Impacts and Thinking of the Belt and Road Initiative on the Relation between China and Southeast Asia

Ai-Yang HAN
Xisanhuan North Rd, Haidian District Beijing, China
medi1114@126.com
Corresponding author

Keywords: The Belt and Road Initiative, Southeast Asia, National relation.

Abstract. The "Belt and Road Initiative" is and will continue to be an overall strategy of China's all round opening-up for a long time into the future. The building of the "Belt and Road" has become a long term national strategy for China, which will have great impacts on the relation between China and Southeast Asia. This strategy is informative and far-reaching. The Belt and Road Initiative is national strategy initiated by China and Promoted by high-level administration. For China's modernization and standing in the world's leading position, it has far-reaching strategic significance. The strategy of the Belt and Road Initiative is in line with the common needs of the countries along the country, especially for China and Southeast Asian countries. This strategy opens up a new window of opportunity for the complementary and open development of the countries along the Belt and Silk Road.

Introduction

The Belt and Road Initiative is China's top decision-making to take the initiative to deal with the profound changes in the global situation, the overall situation of the two major international and international strategic decision-making. It is the top design about the future of China's reform and development, stability and prosperity and even the great rejuvenation of the Chinese nation. The introduction of the Belt and Road Initiative has a profound background.

Firstly, the domestic reform forwards into the deep water area. Opening up faces the adjustment of the steering. Economic development enters into a new overlay stage of the change period, the pain period and digestion period. Social reform and development steps into the stage of contradiction and risk accumulation, so it is in the critical moment to overcome difficulty.

Secondly, the world economic globalization and regional economic integration is being accelerated. Global economic growth and trade, investment pattern is undergoing a profound adjustment. The world economy is in critical stage of the transformation and upgrading. The region's development vitality and cooperation potential need to be further promoted.

Thirdly, the rapid economic growth makes China become the world's large country of energy import and consumption power. The crude oil imports and transport channels are more concentrated and single. This crude oil import pattern and the tension of the South China Sea in recent years make it more severe for the potential “Malacca Dilemma” of China's crude oil imports. The situation of energy source security becomes more intensified.

The Strategic Significance of the Belt and Road Initiative

Interpretation of the Belt and Road Initiative

When Chinese President Xi Jinping visited Central Asia and Southeast Asia in September and October of 2013, he raised the initiative of jointly building the Silk Road Economic Belt and the
21st-Century Maritime Silk Road, which have attracted close attention from all over the world. Hereinafter the range of the Belt and Road was referred as follows.

There are three channels for the Silk Road Economic Belt. The first is from China via Central Asia, Russia to Europe (the Baltic). The second is from China through Central Asia, West Asia to the Persian Gulf, the Mediterranean. The third is from China to Southeast Asia, South Asia and the Indian Ocean. This channel is closely related to Southeast Asia.

The Maritime Silk Road has two directions. The first is from China's coastal port through South China Sea to the Indian Ocean that is extended to Europe. Thus it is closely related to Southeast Asia. The second is from China's coastal port through South China Sea to The Pacific Ocean.

**Strategic Significance**

The Chinese Leader had emphasized the need to build the Maritime Silk Road oriented toward Southeast Asia, and to create strategic propellers for hinterland development. Accelerating the building of the Belt and Road can help promote the economic prosperity of the countries along the Belt and Road and regional economic cooperation, strengthen exchanges and mutual learning between different civilizations and promote world peace and development. It is great undertaking that will benefit people around the world. The significance can be summarized as the following.

The first is to consolidate China's cooperation in Central Asia and Southeast Asia. The core idea of the Silk Road economic zone is to strengthen economic and trade cooperation with Central and Southeast Asian countries. China has a common development experience in the history of Central and Southeast Asian countries. Second, the gradual formation of two radiation effects, the Silk Road on the sea and the Silk Road economic zone with China to strengthen cooperation with neighboring countries as the basis, can gradually form a link to Eastern Europe. The third is to promote the transformation and upgrading of the eastern region and foreign investment. After 30 years from the first open to the outside world, the eastern region has formed a trade-driven export-oriented growth model.

**The Pointing and Goals of the Belt and Road Strategy in Southeast Asia**

**Cooperation Mechanism with Southeast Asia**

The Belt and Road Initiative is a systematic project, which should be jointly built through consultation to meet the interests of all, and efforts should be made to integrate the development strategies of the countries along the Belt and Road. The role of multi-lateral cooperation of Shanghai Cooperation Organization, China Association of Southeast Asian “10+1”, Asia Pacific Economic Cooperation, Asia Europe Meeting, Dialogue of China and GCC, Large Mekong Sub-region Economic Cooperation, Central Asia Regional Economic Cooperation and etc. should be carried forward.

