Introduction
With the continuous advancement of economic globalization, the reorganization of spatial patterns between cities and regions are becoming an important process of spatial development. The value and status of the city is no longer just depends on the attribute data. It depends on its multiple interconnections with other cities in the whole urban network.

As an important industry type in advanced producer services, insurance industry is an important indicator to measure the status of regional economic development. The connection between insurance companies has also become one of the important economic connections between cities. The insurance enterprise network can be a new perspective to describe the spatial pattern of China’s urban system.

Method and Data
- The research method — Interlocking network model
  \[ V_{xy} \] (Service Value)
  \[ C_a = \sum V_{xy} \] (Total service value of the city)
  \[ CDC_{ab} = \sum V_{xy} \times V_{yx} \] (City network connectivity between cities a and b)
  \[ NNC_a = \sum CDC_{ab} = \sum V_{xy} \times V_{yx} \] (The total network connectivity value of the city a)

- The data selects the registered insurance companies published by the insurance regulatory commission of the people’s bank of China in 2018, involving a total of 271 insurance companies, of which 92 are Chinese-funded and 179 are foreign-funded (partly sino-foreign joint ventures).

Conclusion
- The spatial evolution of insurance enterprises in China can be divided into two stages: development stage and mature stage
- The regional difference of urban network connection in China is remarkable. Some regional hub cities show the characteristics of spatial cluster
- The regional difference of urban network connection in China is remarkable. Some regional hub cities show the characteristics of spatial cluster. The internal network development in major urban areas is relatively balanced. The degree of network connection inside and outside the region presents difference

Figure 1: The space evolution of insurance enterprises in China (1995-2018)
Figure 2: The spatial distribution of the NNC in the insurance enterprises network
Figure 3: Top 1% Connectivity network
Figure 4: 1%-5% Connectivity network
Figure 5: 5%-10% Connectivity network
Figure 6: Network of relative urban connectivity in major regions of China

The Main Results: STAGE & HIERARCHY & REGIONAL

<table>
<thead>
<tr>
<th>Region</th>
<th>The total value of urban network connectivity within the region</th>
<th>The region's total network connectivity in the country</th>
<th>Internal external ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yangtze river delta</td>
<td>59804</td>
<td>397820</td>
<td>15.03%</td>
</tr>
<tr>
<td>Pearl river delta</td>
<td>11060</td>
<td>159040</td>
<td>6.95%</td>
</tr>
<tr>
<td>Beijing-hanj-hohai</td>
<td>18024</td>
<td>225341</td>
<td>8.00%</td>
</tr>
<tr>
<td>Triangle of Central China</td>
<td>27524</td>
<td>272760</td>
<td>10.09%</td>
</tr>
<tr>
<td>Chengdu-chongqing</td>
<td>11882</td>
<td>166403</td>
<td>7.14%</td>
</tr>
<tr>
<td>Harbin-changchun</td>
<td>3148</td>
<td>90031</td>
<td>3.46%</td>
</tr>
</tbody>
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