

**AN ANALYSIS OF THE CONTRAINING FACTORS  
ON THE GREAT MEKONG SUB-REGIONAL COOPERTION  
(GMS)—A CASE STUDY OF KUNMING - BANGKOK  
CHANNEL**

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# OUTLINE

- The present situation of the Kunming—Bangkok channel
- Analysis of factors restricting the development of Kunming-Bangkok Channel
- Recommendations on promoting the development of Kunming-Bangkok Channel



## THE KUNMING—BANKOK CHANNEL



- Kunming - Bangkok Channel in narrow sense refers to Kunming - Bangkok Expressway,
- covering a total of 1,818 kilometers



## THE KUNMING—BANKOK CHANNEL

- Kunming - Bangkok Channel in broad sense contains highways, railways, the Mekong River shipping lines and air transport lines.



# THE PRESENT SITUATION OF THE KUNMING—BANKOK CHANNEL

- Kunming-Bangkok highway is known as North-South Economic Corridor, the Greater Mekong sub-regional economic cooperation is one key project.
- Logistics experts point out the Kunming-Bangkok highway, located in southwest of China will be the most convenient channel, which leading to the Southeast Asian countries.
- this highway, which was placed high hopes on to open the international channels operating conditions of ASEAN



# THE PRESENT SITUATION OF THE KUNMING— BANKOK CHANNEL

## Mohan port import and export data (2014-2016)

|      | Goods (ton) |        |         | Value of goods (thousand dollars) |         |         |
|------|-------------|--------|---------|-----------------------------------|---------|---------|
|      | amount      | export | import  | amount                            | export  | import  |
| 2014 | 1531527     | 567065 | 964462  | 2738390                           | 2738390 | 1584840 |
| 2015 | 1588104     | 721170 | 866934  | 1752000                           | 1284280 | 467720  |
| 2016 | 1621018     | 328101 | 1292917 | 752930                            | 402130  | 350800  |

## Mohan port entry-exit data (2012-2016)

|      | person  |        |        | vehicle |        |        |
|------|---------|--------|--------|---------|--------|--------|
|      | account | entry  | exit   | account | entry  | exit   |
| 2012 | 643053  | 31615  | 326902 | 11225   | 55444  | 56814  |
| 2013 | 752354  | 36919  | 383162 | 23952   | 11763  | 121890 |
| 2014 | 922463  | 459569 | 462894 | 14819   | 73185  | 75007  |
| 2015 | 1167243 | 575118 | 592125 | 370377  | 180873 | 189504 |
| 2016 | 624328  | 310151 | 314177 | 202164  | 100493 | 101671 |



## ANALYSIS OF FACTORS RESTRICTING THE DEVELOPMENT OF KUNMING-BANGKOK CHANNEL

- Analysis of political factors restricting the development of Kunming-Bangkok Channel
- Economic factors restricting the development of Kunming-Bangkok Channel
- Cultural factors restricting the development of Kunming-Bangkok Channel



## ANALYSIS OF FACTORS RESTRICTING THE DEVELOPMENT OF KUNMING-BANGKOK CHANNEL

- Analysis of political factors restricting the development of Kunming-Bangkok Channel
- **Institutional problems**
- **Structural problems**





## ANALYSIS OF FACTORS RESTRICTING THE DEVELOPMENT OF KUNMING-BANGKOK CHANNEL

- Economic factors restricting the development of Kunming-Bangkok Channel
- The logistics infrastructure is not perfect
- Advantages of the frontier trade are restricted by the disadvantages of the policy
- Corridor advantages are restricted by the disadvantages of unbalanced development of regional economy
- The competitive industries of the countries along the line have not been fully developed



## ANALYSIS OF FACTORS RESTRICTING THE DEVELOPMENT OF KUNMING-BANGKOK CHANNEL

- Cultural factors restricting the development of Kunming-Bangkok Channel
- Different understandings of development in different countries affect the sub-regional development
- Different perceptions of the relationship between the neighboring countries and China are likely to cause distrust



## RECOMMENDATIONS ON PROMOTING THE DEVELOPMENT OF KUNMING-BANGKOK CHANNEL

- Logistics infrastructure
- promote the coordination of relevant systems
- Industrial development for areas along the line



THANK YOU VERY MUCH

