



**THE ECONOMIC AND TRADE IMPACT OF THE “ONE BELT AND ONE ROAD”
ON THE PEOPLE OF CHINA AND THAILAND**



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Thematic Certificate

To

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ABSTRACT

Title: The Economic and Trade Impact of the “One Belt and One Road” on the People of China and Thailand

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The “Belt and Road” is an abbreviation for “Silk Road Economic Belt” and “21st Century Maritime Silk Road”. It is the strategic concept put forward by President Xi Jinping on the construction of the "Silk Road Economic Belt". Thailand is a node country interconnected by China and ASEAN, and plays an extremely important role in the construction of the “Belt and Road” in China and Southeast Asia. Through the implementation and promotion of the “Belt and Road”, it has had a tremendous economic and trade impact on the lives of Chinese in Thailand and Thais in China.

The main purpose of this paper is to examine the impact of the “Belt and Road” on the economic trade between Thailand and China from the perspective of Thai people in China and Chinese in Thailand, and proposes some measures in the process of achieving the “One Belt, One Road” common goal. In promoting the ideas and views of China and Thailand to strengthen cooperation and avoid friction and avoid detours.

By examining the economic and trade impact of the “Belt and Road” on the Chinese and Thai people, this paper focuses on selecting two representative groups of Chinese in Thailand and Thais in China, and collected the “Belt and Road” before and after Zhongtai. The trade statistics of the two countries analyze the history and current situation of the influence of China-Thailand economic and trade development on the people, and summarize the cooperation strategies for implementing the "One Belt, One Road" issue for the economic and trade work of the Chinese and Thai peoples, and put forward their own ideas and Countermeasures. The application value and theoretical significance are aimed at providing theoretical support for the economic and trade influence between the Chinese and Thai peoples in the "One Belt, One

Road" regional economic and trade cooperation strategy from the perspective of economic and trade analysis and mathematical statistics. In the future, the hope is "One Belt, One Road". It provides some help to the empirical analysis of the economic and trade impacts of the Chinese and Thai people.

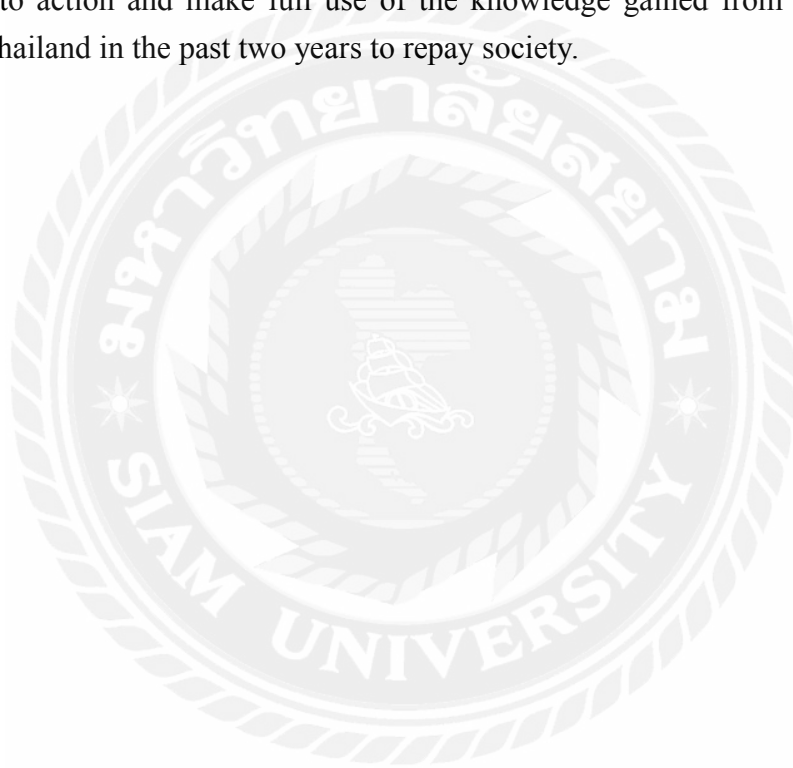
This paper uses qualitative analysis and quantitative analysis. First of all, I collect other relevant data such as theoretical books, periodicals and periodicals related to the "Belt and Road" through methods such as library and web search. Secondly, through my two years of postgraduate study and life in Thailand, I experienced the changes brought about by the "Belt and Road" for China and Thailand. Finally, I investigated the changes that the "Belt and Road" brought to their lives by sending 200 questionnaires to Thais in China and Chinese in Thailand. I will summarize the 340 questionnaires on the changes and impacts of the "One Belt, One Road" for the Chinese and Thai people, and draw my own opinions on promoting the cooperation and avoidance between China and Thailand. The idea of friction and avoiding detours.

The conclusions of this paper include: The "One Belt, One Road" strategic concept strongly impacts and stimulates the cognition and imagination of the Chinese and Thai peoples, but the limitations of cognition limit their enthusiasm for participation and practical actions; the "Belt and Road" strategy The concept further strengthens the Chinese and Thai people's vision of strategic cooperation, with common general directions and partial differences. Under the complicated international situation, the "One Belt, One Road" strategy is also brought to the people of China and Thailand. Some hidden worries have arisen; the "One Belt, One Road" strategic cooperation has brought hope and opportunities to the Chinese and Thai people, but it has also brought about a certain degree of national risk. It requires the governments of our two countries to prevent it in advance.

Key words: One Belt and One Road; China and Thailand; Strategic Planning; Economic and Trade influences; Economic and Trade Influence;

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Recall that the hastily and long-term two-year graduate life in Thailand is about to end. When I wrote this paper to thank this moment, my mood can not help but feel sad and sad. Two years of graduate student life in Thailand left me the most special memories of my life. The teaching and assistance of every international college teacher, the professors of each professor, and the mutual respect and mutual aid of the students from various countries deeply infect my soul. I want to keep it all, but time is not stagnant, it's gone forever. All these can only stay in my heart, I can store and develop. Here, I would like to thank the professors and teachers for their guidance to me. I would also like to thank my parents for their support for my study. I will put my gratitude into action and make full use of the knowledge gained from postgraduate studies in Thailand in the past two years to repay society.



CHAPTER 1

INTRODUCTION

1.1 Research Background

Historically, the ancient Silk Road in China has been very important in history. Not only has trade greatly satisfied with the exchange of goods between China and the West, it has also promoted the country's economic development, and it has also achieved a joint effect on culture and established a new era of human history. Today, China relies on the advantages of both inland and maritime economies. It not only achieves economic leap-forward development, but also makes national defense and overall national strength. It also makes China's economy at a new height and the rapid development of internal reforms face rapid progress in opening up and facing new breakthroughs.

First, in recent years, the world monetary structure has gradually developed towards regional cooperation, such as the European Union, economic cooperation, and regional cooperation.

Second, the US strategy for returning to Asia-Pacific has proposed the Trans-Pacific Partnership Agreement (TPP), which is intended to form a unity in Asia. The trading group is fully intervened in the East Asian regional integration process to maintain the strategic interests of the United States in the Asia-Pacific region. The influence of dilution power in Asia restricted the advance of China. Then it tried to control and influence the benefits of the next round of international trading rules. The TPP proposed its own posture. The new challenge to China and the ribs.

Third, more than 30 years of reform and opening up, China's rapid economic development has achieved remarkable results, but also face many problems, the Chinese economy is currently in a growth transformation, structural adjustment and economic stimulus under the policy Negative digestion phase, three-phase superposition.

On the other hand, how to ensure steady economic growth, on the other hand, the deepening of reforms and opening up to assist the successful transformation of the Chinese economy is the main issue at this stage.

1.2 Research Purpose and Significance

Recently proposed by China "One Belt and One Road" economic and trade

cooperation has recently been proposed, and it has created a strong wave of public opinion in the international community. Some think that the ancient Silk Road was a major feat of economic and trade cooperation. Under the social conditions of that time, it greatly promoted the integration and exchange of culture and economy in countries along the route. "One Belt and One Road" is based on the history of the ancient Silk Road, broadening the scope of cooperation and cooperation, and it is practical and developmental. However, some think that the times are different and the pattern is different. The feasibility is taken into account. Some think that this is yet another strategic deployment of China under economic and trade cooperation.

In the face of disputes, this article examines the impact of the "Belt and Road" on the economic and trade relations between the Chinese and Thai people, focusing on the selection of two representative groups of Chinese in Thailand and Thais in China, and collected "The trade statistics of China and Thailand before and after the "Belt and Road" analysis of the history and current situation of the impact of China-Thailand economic and trade development on the people, summed up the cooperation strategy for implementing the "One Belt, One Road" issue for the economic and trade work of the Chinese and Thai peoples. And put forward your own ideas and countermeasures. The application value and theoretical significance are aimed at providing theoretical support for the economic and trade influence between the Chinese and Thai peoples in the "One Belt, One Road" regional economic and trade cooperation strategy from the perspective of economic and trade analysis and mathematical statistics. In the future, the hope is "One Belt, One Road". It provides some help to the empirical analysis of the economic and trade impacts of the Chinese and Thai people.

1.3 Research Status

In the theoretical study of international regional cooperation, domestic scholars discuss from different perspectives:

The first, from the perspective of nationalism, regionalism and globalism. According to (Mia & Bennett, 2016) believes that once regionalism is complementary to globalism, so international regional cooperation can provide experience for economic globalization, and international regional cooperation is the path of economic globalization.

The second, from the angle of view, the game theory of international regional cooperation research focuses on the contradictions in the process of cooperation and

game issues.

The third, from the perspective of political economy. The use of international regional cooperation to form an order as a basis for building an international political and democratic order will exist in the power suppression of world hegemony and power politics.

In terms of factors affecting international regional cooperation, first of all, historical and cultural backgrounds, social ideology, geographical location, and resource structure and differences in resources are important factors influencing transnational cooperation. The geopolitical factors of cooperation change, international infrastructure factors (Michael, 2016) and complementary geographic advantages and resources will directly affect the scale and level of cooperation in the global region (Health Cloud, 2008). Second, Mingle Chen believes that the intervention of regional forces to initiate game has caused various interest groups that affect the regional cooperation process to become a negative factor that restricts the development of regional cooperation (Chen & Lu, 2006).

1.4 Research Methods

I used qualitative analysis and quantitative analysis.

