4 Increase Ecological Compensation

In the industrialization era, due to geographical and location reasons, the Qianbei Gelao community has not been able to participate in it, and has saved a lot of mountains and rivers. The country has entered the post-industrialization era and proposed green economic development goals. The ecological economic development model is reflecting local resources. Given the endowment advantages, it is recommended to increase the details of detailed compensation for reducing CO<sub>2</sub> in forests, etc., which is more conducive to the local green and economic harmonious development, and is also a blueprint for implementing the country's rural revitalization.

#### 5.5 Improving the Reform Policy of Peasants' Idle Fields and Farm Houses

A large amount of idle farmland and farmhouse resources require capital and entrepreneurs to activate. Therefore, it is recommended that the "three rights separation" reform be promoted and detailed rules be issued to promote the flow of more production factors to the local area and cultivate and expand local specialty agricultural products, Chinese medicinal materials and leisure tourism. And other industries, expanding the effects of fiscal policy and shifting towards an endogenous economy.

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