First of all, I collected other related data such as theoretical books, periodicals, and periodicals related to the “Belt and Road” through literature research methods such as libraries and online search.

Secondly, through my own two-year postgraduate study and life in Thailand, I personally experienced the changes brought by the “One Belt and One Road” to China and Thailand.

In the end, I investigated the changes brought about by the “One Belt and One Road” to their lives by sending 200 questionnaires to Thais in China and Chinese in Thailand.

I have summed up the findings of the above investigation on the changes and impacts of the “One Belt and One Road” program for the people of China and Thailand and the final retraction of valid 340 survey questionnaires, and reached my conclusions.

CHAPTER 2

LITERATURE REVIEW

The “One Belt and One Road” strategy is profoundly rich in content. Different experts and scholars interpret their connotations from different perspectives, and generally praise the concept of openness, inclusiveness, peaceful development, and mutual benefit that the “Belt and Road” concept entails.

2.1 ”One Belt and One Road”

First of all: Study its strategic content mainly from domestic and foreign countries

Lou Chung believes that the “Belt and Road” is short for “Silk Road Economic Belt” and “21st Century Maritime Silk Road”. The construction of the “Belt and Road” is a great strategic concept proposed by General Secretary Xi Jinping. It is also the party’s central leadership’s initiative in responding to the profound changes in the global situation and the new situation, new tasks, and new requirements that China’s development is facing. It is necessary to plan both the international and domestic overall situation, based on the present and plan for the long term. The major strategic decisions that have been made are the initiative to participate in and improve the global governance system. They are the top-level designs for the construction of an open economy new system in China, and are major measures to help realize the “Chinese dream” (Lou, 2015).

Director of the Shanghai Cooperation Organization Research Center, proposed that the "One Belt and One Road" strategy should include an open and inclusive cooperation concept based on economic cooperation and the main axis, humanities communication as an important support. In particular, the “One Belt and One Road” linking Central Asia, South Asia, Southeast Asia, and West Asia will help the interoperability among different regions and complement each other's strengths. It will establish and improve Asian supply chains, industrial chains, and value chains to make Pan Asia and Asia The European regional cooperation has reached a new level.

Secondly: Foreign Experts Analyze the Connotation of the "One Belt and One Road" Strategy

At the "China Development Summit Forum", the chairman of the 67th UN General Assembly and the former Minister of Foreign Affairs of the Republic of Serbia, Vuk Jeremić, pointed out that China's ancient Silk Road has promoted

dialogue and integration between different civilizations and the new period " The "One Belt and One Road" concept has more abundant connotations and reflects the innovation of China's global strategy. Wu Wending, editor-in-chief of Thailand ' s " Siam Daily " , said that in Thailand, he spoke highly of the " Belt and Road " initiative and believed that this is a development thinking of Chinese leaders who are far-sighted, open to the outside world, and committed to innovation.



CHAPTER 3

THE PROCESS, BACKGROUND AND SIGNIFICANCE OF THE “ONE BELT AND ONE ROAD” STRATEGY

3.1 Excessive Capacity Transferred Forces CHINA'S Economic Transformation

The "regional" strategy was proposed to 17 provinces in China and 12 provinces in the central western region. In China, this is the head in the development and upgrading of China's western regions. In the western region, China has 72% of its land area, 27% of the population, 13 countries bordering, and the land border has reached 18,500 kilometers, but only accounts for 6% of China's total foreign trade, and foreign investment and foreign investment are less than 10%. . However, in the period of the Silk Road, the western region was rich in trade distribution centers. Therefore, in western China, deepening reform and opening up is the largest area, the probable development of an open economy, and the main direction of the breadth and depth of the western region. Western progress has been implemented for 15 years and unprecedented achievements have been achieved.

However, in the western region, the gap between the southeastern coastal areas has not narrowed and has expanded. The future of Western progress needs to be built on the basis of opening up to the outside world, through the expansion of opening up to the west, western China and Central Asia, South Asia and West Asia, and strengthening trade and economic cooperation. Economic Belt "Silk Road" is China's overall open pattern and the key to achieving balanced and harmonious development. Accelerating the development of the western region and narrowing regional disparities is of great significance to the realization of regional economic development.

3.2 Excessive Capacity Transferred Forces CHINA'S Economic Transformation

As the "One Belt and One Road" strategy was written into the resolution of the Third Plenary Session of the 18th CPC Central Committee, the establishment of the Silk Road Fund, and 47 countries have joined the AIIB, the "One Belt and One Road" strategy is having a continuous impact at home and abroad. Force. China is currently in a unique period of superimposition of the previous period of policy digestion, structural adjustment, and the period of shift in growth speed, which is facing the bottleneck of economic development. Moreover, over the past 30 years of reform and opening up, while enjoying the rapid economic progress, we have also faced the smut of unsuccessful economic reform and transformation. China's economic restructuring has not been successful and the pressure for transformation has been profound. Under

the background of economic restructuring, China's export commodities are also facing a test of increasing international competitiveness. By taking advantage of this opportunity, "One Belt and One Road" strategy will be put in place. Trade links with international trading partners. On the other hand, export products and production capacity, eliminate domestic excess production capacity, and force China's domestic economic restructuring.

3.3 Safe Supply of Energy and Resources

The reform and opening up of the 30 countries has enabled China's economy to take off and at the same time it has also made China a major demand and consumer of oil and gas and mineral resources. In recent years, with the continuous rise of global crude oil prices and mineral product prices, on the one hand, it has severely constrained the development of China's economy. On the other hand, because resources such as oil and gas are related to the national economy and people's livelihood, this has also brought about the hidden danger to China's national security. The "One Belt and One Road" strategy will bring together various countries along the route to form a network of strategic partners to jointly achieve cooperation and resist risks. As far as China is concerned, the "One Belt and One Road" strategy has further consolidated the energy supply from Central Asia and Russia, providing a reliable and safe perimeter guarantee for the sustainable development of the economy; it also provides guarantees for the country's security and stability. At the same time, bilateral cooperation will also help Central Asian countries to get rid of the problems of "landlocked countries" and "dual landlocked countries" and provide greater geographical space and broad markets for their economic progress.

3.4 Form Multiple Communication Channels for Land , Air and Sea Transport

Since the beginning of the new century, the idea of The Silk Road has continued to emerge. The United States, Japan, Russia and other countries have successively put forward the concept of the new Silk Road, with Central Asia as the center's common point, and Asia as the link to Europe and Asia logistics, resources, The economic and political hubs will strive to occupy the "hub" advantage, expand economic growth and energy security, and more effectively expand the economic radiation circle and trade route. After China entered the new century, with the improvement of its overall national strength, it will safeguard national sovereignty at sea and at the same time it will actively develop its maritime economy. However, China's maritime trade and economic development did not go smoothly, and degrees were issued by the United States, Japan, and Southeast Asian countries. The "region" proposed its development

direction in a timely manner, instead of focusing on the development of shipping, it has formed the coordinated development of the new pattern of land, air and sea freight transport networks, moving toward the west and jointly achieving interconnection. Since China's foreign trade depends heavily on the Straits of Malacca, where trade transport exceeds 60% and over 60% of all energy imports and transportation are passed here, taking into account the country's trade security, extending the "Maritime Silk Road" can reduce China's impact on the South China Sea and the The dependence of the Straits of Malacca further reduces the risk of foreign trade transport (Jia & Wang, 2016).



CHAPTER 4

DEVELOPMENT STATUS OF "ONE BELT AND ONE ROAD" STRATEGY AND THAILAND'S ADVANTAGES AND OPPORTUNITIES IN THE IMPLEMENTATION OF "ONE BELT AND ONE ROAD" STRATEGY

4.1 Development Status of "One Belt and One Road"

"One Belt and One Road" is the abbreviation of "Silk Road Economic Belt" and "21st Century Maritime Silk Road". From September 3 to 13, 2013, Chinese President Xi Jinping visited four Central Asian countries including Turkmenistan, Kazakhstan, Uzbekistan, and Kyrgyzstan, and participated in the G20 summit and the Shanghai Cooperation Organization summit. During this period, President Xi Jinping put forward the strategic concept of building the "Silk Road Economic Belt". On October 3, Chairman Xi Jinping delivered a speech titled "Building a Common China-ASEAN Destiny Community" in Indonesian Parliament. He proposed suggestions for strengthening friendly cooperation between China and ASEAN in five aspects. He pointed out that "Southeast Asia has been 'silk silk' since ancient times. As an important hub for land, China is willing to strengthen maritime cooperation with ASEAN countries and make full use of the China-ASEAN offshore cooperation fund established by the China government to develop a sound ocean. Partnerships to build the "Maritime Silk Road" in the 21st century. From 23 to 24 October 2013, Chairman Xi Jinping pointed out at the diplomatic symposium at the periphery that China's diplomacy centers on the basic principles of the periphery and that all countries must persist in making good neighbors and cooperation. Partners, maintaining good-neighbourly relations, peace and prosperity, and highlighting the concepts of relatives, benefits, and finances, it is necessary to work together with relevant countries to speed up the interconnection of infrastructure, build the Silk Road Economic Belt and the 21st Century Maritime Silk Road 2013 11 On the 29th of the month, Premier Li Keqiang proposed that at the 12th meeting of the Prime Ministers of the member states of the Shanghai Cooperation Organization, "deepen cooperation in security", "accelerate highway connectivity", "facilitate trade and investment facilitation" and "strengthen finance". Six cooperation proposals, such as "promoting ecological and energy cooperation" and "expanding cultural exchanges".(Li & Tang, 2012)

The "One Belt and One Road" is comparable to the ancient Silk Road on the land and the Silk Road on the sea. The land-based Silk Road runs from China to the west, through Central Asia and Western Asia, in Africa, or through Turkey to Greece and other parts of Europe. The Maritime Silk Road started in coastal areas such as Zhejiang, Fujian, and Guangdong, and passed through Southeast Asia, South Asia,

and West Asia, reaching the Red Sea coast and the east coast of Africa. With the help of the Silk Road, the economic and cultural exchanges in Asia, Africa and Europe were exchanged. The ancient Silk Road played an enormous role in "improving the history of the world."

In short, the construction of the “ One Belt and One Road ” must meet the appeals of the relevant countries and regions. It has also received wide support from various countries. As long as all parties work together to overcome the difficulties in progress, they will certainly develop for the benefit of all the countries concerned in the world.

4.2 Thailand's Advantages and Opportunities in Implementing "One Belt and One Road" Strategy

In terms of geography and geopolitical location, Thailand is located in a more central location in Southeast Asia and is a country with both land and land. Thailand is located in the south-central part of the Indochina peninsula, bordering Laos in the northeast, bordering Cambodia in the southeast, bordering Myanmar in the northwest, bordering on the south with Malaysia, and adjoining the Gulf of Thailand (Pacific) in the southeast, facing the southern South China Sea region, southwestern Andaman. The Sea (Indian Ocean), which is the narrow strip of the southwest, is on both sides of the Indian Ocean and the Pacific Ocean (Fang, 2016). Recently, the public commented on the issue of the Isthmus of Thermal Separation. If you can really build the Isthmus of Krasnodar, the range of the cargo ship from the Indian Ocean to the Gulf of Thailand and the Pacific Ocean will be shortened by 2-5 days. The time and economic benefits of cattle production will be enormous, and Thailand will become a key country connecting the Indian Ocean and the Pacific Ocean. The status of the Silk Road construction and international shipping will be greatly improved.

Thailand's maritime transport and river transportation are more developed. It is a major node country for China and ASEAN countries to promote interoperability and build a maritime Silk Road. There is 47 port in the country, including 26 sea port and 21 international port. The shipping line can reach China, Japan, the United States, Europe and Singapore. The Mekong and Chad Phrasal Rivers are the two major waterway transport routes in Thailand, and the inland shipping network needs to be well developed. In addition, Bangkok's Subhuman Airport is the most important air transport hub in Southeast Asia and an important transportation hub in the region (Fu, 2017).

Chart 1, Thailand International Tourism Development and Reception of Chinese Tourists 2014-2016

	Total international tourism revenue (billion U.S. dollars)	Year-on-year growth rate (%)	Number of foreign visitors received (10,000 person-times)	Year-on-year growth rate (%)	Number of Chinese visitors (10,000 person-times)	Year-on-year growth rate (%)	Chinese tourists ranking
2014	324	-4.92	2500	-6.8	463	-0.3	1
2015	399	24	2991	20.8	792	72	1
2016	450	12.8	3255	8.9	871	9.8	1



In terms of economy, trade and finance, Thailand is the second-largest economy in Southeast Asia. The level of economic development among the ASEAN member countries ranks in the middle-scale and is one of the important production and logistics hubs in Southeast Asia. It plays a major role in the construction of the ASEAN Economic Community. Sino-Thai economic and trade cooperation is concentrated. China is Thailand's largest trading partner, an important trade surplus country, an important source of foreign investment, and an essential infrastructure cooperation country. China and Thailand have a good cooperation in the field of water conservancy projects, railway construction, telecommunications development, and in particular, China and Thailand. The Cross-Shad Railway project is being actively promoted. This is a key demonstration project of the Maritime Silk Road.

In terms of finance, Thailand is one of the important countries in Southeast Asia to help promote the internationalization of the renaming. On April 22, 2015, the ICBC Bangkok Clearing Bank was officially launched to promote the development of bilateral economic and trade relations between China and Thailand and the use of the renminbi in Thailand. All will play an active role in advancing the financing of China, Thailand, and other countries in Southeast Asia, and enhancing the status of the renminbi in Southeast Asia and the global financial market. This plays an important part. This is likewise a major part of Thailand's difficulties in participating in the "One Belt and One Road" initiative (Wang et al., 2017). The first opportunity.

In the humanities, the friendly relationship between the "Chinese and Thai families" has a long tradition. Chinese and Thai cultural customs are similar, and Chinese people's impression of Thailand is very good. Similarly, Thais are also composed of the royal family, government and ordinary people. Countless people exist in China. Friendly feelings, close cultural exchanges between the two countries, and establishment of the Maritime Silk Road have a very good network of people. The Chinese have a considerable degree of social integration in Thailand and have an important influence on Thai society. Most of the moral, business and academic elite in Thailand are ethnic Chinese. In recent years, Thailand has risen from the office to the public to promote and learn Chinese.

CHAPTER 5

THE POSSIBLE IMPACT OF THE "ONE BELT, ONE ROAD" STRATEGY IMPLEMENTATION ON THE PEOPLES OF CHINA AND THAILAND AND RELATED SUGGESTIONS

I investigated the changes brought about by the “One Belt and One Road” to their lives by sending 200 questionnaires to Thais in China and Chinese in Thailand respectively. Finally, recover valid 340 copies. The result of the questionnaire survey not only shows the impression and recognition of the "One Belt and One Road" strategy of the people of China and Thailand, but also shows to a great extent the expectations and demands of the people of China and Thailand for the "One Belt and One Road" strategy. In addition, I also combined my own experiences and feelings during my two years of living in Thailand, as well as the analysis and summary of the relevant literature, analyzed the problems revealed in the questionnaire, and put forward some relevant suggestions.

5.1 The "One Belt and One Road" strategic concept has strongly impacted and inspired the cognitive and imagination of the Chinese and Thai peoples.

The results of the questionnaire survey showed that among those surveyed by China and Thailand, they stated that they knew that the “Belt and Road” strategy specifically represented more than 70% of the people, but when asked who the “Belt and Road” proponents were, “a When the road map of “One Road” and the historical background of the Silk Road, as well as the number of countries involved along the route, do not know or answer the wrong total of about 30% or more. In summary, less than 25% of respondents in the two countries have a comprehensive understanding of the “Belt and Road Initiative.”

Therefore, the two peoples in China and Thailand have more breadth than others in the awareness of the “Belt and Road”. However, the two governments should further guide and strengthen publicity, education, and learning at all levels and in various channels to deepen people’s understanding of the “One Belt and One Road”. The depth of understanding of all the way, so as to promote their enthusiasm and initiative.

The strategic cooperation between China and Thailand in achieving the “Belt and Road Initiative” depends to a large extent on the high expectations and enthusiastic participation of the peoples of both countries. Although both China and Thailand now have a variety of media enthusiastically introducing the “One Belt and One Road”

strategic conception, It is often just an interpretation of the concept itself. There is a lack of in-depth discussion of the historical background, international political and economic structure, strategic status, and significance involved in the “Belt and Road Initiative.” So most people can learn through various modern media.” "One Belt One Road" may be just a superficial cognition. As a result, some people do not fully understand the true significance and significance of the “Belt and Road Initiative.” Thus, the enthusiasm for participating in the initiative has not been fully stimulated. This will inevitably affect the efficiency of the “One Belt, One Road” strategic cooperation between China and Thailand (Deng, 2016).

My suggestion is that China and Thailand should further strengthen the “Belt and Road” related publicity, introduction, and education for all walks of life, especially the long-standing friendship and modern times between China and Thailand built on the ancient Silk Road. The mutual cooperation and win-win relationship formed during the mutual development process and the special geographical location of the two countries and the resulting interactive communication model, as well as the results achieved through the joint efforts of the two countries, should be a common realization of the two countries' "areas." The historical and practical ties of strategic cooperation along the way, as well as the cornerstone of further cooperation. Making people familiar with these issues and being good at using them will certainly increase the people’s sense of identity, mutual trust, and confidence in the “One Belt and One Road” strategic cooperation between the two countries and further broaden their thinking so as to increase the effectiveness of cooperation.

We know that the basis for the establishment of the ancient Silk Road has both geographical and cultural factors. From the perspective of its role and influence, it includes not only the promotion of the circulation of goods and the development of trade, but also the mutual penetration and mutual promotion of national culture. . Regarding the construction of the Silk Road, if there is no cultural cooperation, trade and struggle, it is indispensable for artistic construction.

"Regional" economic and trade cooperation, and adhere to and promote cultural exchanges, tourism, education, arts and other aspects of cultural exchanges, emphasizing communication, youth, scholars and folk culture. The introduction of two civilizations, the birth of Chinese culture, and the promotion of Silk Road rejuvenation and cooperation among nations through cultural bridges. For example, tourism can become the “sector” of leading industries because it can not only promote economic cooperation, but also promote economic development along with the increase of capital and employment. More importantly, it can strengthen cultural

exchanges and allow people to learn more. Countries and countries. Eliminating prejudice and misunderstandings will lay a solid foundation for future bilateral and multilateral development. With reference to China's Russian cultural patterns, each year a number of countries and countries in the cultural year will take the lead, and the market will lead the establishment of long-term non-governmental exchange mechanisms among people.

The geographical advantage of the ASEAN Center, located in both land and sea, has made Thailand a key node for China and ASEAN. The traditional friendship and practical interests of China and Thailand have enabled Thailand to choose to cooperate in depth with China and create favorable conditions for the "Belt and Road Initiative." Thailand is accustomed to adopting a neutral attitude. The strategic thinking of balancing the power of great powers enables China to use the traditional friendly relations between China and Thailand to offset the unfavorable factors encountered in implementing the "One Belt and One Road" strategy. Thailand is a core member of ASEAN and has greater influence within ASEAN. It can curb the unfavorable forces in ASEAN. Thailand's Chinese economy also contributes to the political and economic cooperation between China and Thailand and helps China stabilize itself in Southeast Asia. Promote the "One Belt and One Road" strategy. Therefore, Thailand is in an important strategic position in implementing the "One Belt and One Road" strategy (Devadason, 2015).

The economic belt "Silk Road" runs through Asian trade. Its special geographical location brings resources advantages to all countries. These countries use large amounts of energy as their energy producers and exporters, such as Russia; however. The rapid economic development has driven these other countries in the surrounding areas to be huge energy consumers and importers, such as China and India. Under the premise of the "One Belt and One Road Economic and Trade Cooperation" and the "Silk Road Economic Belt" having a special geographical location, strengthening cooperation between energy consuming countries will not only enable the two sides to take a new stage in economic development, but also to promote trade development. development of. To ensure energy security, the necessity and feasibility of energy cooperation are mainly reflected in the following aspects: First, the foundation for energy cooperation is solid, such as cooperation between China and Russia in the fields of petroleum, electricity, coal, and nuclear energy. In 2013, China imported 243,500 tons of oil from Russia. Experts predict that the figures for 2014 and 2015 will continue to increase for five years. Second, oil and gas cooperation involves many areas. In the industry, the vertical development of many industries in the middle and lower reaches is no longer a fresh, simple and extensive development. . In

addition, countries in the development of resources, capital, technology, etc. have strong complementarity and can achieve complementary advantages and coordinated development. The West Asia region is located in the “Silk Road” economic belt and has long-term beneficial cooperation with China. China should strengthen cooperation with these energy fields and always ensure the stability of the country’s energy demand. On the other hand, it can help China conduct trade cooperation with more countries and form a comprehensive and diverse form of trade cooperation.

The two North-South corridors of the Greater Mekong Subregion are related to Thailand. One is the Banning Bangkok Corridor and the other is the Kunming Bangkok Corridor. These two corridors are also the two most important international gateways connecting the inner circles of Southeast Asian countries. At present, Banning is one of the most convenient and convenient land routes in Bangkok, namely, Banning, Hanoi, Vietnam, Donghe, Vietnam, Yaobang Port, Laos, Savannah Port, and Bangkok, Thailand's Henkel Highway Utah Port. Up to 1,934 kilometers. The Banning-Bangkok Highway Corridor is the main connecting point connecting the developed regions in eastern China, especially the Pearl River Delta Economic Zone and the Mekong River. It connects China, Vietnam, Laos and Thailand and directly radiates to Myanmar and Cambodia. The Kunming-Chongqing Strait is the main artery connecting the Indochina peninsula and the economic hinterland of Southwest China. This is the most convenient access corridor to the Indochina peninsula in southwest China. There are also two sections of a Bangkok corridor in Kunming. One is the so-called Kunming-Bangkok Economic Corridor. It departs from Kunming and passes through Yuri, Prairie, Mangal, and Moho to enter the port of Lao in Port Houdini. Ciao Province will be open to the region and enter Chittagong, Thailand. It will eventually reach Bangkok with Aching Kai and Aching Mai (or philosophy). Kunming Highway was opened to traffic on March 13, 2008, with a total length of 1,809 kilometers. Another Kunming-Bangkok route is Kunming - Yuri - La Plata - Huang Pu Lang, a thousand elephants, a hole, a hole in Bangkok, a total length of 2022 kilometers.

Based on Thailand's unique geographic location, China can use Thailand as its core to radiate and connect the entire ASEAN infrastructure. China and Thailand are the main potential for development and cooperation in this area. Thailand is striving to develop infrastructure, improve domestic rail and road networks, build new expansion ports, increase flights, and continue to upgrade its position as an inter-connecting hub in the region. Former Deputy Prime Minister of Thailand and Chairman of Thailand-China Cultural Promotion Committee, Mini, said that Thailand is willing to fully support China-led national construction of the “Belt and Road” and

jointly promote infrastructure construction in Asia. Strengthening infrastructure interconnection is a key area of the "Belt and Road Initiative." Sino-Thai's strengthening of cooperation in this area is a forward-looking performance of the friendship between the two countries and the construction of the 21st Century Maritime Silk Road. This not only makes Thailand even more important. The regional transportation hub will also play a better comprehensive demonstration effect for the promotion of regional interconnection and intermodal railway network construction. For example, the current Sino-Thai railway cooperation is the focus and highlight of the current cooperation between the two sides. The two sides reached a consensus and agreed to speed up the progress of the Sino-Thai railway project and agreed to launch cooperation mechanisms for the Blanche River and the Mekong River basin. This will not only help link the "Belt and Road Initiative" with Thailand's development strategy, but also promote the economic development of the two countries. This will create more favorable conditions for further deepening economic and trade cooperation and close cultural exchanges between China and Thailand and the countries of the Central China Peninsula (Han & Kang, 2006).

Compared with Malaysia, Singapore and Indonesia, Thailand lacks the advantages of maritime transportation. If there is no sea route that can cross the border with the Malacca Strait, weaving the land transport network will only strengthen Thailand's core position in the Ido peninsula. The "Bella Canal" is the key to solving the problem of Thai maritime traffic. China hopes to use Thailand's geopolitical advantages to open up new transportation routes. Once this plan is realized, China can get rid of its heavy reliance on the Straits of Malacca.

In addition, under the construction of the Maritime Silk Road, China can use Thai ports, such as the Bacchanalia port, as a hub connecting countries in the region. Through its location in Thailand's Lin Changxue and Bab Gulf Ports in Guangxi, China, it collects and distributes goods, develops tourism, and promotes cultural exchanges. Therefore, Thailand has played a role in connecting ASEAN countries with its unique geographical advantages and has an important strategic position and great potential in promoting the construction of the "One Belt and One Road".

Since ancient times, China and Thailand have had more than a thousand years of traditional friendship. In 1975, the People's Republic of China and the Kingdom of Thailand formally established diplomatic relations, and China-Thailand relations opened a new page. Relations between the two countries have maintained a healthy and stable development. In 1978, Vietnam launched a war against Cambodia. As a neighbor of Cambodia, Thailand is highly concerned about developments and actively

cooperates with China in condemning Vietnam's regional hegemony. China and Thailand therefore established a multifaceted political friendship. After the "Cold War" ended, the two countries maintained high-level exchanges and frequent exchanges. In August 2001, the two governments issued a "Joint Communiqué" to reach consensus on promoting China-Thailand strategic cooperation. In 2003, Comrade Hutaglio asked Fanti and attended the 11th APEC Economic Leaders' Informal Meeting in Bangkok, Thailand. In 2009, Comrade Wanjibah visited Thailand and attended a series of important international conferences including the ASEAN Summit, 10 + 1 Summit, 10 + 3 Summit and East Asia Summit. In 2012, Comrade Chiang Kai-shek invited Comrade Weng Gilpa to Thailand to attend the East Asia Summit again. In October 2013, the Prime Minister of the Li-Triangle delivered a speech entitled "Making China and Thailand Friendship Fruitful" in the Thai Parliament. It also promoted China-Thailand strategic friendly relations to a new level.

On the basis of developing mutual political trust between the two countries, economic and trade relations have become bright spots in Sino-Thai relations. The two sides have implemented a market economy that is open to the outside world, places economic construction at the top of the country's governance, and has frequent economic and trade exchanges. In the framework of cooperation between the same family in the Greater Mekong Subregion and the China-ASEAN Free Trade Area, the gradual elimination of tariff barriers has greatly promoted the circulation of the two commodities. China has become Thailand's largest trading partner and Thailand has become China's second largest trading partner in ASEAN. business partner. 2015 coincided with the 40th anniversary of the establishment of diplomatic relations between China and Thailand. Since the establishment of diplomatic ties 40 years ago, the two countries have achieved remarkable results in cooperation in trade, investment, and culture. In terms of trade, Thailand has an open market economy, relying more on overseas markets and focusing on overseas trade. The trade volume between China and Thailand increased from 25 million U.S. dollars in 1975 to 70 billion U.S. dollars in 2014, an increase of 2,800 times. The annual mutual investment between Thailand and China exceeds 1 billion U.S. dollars. China strongly supports Thai agricultural products imported into China, such as rice, rubber and cassava. In the export of other agricultural products, the two countries are also actively promoting; in terms of education and cultural exchanges. Thai people are more and more interested in learning Chinese. The number of international exchange students in universities in both countries has been increasing year by year. In terms of tourism, Chinese tourists to Thailand have continuously increased, accounting for the proportion of Thailand's tourism industry. The largest share of the market. At the end of 2014, the Thai

government introduced an important economic development strategy - the establishment of a border special economic zone and the establishment of a special economic zone policy committee chaired by Prime Minister Tokugawa. Tsongkhapa is one of the first five unique economic zones on the border. Iqin, deputy head of the Ministry of Economic Affairs of Tsongkhapa, said that the Thailand government's strategy for special economic zones in order is in line with China's proposal to jointly establish the "One Belt and One Road" initiative. "We have further developed shipping in Tsongkhapa. "China advocates the 21st Century Maritime Silk Road for a stop," and Prime Minister Batu said that Thailand welcomes and is ready to actively participate in major cooperation initiatives such as China's "One Belt One Road" initiative. He is prepared to The 40th session marked the occasion of the anniversary of the establishment of diplomatic relations between Thailand and China, actively promoting cooperation in various fields such as railways, agriculture and tourism, promoting personnel exchanges and enhancing traditional friendship. It can be seen that Thailand and China have deep links with each other. In cooperation with.

5.2 The "One Belt, One Road" strategic concept further strengthens the people of China and Thailand on the prospect of strategic cooperation.

The results of the questionnaire survey show that among the Chinese respondents, the important effect of the "One Belt and One Road" initiative is that "the improvement of national infrastructure along the line and the convenience of the people's lives" accounted for nearly 35% of the respondents. Among Thailand's respondents, The important effect of the "Belt and Road Initiative" will be nearly 40% of the "opportunities for stimulating China's economic growth and bringing more jobs". The other options are all below 30%. This result indicates that the two countries are affected. While the subjective understanding of the potential effects of the "One Belt and One Road", the reconcilers also demonstrated their respective expectations and needs for implementing the "One Belt and One Road" strategy. The Chinese living in Thailand hope to live and work in an environmentally friendly manner. There is more convenience, and Thai people living in China hope that economic growth will be faster and there will be more and better employment opportunities (Li, 2016).

Although the expectations of the people of China and Thailand for the "One Belt, One Road" are different, the basic concepts of peace, development, mutual benefit, and win-win results are common, and seeking common ground while reserving differences and complementing each other will be a more effective focus of cooperation between the two countries.

From the perspective of reality, it also shows that Thailand has special regional and cultural advantages in Thailand, and China has unique national conditions and development stages in China. If the two countries want to be more effective in the “One Belt, One Road” strategic cooperation, It is necessary to fully understand each other's deficiencies and advantages, learn from each other's weaknesses, and seek mutual understanding and mutual trust. Such cooperation can be even more fruitful. Both China and Thailand have a very unique and important status and significance in the development of each other's economic cooperation. Both sides should have full understanding of this.

China has a wealth of overseas resources in Asia, while Thailand has superior geographical advantages and advantages of coastal land.

In implementing the “Belt and Road” strategy and becoming an all-round partnership, Thailand’s unique geographical advantages and long-term cooperation between China and Thailand are playing an increasingly important role. Since ancient times, China is a land country. With continuous development, China began to recognize the role of the marine economy. China needs to become a maritime nation and China's opening-up policy has led to China’s connection with the world. We can divide China's opening up policy into three stages: "invitation", "convergence" and "going out". In the past 30 years, China has gone through two phases and is now entering the third phase. In the 1980s, the theme of the Chinese credit policy was “please come in.” This meant opening the country and welcoming foreign investment. At this stage, there is no conflict between China and the world. When China was established in the 1990s, it was necessary to join the World Trade Organization and implement the "integration" policy, that is, adjust and reform the system to adapt to the world system. At this stage, there will be conflicts between China and the world. Since the 21st century, China's implementation of the "going out" policy has directly led to the rise of China's marine geography. China’s capital “going out” shows that China must have sufficient capabilities to protect its overseas interests and the status of major trading nations, which also determines the importance of China’s maritime security. At the same time, the discovery of marine resources in the surrounding areas of China has accelerated the development of the resources of neighboring countries in China's controversial marine (island) reefs. This has greatly exacerbated the sovereignty dispute between China and the surrounding islands. conflict. All this shows that China must turn to the sea and bring ocean geopolitics to the agenda.

Looking at China’s geographical location, the east is Japan. In the short term, due to the unanimous relationship between China, Japan and the United States,

Sino-Japanese relations cannot really improve. The location of the only southbound passage in Thailand is particularly important. Located in the heart of the ASEAN region, Thailand is an important stop for the Maritime Silk Road, Asia's logistics, trade and financial centers, and is a natural bridge between ASEAN and China. Therefore, in implementing the "One Belt and One Road" strategy and accelerating China's becoming a maritime power, Thailand's geographical position will play an important role. The implementation of the "One Belt and One Road" strategy can link China, ASEAN and even Central Asia, South Asia and Europe. This linkage will expand cooperation in trade, investment and other areas in countries along the route.

By advancing the construction of the Maritime Silk Road, China and Thailand, Vietnam, Cambodia, Malaysia and other ASEAN countries and even all countries in the world will make use of this advantage. Thailand is located in the center of ASEAN and is a regional transportation hub. Land transportation and waterway transportation are very convenient. Thailand can become a useful connecting point for maritime traffic between China and ASEAN countries. Under the construction of the Maritime Silk Road, China can use Thai ports, such as the Bacchanalia port as a connection point for connecting countries in the region; through the distribution advantages of the Bacchanalia port in Thailand and the port of Bab Gulf in Guangxi, China, bulk cargo, develop tourism, and promote Cultural exchanges. In the future, in addition to the "Bacchanalians" deep-water port, Thailand will also need to build a new deep-water port to transform part of its existing southern ports into deep-water ports in order to adapt to the development of maritime transport and thus promote the development of trade and investment.

Thai-Chinese trade, investment and cultural cooperation have achieved remarkable results. The trade volume between the two countries increased from 25 million U.S. dollars in 1975 to 70 billion U.S. dollars in 2014, an increase of 2,800 times. At the same time, the two countries also set a target of bilateral trade volume of 100 billion U.S. dollars at the end of 2015. In terms of investment, Thailand and China invest more than one billion U.S. dollars each year. China strongly supports the export of Thai agricultural products such as rice, rubber and tapioca to China and exports of other agricultural products. The two countries also actively promoted. Thailand and China have organized 4 related meetings on agricultural products import and export, and the 4th meeting was held on August 4, 2015 in Beijing, China. The Ministry of Commerce of Thailand and the Chinese authorities discussed how to better export Thailand's brand-name agricultural products such as rice and fruit to China. Thailand and China have good cooperation in other fields. For example, in terms of education and cultural exchanges, Thais are increasingly keen to learn

Chinese. The number of international exchange students in universities in both countries has increased year by year. In tourism, Chinese tourists continue to grow in Thailand. Responsible for the largest share of the Thai baht tourism market.

As a country with the "Belt and Road" strategic vision, China is striving to enhance the endogenous power and vitality of economic growth and promote the development of the economy to medium and high levels. The new normal China is entering the economy and it is also conducive to strengthening the "One Belt and One Road" strategy. At the same time, as China's largest trading partner and export market, China's economic upgrading and restructuring will inevitably have a positive impact on Thailand's industry and service industries. For example, China actively eliminates excess production capacity through industrial restructuring and structural adjustment, and infrastructure construction will drop significantly. Thailand's exports of China's resource products will gradually decrease, stimulating Thailand's search for new economic growth points, optimizing its economic structure, and protecting the industry's long-term and rational development. At the same time, the upgrading of China's court industry structure means that some Chinese companies will be transferred abroad, and the long-term cooperative relationship between the ASEAN Free Trade Area and China has become China's indispensable trading partner, and Thailand is located in the center of ASEAN countries. Its superior geographical advantages and cheap and expensive labor force make it the best choice for Chinese companies. These Chinese companies relocated to Thailand are the most prominent in the Chinese steel industry. Although they are domestic surplus industries in China, they are even a booming industry in Thailand and even Southeast Asia as a whole. They have great progress and market space, and they are also very helpful. Strengthening domestic technology import and learning in Thailand, increasing the competitiveness of the industrial market, stimulating the revival of related industries, accelerating industrial adjustment and developing industrial modernization are both opportunities for China and Thailand. In recent years, with the vigorous development of China's e-commerce industry, innovation has become the current era and the mainstream of economic development. Whether it is technological innovation or business model innovation, it will actively guide the continuous progress of Thai companies and industries, such as imitating the rise of Chinese in Thailand. Service business enterprise business model, China Bedouin application of navigation technology (Shao, 2016).

Relying on the ideal plan of the "One Belt and One Road" strategy, Thailand is the core of the Maritime Silk Road, and the China-led AIIB is an inter-governmental multilateral development agency in the Asian region. We will focus on supporting

infrastructure construction. The purpose is to promote the development of the Asian region, interoperability and economic integration, strengthen cooperation between China and other Asian countries and regions, and help Thailand achieve infrastructure planning and construction. Thailand's economic development. It can be seen that long-term stability and sustainable development must be achieved. We must strengthen infrastructure construction. International experience also shows that infrastructure is the necessary material basis for enterprises, the world, and residents to carry out production and business activities and life. This is also the guarantee for the normal operation of the city. It is not only an important condition for the production of materials, but also a necessary condition for the regeneration of labor. It can improve the infrastructure. In order to accumulate energy progress and increase endurance, construction delays may also become a "bottleneck" that restricts development. In Thailand, the supply of roads and railways has not kept up with the increase in demand. It is imperative to strengthen road traffic construction. At the same time, Thailand is rich in tourism resources and tourism plays an increasingly important role in the Thai economy. Incomplete infrastructure will also reduce tourists' assessment of the tourism economy, which will affect Thailand's tourism revenue growth. The "One Belt and One Road" initiative is China's premier national top strategy that meets the needs of countries along the route and countries along the route to open up new opportunities for mutual complementarity and openness. This is a new platform for international cooperation and the "Belt and Road" strategy can integrate international resources and promote the integration and upgrading of Shanghai Cooperation Organization, Eurasian Economic Union, China-ASEAN (10 + 1) and other international cooperation.) And the China-Japan-Korea White Trade Area. This is also where China plays a geopolitical advantage and promotes multilateral trade. An important platform for communication and cooperation. Thailand is located in the southwest direction of the "One Belt and One Road" strategy and belongs to China, which connects China to Yunnan and Guangxi and Pakistan, India, Myanmar, Thailand, Laos, Cambodia, Cambodia and Thailand - South Asia - Malaysia, Vietnam and Singapore. With the help of the "One Belt and One Road" strategy, Thailand can greatly improve its domestic transportation network and strengthen its infrastructure to attract foreign investment. At the same time, it can also more easily use its geographic advantages to strengthen economic exchanges with 10 ASEAN countries and Asian neighbors.

In addition, over the past few years, Thai Chinese have always played an important role in Thailand's economic development and development. This can also be regarded as a common foundation and common advantage for the two countries in achieving the "Belt and Road" strategic cooperation.

Overseas Chinese businessmen have always been the subject of foreign companies entering China. They are also the "leaders" of "going out." Tens of millions of overseas Chinese have huge talents, financial advantages and a mature business network. They are familiar with the history, folklore, language, culture, society and law of the country they live in, and they have the unique advantages of integrating Chinese and foreign countries. It is estimated that the total number of overseas Chinese in Southeast Asia is about 34 million, accounting for more than 6 percent of the total population of Southeast Asia and 74 percent of the total number of overseas Chinese in China. There are more than 8.5 million Thais and overseas Chinese, accounting for 25% of the total number of Chinese in Southeast Asia. It can be predicted that they will not only play an important role in the political and economic exchanges between Thailand and China, but also play an important role in deepening the friendly relations between the two countries. It will also play an important role in the political and economic development in Southeast Asia and promoting the development of the "One Belt and One Road."

Thailand is located in the heart of the Indochina Peninsula and is the only way to travel to the Indian Peninsula. The Han Dynasty has already reached the Han Dynasty. In the 14th century, after the establishment of the Ming dynasty, private and private companies that were often patronized flourished. At that time, Thailand had a population of 10,000 overseas Chinese and many people from Fujian and Guangdong provinces engaged in agricultural cultivation, manufacturing and import and export trade.

Judging from the living conditions of the Chinese, Thailand is a weaker country in Southeast Asia. In the event of a conflict, local people have less persecution of Chinese and overseas Chinese, and Chinese assimilation is much higher than in other countries. Chinese culture continues to influence the daily life of Thais. This is also true for Chinese people who are very concerned about the same roots. The feelings of both parties are also more likely to develop further. The major ethnic groups in Thailand and the nine ethnic groups in southwestern China have important historical roots and have further enhanced the national sentiments of China and Thailand. Sino-Thai cooperation in the construction of the "Belt and Road", the Thai Chinese have unique characteristics and bridges. On the one hand, China is Thailand's largest trading partner, and bilateral trade between China and Thailand is expected to exceed US\$100 billion by 2015. In recent years, China's investment in Thai infrastructure has been increasing, especially in water protection, oil exploration and railway construction. Other projects are heavy. Among them, the investment and construction

of China-Thailand railway not only benefits the comprehensive development of the Trans-Asian Railway, but also means the connection between the southwestern region of China and the transportation network in Southeast Asia. The two countries have established a certain foundation for economic and trade cooperation between China and Thailand in South China. Therefore, it is of great significance to actively attract Taishan's investment in China's domestic construction and the "One Belt and One Road" major projects, and encourage them to create a good investment environment for them.

Thai Chinese have played a key role in Thailand's political, economic and social development. Chinese companies are widely spread in Thailand's manufacturing, agriculture, real estate, construction, finance, department stores, retail, trade, media and other service industries. Manufacturing is a traditional advantageous industry of large Chinese companies in Thailand, covering almost all areas of manufacturing. Thailand's largest diversified business group and the largest commercial bank are controlled by Chinese merchants. Chinese SMEs account for about 40% of the total number of SMEs in Thailand, and they cover Thailand's manufacturing and service industries. This is the cornerstone for Sino-Thai enterprises to strengthen cooperation.

Because Thai society is more tolerant and peaceful, the Chinese have not been hindered from integrating into Thai local society. Thailand's Chinese assimilation policy has been relatively successful. Moreover, with the continuous development of China's economy, it is also necessary to actively participate in political activities to safeguard its own rights. With the development of Thailand's political democratization process, Thai Thais have participated in various forms of political activities in Thailand and have played an important role. At the same time, the Chinese community in Thailand has also become an integral part of Thai political life. This provides a channel for the coordination of China-Thailand and related policies.

5.3 The “Belt and Road” strategy under the complex international situation has also brought some hidden trouble to the people of China and Thailand.

Among the respondents from China and Thailand, when asked “what do you think is the most important challenge for the construction of the Belt and Road”, the implementation of the “New Silk Road” strategy for the United States and the Trans-Pacific Partnership Agreement, Russia? There are concerns about the implementation of the "Asia-European Economic Union" and the quest for Asia-Europe regional ownership and Japan's implementation of the "Silk Road Diplomacy," especially concerns about the United States and Japan, which account for

more than 30% or close to 30%. . As to whether or not the “Belt and Road” has an important impact on the external pressure brought about by the US Economic Cooperation Agreement (TTP, TTIP), nearly 25% of the respondents received this option. This survey result shows that in the current complex international political and economic development pattern, the construction and implementation of the “One Belt and One Road” strategy will be a more complex systematic project.

The Chinese and Thai peoples have high expectations for the potential positive impact of the “One Belt and One Road” on the two countries, but they are also not afraid of the challenges and interference in the international situation. They insist on equality and mutually beneficial cooperation and adhere to the correct national strategy. Policy-oriented, widening the breadth and depth of exchanges between the countries of the two countries and the region is the key to eliminating the people’s participation in the “Belt and Road” cooperation.

At present, China and Thailand are already working in this direction, and some preliminary results have been achieved. All that should be done in the future is to move forward in this correct direction. Thailand's national strength, people's livelihood and international strategy Status will continue to increase.

The Thai government, officials, the business community and public opinion have all expressed their support for China’s “One Belt and One Road” initiative and look forward to obtaining more development benefits from it. Of course, like other Southeast Asian countries, there are people who worry about China’s influence in Thailand. However, public voices oppose the “One Belt and One Road” strategy.

When he came to power in May 2014 and was elected Prime Minister of Thailand in August, the army commander Daxuan met with Chinese leaders on bilateral and multilateral occasions. The number of meetings between leaders of the two countries is most common among Pakistani and foreign leaders. of. On November 9, 2014, Chinese President Xi Jinping met with Thai Prime Minister Acorn Bo in the Great Hall of the People. Pakistani said: "The Thai side is exploring a path of development consistent with the national conditions and hopes to exchange views with the Chinese side and deepen cooperation, especially with the help of the Silk Road Economic Belt and the 21st century maritime silk construction, and promote cooperation between agriculture and railways. Regional interconnection, Thai agricultural product expansion and crystal exports to China welcome Chinese companies to spend money on going to Thailand to promote non-governmental exchanges and strengthen personnel training. Participate in the Asian Infrastructure

Investment Bank and appreciate the establishment of the China Silk Road Fund. We will continue Efforts to promote cooperation between Asia and China and support China's successful holding of the APEC leaders' informal meeting. In the same year, Basu delivered a year-end speech to government officials. He said that Thailand should abandon their differences and learn from China. Chairman Xi is meeting with China. President Xi Jinping said that 60 years ago, China was one of the poorest countries in the world. Over the past 30 years, China has become an economic power. Palpably pointed out: "We are still arguing. "

On July 2, 2015, Thai Prime Minister Oktyabr attended the 40th anniversary of the establishment of China-Thailand diplomatic relations in Bangkok, the Chinese embassy in Bangkok. He and the Chinese Ambassador to Thailand Ding Fukuoka once again believed that it is necessary to deepen the strategic cooperation between the two countries and promote the development of China. "One Belt and One Road" construction. In mid-July of 2015, the Thai Department of Commerce Shakespei recliner told Humane Society that Thailand and China have reached consensus on the feasibility and financing framework of the railway cooperation project. The cooperation project will begin at the end of the same year. The construction period is about 3 years. In addition to the railway cooperation projects, Thailand will actively participate in other projects involving the "One Belt and One Road" and join forces with China to strengthen the links between roads, aviation and ports, and improve the level of infrastructure construction in Thailand. Many other Thai or outgoing officials also expressed their support for the construction of the "Belt and Road." Former Thai Deputy Prime Minister and former Minister of Foreign Affairs Surat Harting participated in the Asian Cooperation Dialogue held in Fuzhou on May 18, 2015. He said that the "One Belt and One Road" Cooperation Forum and the Asian Industrial and Commercial Congress were jointly established in Fuzhou. "The goal is to create mutually beneficial and win-win results. This will also help realize the goal of achieving the goal. After the "One Belt and One Road" strategy is expected to start, more than 40 countries in Asia will benefit from better infrastructure. Obviously this will have Helping to promote commodity trade, service trade, investment, consumption and the development of Asian capital markets Sullenly discussed the Sino-Thai railway cooperation project as an example and stated that this project also requires the two governments to conduct more exchanges with Thai people. Let them realize that they are the biggest beneficiaries of China-Thailand Railway (An & Liang, 2012).

China and Thailand will strengthen cooperation under the framework of the Maritime Silk Road, benefit both sides and benefit the region. Bank of Thailand

Governor Zhang Xuzhou pointed out: "Thailand is located in the center of the ASEAN region and is Asia's logistics, trade and financial center. It is a natural bridge between the ASEAN market and China. China must also enter Thailand to enter the ASEAN and even the Greater Mekong Sub-Regional resettlement. In the product supply chain, China can use Thailand as its core and radiate the entire infrastructure of ASEAN, and China and Thailand have great potential for development and cooperation in this area, "One Belt One Road" cooperation opportunities to achieve a win-win situation, and China will strengthen infrastructure construction in ASEAN countries. It is possible to integrate ASEAN countries with different levels of development into the regional industrial chain and exert their respective comparative advantages. (Devadason, 2015)"

According to the relevant ideas of the "One Belt and One Road" strategy promulgated by the Chinese government, interconnection is the pulse of the "Belt and Road Initiative" and the priority of development. It mainly talks about the integration of infrastructure, regulations and personnel exchanges. It includes transportation and transportation. Infrastructure hardware infrastructure includes rules and regulations, standards and policy communication, and humanities and exchanges that promote friendship and mutual trust between people and cultural exchanges. In the "One Belt, One Road" constructive cooperation, China and Thailand must also give priority to enhancing interconnection. Under the "Belt and Road" strategic framework, it is necessary to achieve "policy communication, facilities interconnection, trade circulation, financial financing, and people-to-people relationship."

First of all, the Sino-Thai government has a very good relationship and has a good communication policy. In the future, we can "further develop" and establish a multi-mechanism and institutionalized policy communication mechanism. In April 2012, the two countries established a comprehensive strategic partnership. In October 2013, the governments of the two countries issued a "vision for the development of Sino-Thai relations." On January 9, 2014, two Presidents Xi Jinping met with Thai Prime Minister Acorn Bo in the Great Hall of the People. Xi Jinping pointed out that China and Thailand are close relatives. China appreciates Thailand's positive role as an office of the China-Arabic Relations Office in adjusting national cooperation to deepen China-ASEAN cooperation and is willing to work together with Thailand to promote peace, prosperity and harmony in Asia. Officials of Thai Prime Minister Okkbuk, business officials and the media also expressed Thailand's desire to actively participate in the "One Belt and One Road" initiative.

Second, China-Thailand infrastructure and communications have played a

leading role in the interconnection of China, ASEAN and other neighboring countries. Taking the cross-strait railway cooperation as an opportunity, it called for great progress and greater trade links with ASEAN. China's Maritime Silk Road project is precisely in line with the Thai government's eight-year infrastructure development plan. The railway project is the core of the cooperation between the two sides. On September 27, 2014, the former Thai Minister of Transport, Badin, revealed that the government has developed a land transportation development plan for 2015-2022. It is estimated that THB 86 billion will be invested in the development of land transportation systems in the next 10 years to accelerate the overall acceleration of the Thai railway system and double the logistics cost, from the current 15.2% to 13%; as for the cross-border railway line connecting the borderline, 2015 The construction of six railway lines will begin to advance and the number of construction projects will increase in 2016. The six border railway lines will bring the number of passengers in the railway system from the current 45 million passengers to 75 million passengers. It can be seen that Thailand will greatly expand the construction of water and land transportation facilities in the coming years. China has great potential for cooperation with Thailand in this regard. In addition to the support of the Asian Investment Bank and Maritime Silk Road Fund. China also has mature experience, technology and strength in project design, construction and equipment.

Now, the public opinion in China and Thailand has paid close attention to the prospects for the development of the Kra Isthmus. Kra Isthmus is a narrow strip of Thailand's Chumphon Province and Songkhro Province. Someone showed a canal that was not designed for more than 100 years. The media frequently saw its excavation. Recently, it has triggered fierce debate. If the Kra Isthmus is open, the distance from the Indian Ocean directly across the canal to the Gulf of the Pacific Ocean to the South China Sea will be shortened by approximately 1,200 kilometers, and the Malacca Strait can be saved for a 2-3 day trip. A huge ship can save about 30 miles per trip. Ten thousand US dollars, which is a great help to Zhongkaihai, in order to avoid "Malacca dilemma", with strategic significance. However, when it comes to long-term operations, Kra Isthmus will bring many comprehensive benefits to Thailand, resulting in a snowball effect. First, in order to increase employment, it is estimated that the excavation of the canal will increase the number of people employed in Thailand by about 30,000. Tens of thousands of workers will be spent each year after surgery. Second, it promotes stable economic development in the poor areas of southern Thailand and southern Fujian. After the isthmus was opened, the local government will attract more investment, establish a number of industrial parks, help change the long-term backwardness of the economic and social situation in the south, become Thailand's new economic growth pole, promote economic development

throughout the Gulf of Thailand, and exacerbate Thailand's economic downturn. It also eliminates poverty, which is the source of terrorism and violence in southern Thailand. Third, Tainan will become the original shipping and economic center in the region and will enhance Thailand's comprehensive criminal status. Of course, the isthmus of the region has some advantages.

Finally, on the basis of the "Chinese and Thai family" and close cultural exchanges, the two countries continue to expand the people's mind project. First, in terms of Chinese learning, the British government ruled from August 2011 to May 2014 has promoted more people from Thailand and other ASEAN countries to learn Chinese. On April 28 and April 28, 2013, the chairman of the Thai Parliament and the Speaker of the House of Representatives visited the delegation of the National Assembly and paid an official goodwill visit to China. An important agenda with China is to promote cooperation with China. "You learn Chinese engineering." The project is planned to be implemented first in Thailand and then extended to other countries in ASEAN. The goal is to allow 100 million people and 600 million people in 10 ASEAN countries to speak China within four years. Under the influence of 100 million people, the remaining 500 million people will speak at least two Chinese words - "Hello, I love you." Samson said he believes this achievement will be for China, Thailand and other ASEAN countries. Economic cooperation brings great convenience. Balsam said he will first conduct a pilot project at Chihuahua University in Xiamen, China. Currently, the University of Chihuahua recruits 100 Thai students every year. Thailand hopes to expand it to more Chinese universities and colleges, and to promote Chinese language exchanges in ASEAN countries through Sino-Thai cooperation. At present, there are more than 20,000 Thai students in China, of which ASEAN countries are the most, and China is the most important student in Thailand. There are more than 20,000 students studying in Thailand. With the advancement of the "Belt and Road Initiative," the demand for cultural talent from the mother tongue in both countries will increase. Although the British government has stepped down, the governments of China and Thailand should attach importance to continuing to promote the "Let me love you" major Chinese study program, benefiting two countries and regions. Secondly, in terms of personnel exchanges, 4.6 million Chinese tourists traveled to Thailand in 2014. In the future, China and Thailand should implement long-term visa waiver for tourists, and should fully integrate China's geopolitical advantages with the relative advantages of Thai and Chinese businessmen in China and give full play to Chinese entrepreneurs. The important role of Thailand in Guangdong, Fujian, and China. Hair, Guangxi and Yunnan have become border cooperation towns with Thailand's construction of the Maritime Silk Road. The third is to make Zheng He's image of a friendly messenger in Thailand an important

driving force for the promotion of the maritime Silk Road between the two countries. Bi Kaiwen, president of the Thai-Chinese Culture and Economics Association, said that the National Defense Council has prepared some funds and is negotiating with Zheng He, who is from Yunnan, and other places in China (Zheng He is a native of Yunnan) to conduct business with Thailand. A friendly documentary. Since the shadow of Zheng He and his descendants can be found in many places in Thailand, the Zheng He fleet visited Siam (an ancient Thai name) three times, dealt with the locals, and maintained friendly relations with the local people. Ayyubid in Thailand. The Sam Doh Temple is still preserved in places like Kai. A descendant of Zhejiang, who planned to raise wheat in the 15th Sun Cheng Han Tomb in Chengdu, has now become a wealthy party and has become a famous local family, with a certain political and commercial influence.

In short, relying on the construction of the Maritime Silk Road, Thailand will vigorously promote economic and social development, increase people's income, ease the unbalanced development of the region, and partially eliminate the root causes of social unrest in Thailand. Thailand's prosperity and strength will help improve its regional status. Some people also said that China can also use the land and sea network with Thailand to speed up its ties with other countries in Southeast Asia and promote the construction of the Maritime Silk Road to achieve more fruitful results.

5.4 The "One Belt and One Road" strategic cooperation brings about a certain degree of national risk while bringing hopes and opportunities to the Chinese and Thai peoples.

In the survey, it can be seen that people "improve the economic growth of our country and bring more employment opportunities" (35%) "Improve the national infrastructure along the line and people's lives are more convenient" (40%) "In the short term "30%" and other options are particularly keen to show that the Chinese and Thai peoples' attitude towards the "One Belt and One Road" strategy has always been based on their own interests as a starting point. This also happens to be the main intention and rationale of the "One Belt and One Road" strategic concept. At present, with the deepening of the strategic cooperation between China and Thailand, the two countries have already received noticeable results in all aspects. For Thailand, Thailand and China have achieved remarkable results in economic and trade cooperation as well as exchanges and cooperation in business, finance, science and technology, and culture. As far as China is concerned, besides its significance in enhancing economic vitality and improving people's livelihood, the international influence and international political status are expected to be greatly enhanced.

With the advancement of the “Belt and Road” strategic cooperation, the benefits that the people of Thailand and China may have will be multifaceted, and it is possible to look forward to the time when the peoples of China and Thailand will jointly realize the dream of strengthening the country and enrich the people’s dreams. .

Until the end of the “One Belt and One Road” summit, countries in the world have basically reached the point of “no one is not aware” of the strategy for this century. Countries around the world, as long as they are in line with the Belt and Road, are pondering over the “Belt and Road” countries Understand that some countries have tried to grasp, some countries have embraced it warmly, and some countries have relatively cold eyes. No matter how the characters are positioned, each country is nervously calculating their respective roles and paths.

Therefore, after investigation and study, I think the impact of the “One Belt and One Road” on Thailand has the following four points:

The first: Traffic Interconnection

Although the China-Thailand High Speed Rail has already spoken many times, it is indeed one of the important infrastructure impacts. The construction of China-Thailand railways and highways will not only help promote the prosperity and development of industries along the railways and highways in Thailand, but also will achieve breakthroughs in the Trans-Asian railway highway network, laying a foundation for Thailand as a regional interconnection hub and an important economic center for ASEAN. Regardless of the domestic or regional level, this project is conducive to the long-term development of Thailand and is in line with the vital interests of the Thai people.

The second: Financial mutual drive

The Internet has driven the rapid development of China's e-commerce. The Thai government has advocated the development of an innovative economy, hoping to learn from China's e-commerce experience and promote the development of SMEs. And a series of recent news, such as: Thai Thailand and JingDong jointly develop e-commerce and financial technology, or Ant Financial and Thailand's KaiTai Bank jointly push two-dimensional code payment. All indicate that the market for electronic finance in Thailand has now reached a new level.

Currently, electronic payment methods such as AliPay and WeChat Payments have fully entered Thailand. Thai National 7-Eleven convenience stores and more

than 300 Family Mart convenience stores have realized Alipay scan code payment.

The third: Close humanities exchanges

Thailand has become the most popular tourist destination for the Chinese, and the popularity is far exceeding that of other countries. MasterCard released the "2017 Global Destination Cities Index", the capital city of Thailand was named the world's largest tourism destination city for 2 consecutive years. The number of tourists traveling to Thailand was consistently high, while China ranked first in the total traffic for inbound tourism in Thailand, followed by the United States, the United Kingdom, Australia, and Russia.

At present, China is Thailand's largest source of tourist source country and the largest source of foreign students. Last year, more than 8.77 million Chinese tourists visited Thailand and 31,000 Thai students. Thailand is the third largest source of overseas students in China. More than 20,000 students are studying in China. As the cultural exchanges between the two countries continue to deepen, the mutual understanding and friendship between the two peoples will also deepen.

The fourth: Unimpeded trade

Thailand is China's important trading partner, the source of major agricultural product imports and the largest source of rubber imports. Against the background of a weak global economic recovery, the bilateral trade volume between China and Thailand rose by 1.9% last year to reach US\$76.9 billion. For the fourth consecutive year, China has maintained Thailand's position as the largest trading partner. China's investment in Thailand has increased year by year, making it Thailand's third largest source of investment.

Thailand and China are in the same economic zone and have maintained close economic ties with China since ancient times. It is an important channel for the Chinese economy to go abroad and integrate with neighboring countries. It can be foreseen that the "One Belt and One Road" as a public product jointly created by China and other countries, Thailand's strong support of the cluster will help create demand and employment for itself and promote the continuous development of the regional economy (Li & Chou, 2017).

As China's influence in Southeast Asia expands and the economic integration between China's economy and ASEAN countries deepens, awareness of political participation and awareness of political participation will increase in the future. This natural and special kinship determines that Thailand can play a unique role in China's

external strategy of “Belt and Road”. The “One Belt One Road” initiative is based on policy communication, road connectivity, unimpeded trade flows, financial financing, and human-to-human links. According to the status quo of the Thai-China economy and the friendly relations between Thailand and China, we can judge that of the ten ASEAN countries, Thailand is the country most likely to have five unimpeded contacts with China, and it is most likely to help China and ASEAN in China. Five unimpeded countries have been achieved in the neighboring regions. Thai-Chinese trade has basically achieved facilitation and liberalization. It can be said that the trade is smooth. The Thai people’s efforts helped to strengthen the cooperation of the Thai government, actively established multi-level inter-governmental macro-policy communication and exchange mechanisms, deepened the integration of interests, increased mutual political trust, reached new consensus on cooperation, and helped solve the “One Belt, One Road” strategy. . Address the problems existing in ASEAN and implement policy communication. China’s strong economic influence will help Thailand and China to jointly promote the construction of international channels in the Greater Mekong Subregion and even Southeast Asia, and gradually form an infrastructure network connecting China, ASEAN, and various Asian regions to help the “One Belt, One Road” road linkage. Financial financing is a key support for the construction of the “One Belt and One Road”. The Thai-Chinese financial industry will help deepen the Thai government’s financial cooperation and jointly promote the Asian monetary stability system, investment and financing system and credit system construction. To expand the scope and scope of bilateral exchanges and settlements between Thailand and China on local currency exchanges; jointly promote the opening and development of China's Asian bond market, and jointly promote the steady development of Asian infrastructure investment banking business. People's ideas and concepts are the social basis of the "One Belt One Road Initiative." Thailand has a large number of overseas Chinese and a considerable number of Chinese economies and has talents who are familiar with China's national conditions, languages and culture. There are many forms of multi-user cultural exchange and cooperation platforms between Thailand and China. In the "One Belt and One Road" strategy, it naturally plays a positive role in bringing people together. Therefore, we stated that Thailand’s Chinese economy can play an important role in the implementation of China’s “One Belt and One Road” strategy, helping Thailand and China take the lead in realizing the five links and helping Thailand and the Chinese government to cooperate in promoting the five links in Southeast Asia.

Thailand's implementation of the "Belt and Road" strategy faces risks and challenges from two aspects: First, Thailand's domestic issues, and second, Thailand's geopolitical and economic strategy. Thailand's political stability is poor, its political

situation is unstable, and political power is changing frequently. It may face terrorist threats and regional religious conflicts. The traditional geopolitical and economic strategic culture with Thailand's "Shanghai", "closeness", "greatness", and "checks and balances" as its connotation makes the Sino-Thai relations vulnerable to the influence of other countries, and the initiatives of the "One Belt and One Road" in Thailand still have many problems. Certainty.

The successful implementation of the "One Belt and One Road" strategy is closely related to the development of the internal political situation in the "One Belt and One Road" countries. Because many countries along the "Belt and Road" are deeply involved in the battlefields of big powers, facing multiple conflicts of leadership transfer, democratic political transition, and ethnic conflicts, and the political risks of the "One Belt and One Road", countries have become China's national strategic progress and China. The biggest risk for companies going out. Thailand is an important node for China to promote the "Belt and Road" strategy in Southeast Asia. In recent years, the relations between China and Thailand have been continuously strengthened. With the continuous advancement of investment and the deepening of comprehensive cooperation, it is necessary to analyze and understand the domestic problems in Thailand and Thailand, and "particularly needs" the potential risks brought about by the "One Belt One Road" initiative.

First of all, Thailand's political stability and continuity are very poor and politics are greatly affected by military groups. Military coups happen from time to time. In addition, Thailand's economic development is at a high level in Xi'an and its development momentum is good. Thailand's rich and poor are severely divided. The social class is antagonistic and the dispute is serious. Politically manifested in the fierce struggle of political parties and the rolling political struggle, when the contradictions cannot be bridged, it is not uncommon for parliament to dissolve or promote elections. Uncertain domestic political turmoil will bring many uncertainties to infrastructure construction projects with long construction periods and high capital costs. Policy exchanges between Thailand and China may be difficult to maintain, even in extreme circumstances. Chinese companies face threats to personal and property security. This poses direct risks and challenges to China's implementation of the "One Belt and One Road" strategy.

Second, in recent years, Thailand, Bangkok, ketchup and other places have become high-risk areas for terrorist attacks. Traditionally, West Asia and North Africa have been the most severely hit by terrorism. However, in recent years, South and Southeast Asia have also become common sources of terrorism.

Finally, religious conflicts may also occur in Thailand. In Ayala Province in southern Thailand, Manhattan and Parathion Province, due to the complexity of ethnic relations, social unrest is disturbed, people's lives are not safe, and normal social and economic development is greatly affected. Most local people are Muslims who believe in Islam, and Thai people generally believe in Buddhism, which has become an important factor in causing conflicts. Due to continuing violence in southern Thailand, the border court began implementing the state of emergency law in July 2005. For a long time, the social order in the area has been unstable. Therefore, Chinese-funded enterprises must invest in Thailand so as to avoid potential safety problems in the three southern countries.

The geographical area is in good condition and its geographical position is superior. It has the dual civilization features of ocean and land. It is the capital of Thailand. Thailand is located in the geocentric center of the Indochina Peninsula, and even throughout Southeast Asia. This position is similar to that of the Central Plains, making Thailand a controlling right in Southeast Asia. The key is that its position is crucial. Well, Thailand itself is not enough to make Thailand not only unable to integrate Southeast Asia (Gui, 2017) .

The “region” covers many countries in Asia and Europe, reaching 60% of the large-scale project population, overall construction plans and overall layout. At the national level, there is only one set of principles and goals that need to be clarified. In terms of policy direction and path planning, the implementation plan should not be too detailed. If you want to leave the market space freely, you must also prohibit relevant departments from initial implementation of the plan. The detailed industry will be seriously ended. Local governments blindly invest in “regions” and overexploitation and construction plans to avoid wasting resources. On the legal level, the Chinese government should provide legal basis for "regional" economic and trade cooperation and security. We will vigorously promote regional agreements on multilateral investment protection, ease the access conditions for multilateral markets, expand the scope of openness and cooperation, and conduct bilateral and multilateral trade cooperation and investment so as to provide guarantees for judicial assistance and dispute settlement. Bilateral investment protection agreements, judicial assistance agreements, transportation agreements and other national economic and trade cooperation have been signed. In terms of national conditions, bilateral free trade agreements can be signed, and regional cooperation agreements can expand the demonstration effect on other countries. The agreements signed should be based on actual conditions, openness, diversity, ease of use, and flexible and diverse principles

and forms. The stratification should be gradually strengthened. The interests of the countries formed between the community and the participating countries should be determined to further enhance their interests and eventually realize the “five” aims. Second, under the premise of supporting legal policies, we must improve the efficiency of customs clearance of goods, reduce the cost of commodity circulation, promote the liberalization of trade and investment, promote development, create a more open and free trade and investment environment, provide legal guidance for investors, and clearly guide the In the area of trade and investment, avoid legal issues involved. Finally, in the specific implementation, it is necessary to fully plan the good relations between the country and the region, and all departments should strengthen cooperation in division of labor and form a joint force. The overall layout of the “regional” construction must proceed from the national strategic height, determine the progress of the project according to stages and areas of cooperation, Broadmoor and the policy plan, do a good job of implementation, have difficulties, and improve the situation from the front line to another, and To lay a solid foundation for these lines. The foundation will gradually realize the goals of the "big five" community.

The national risks that Thailand may face in implementing the “Belt and Road” mainly come from the following four aspects:

The first, Economic risks. Economic risks refer to the loss of corporate profits that may be caused by fluctuations in economic activity and price levels, making it difficult to repay debts and repay debts. Among the factors that trigger country risk, the economic factors are the most obvious and direct, and they have long-term and sustained effects on country risks. From an external perspective, the economic factors that affect a country's country risk mainly include the trend of the world economy and international trade, geoeconomics, and regional integration. The vast majority of countries are in the global economic cycle system, and those economies are more High countries are inevitably affected by the trend of world economy and international trade. Internally, the economic factors that affect a country's country risk include economic and financial systems, economic and financial policies, the stability of ratio structures of various economic indicators, the sustainability of economic and financial resources, industry prospects, and international competitiveness (Sheng, 2016).

The second, Political risks. Political risk is the adverse effect caused by a political event or a change in the political relationship between a country and other countries in a country. Specifically, due to changes in the regime of the host government, policy

changes, and war, the assets of the debtor are nationalized or expropriated. The risk of the situation.

The third, Social risks.

Social risks are the potential for a country to create social conflicts and jeopardize social stability and social order. They include the distribution of wealth, human rights, unemployment, education, poverty, ethnic structures, religious beliefs, and social harmony. Some countries along the “One Belt and One Road” route have complex social environments, diversified social forces, and large differences in values. There are unstable factors in the security situation. Regional turmoil, war and terrorism and other issues affect the safety of overseas investment projects.

The fourth, Legal risks.

The legal environment of countries along the Belt and Road Initiative is quite different from that in China. Particularly in some underdeveloped countries, there are frequent laws relating to mortgages and pledges, or legal discrimination, which may make it difficult for banks to obtain mortgages and pledges. The property, or even the mortgaged or pledged property, cannot legally obtain the value of the mortgage or pledge.

The corresponding national risk control measures that can be taken by Thailand in implementing the “One Belt and One Road” include:

The first , There must be government policy guidance and support. The government should guide the “going out” business under the overall strategy of opening up to the outside world, use the “going out” business as an important tool for building good bilateral and multilateral diplomatic relations, and establish a wide range of coordination mechanisms with governments, industry associations, international agencies, etc. It is necessary to further sign a bilateral investment protection agreement with the relevant countries in the capacity of the investor’s country, and to ensure the safety of relevant institutional assets from the national legal level. We will improve relevant optimization policies, provide facilities for “going global” institutions, strengthen the information sharing mechanism, and promptly release information on risks to foreign embassies and consulates to relevant agencies.

Second, strengthen multilateral and bilateral financial and trade cooperation. We will further deepen the pragmatic cooperation with international multilateral and bilateral agencies such as the World Trade Organization, the World Bank, the Asian Development Bank, and the Shanghai Cooperation Organization, integrate regional

and international economic resources and forces, and strive to provide more efficient and high-quality services for the “One Belt and One Road” initiative.

Third, strengthen the cooperation of financial institutions. Actively construct syndicated loans. Single-bank banks have limited strength and tend to be weak when supporting major foreign projects. They are very dangerous in the event of country-specific risks. The formation of syndicated loans can avoid the above problems at the same time, and many banks will jointly advance and retreat. International credit, especially large-scale or high-risk international credit. To give play to the role of domestic policy-oriented financial guidance, policy-based finance is not aimed at making profits, but is to support national diplomatic strategies. The introduction of policy-based financial resources into specific areas is to make commercial financial institutions unwilling to do something they cannot do, or to play a role. Demonstration role to guide business organizations to enter.

Fourth, establish a good bank-enterprise relationship. The bank's export buyer's credit or contractor's credit in the seller's credit, and investment loans, although the borrower is a foreign institution or enterprise, it is often carried out under the “going out” unified strategy in China. The export equipment is manufactured by a Chinese company, overseas. The construction project is the construction of Chinese companies. In this case, these enterprises are important participants in the entire project loan, and are the first contacts between domestic institutions and foreign owners. They are more sensitive to host country country risks and therefore are more sensitive. Banks and enterprises must establish a good relationship, share project information, and jointly set up risk aversion measures to ensure asset safety.

Fifth, the institutions that launched the “going out” business must strive to improve their own management levels, actively manage and control country-specific risks, and ensure the smooth development of the business.

Establish a comprehensive risk management system, implement country risk limit management, formulate country risk price management system, carry out country risk monitoring and early warning, implement country risk transfer and release strategy, and control country risk through various means.

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