Facilities connectivity is a priority area for implementing the Initiative. On the basis of respecting each other’s sovereignty and security concerns, China and Southeast Asia countries should improve the connectivity of their infrastructure construction plans and technical standard systems, jointly push forward the construction of international trunk passageways, and form an infrastructure network connecting all subregions in Southeast Asia. At the same time, efforts should be made to promote green and low-carbon infrastructure construction and operation management, taking into full account the impact of climate change and construction.

With regard to transport infrastructure construction, we should focus on the key passageways, junctions and projects, and give priority to linking up unconnected road sections, removing transport bottlenecks, advancing road safety facilities and traffic management facilities and equipment, and improving road network connectivity. We should build a unified coordination mechanism for whole-course transportation, increase connectivity of customs clearance, reloading and multimodal transport between countries, and gradually formulate compatible and standard transport rules, so as to realize international transport facilitation. We should push forward port infrastructure construction,
build smooth land-water transportation channels, and advance port cooperation; increase sea routes and the number of voyages, and enhance information technology cooperation in maritime logistics. We should expand build platforms and mechanisms for comprehensive civil aviation cooperation, and quicken our pace in improving aviation infrastructure.

Opening and Cooperation of the Relevant Border Provinces to Southeast Asia

We should encourage the unique advantages of adjacent position of Guangxi province with ASEAN countries, quicken the development and opening of Beibu Gulf Economic Zone and the Pearl River - Xijiang Economic Zone, build ASEAN-oriented international channel and create new strategic fulcrum of Southwest and South Central’s development. Therefore the important interface for the economic zone connection of Maritime Silk Road and the Silk Road is formed.

The location advantage of Yunnan province should be promoted so as to push the international transport passageway’s construction between Yunnan and neighboring countries and create new heights of the Greater Mekong Subregion Economic Cooperation. Yunnan is built as a radiation center for South Asia and Southeast Asia.

Coastal and Hong Kong, Macao and Taiwan regions, Guangdong, Fujian, Hainan (including Shanghai, Zhejiang, Jiangsu, etc.) are also play an important role in the Belt and Road Initiative and relation of China and ASEAN.

The Belt and Road Initiative’s Direction and Goal to Yunnan

The Choice of Development Path of Yunnan under the New Situation

The opening of the border is unlikely to be the real frontier of China's opening up. The opening of our country has experienced “special economic zones”, “coastal open cities”, “open along the border” and “the development of the mainland”. But compared with the opening of costal area and zone alone river, the advantages of opening along the border area is obvious and the gap is widening. Although Yunnan border tourism is now open to different places, the foreign visitors are very few. Because now it is too easy to go abroad, it can never be restored to the 2003 scene. In addition, if the strategic channel to the Indian Ocean does not get through, undertaking the transfer of the eastern industry is empty talk.

For the development of Yunnan, the country's support is most important than the opening to the outside. Due to the location of geographical edge of the country and the end of the industrial chain, most of the neighboring countries are underdeveloped. The opening up and the introduction of foreign capital have a limited effect on the social and economic development of Yunnan. So we should have low hopes. Guangxi's opening to the outside world is to meet the international strategy as the starting point. There are lots of opportunities, for example, China - ASEAN Expo, Pan-Beibu Gulf Regional Economic Cooperation. In addition, they should strive to seek the support of Guangxi in terms of policies, projects and funds. Accordingly, Yunnan should perform the functions in the first place, get national support to speed up economic development.

Advantages and Disadvantages of Yunnan's Opening to the Outside World in Recent Years

The achievements of Yunnan can’t be denied. Yunnan border trade development in the past 30 years, such as Dehong and Ruili of Yunnan, has played a leading role in the country. Interoperability with the surrounding countries and areas executes rapid development. Yunnan’s foreign investment is in the forefront of the western provinces. Foreign trade and economic work ranks the forefront of the West.

However, the shortage should be faced. The opening up is very weak in promoting the development of Yunnan. The speed of opening up to foreign world is very slow and low-level. The introduction of foreign capital is small. The scale of foreign trade is small and economic and social development of the contribution rate is low. The gap of Yunnan with Guangdong and Shanghai is widened. It is even
gradually fall behind Guangxi, Hainan, Sichuan, Chongqing. These provinces’ opening level has been much ahead of Yunnan in some areas.

Impact of the Belt and Road Initiative on the Relationship between China and Southeast Asia

Attitudes of Southeast Asian Countries
For the Belt and Road Initiative, Southeast Asian countries are mixed and have different reactions. Most are of surface support, and in essence is waiting and watching. They are secretly guarding us and waiting for the benefits, and do not take risks. The option to join the Asian investment bank is an example.
   The interconnection between China and Southeast Asia will become slow, and the uncertainty may increase. Due to the instigation of America and Japan, friction and low intensity conflict can not be avoided. China and Vietnam have burst into low intensity conflict.

The Main Factors Affecting the Development of Relations between China and Southeast Asia in the Future

China's Own Problems. The first is the rapid development of economic development and the formation of industrial chain and curing. The second is the transparency of China's international strategy and expression of discourse system. The third is Chinese government, business and people's ideological behavior. The forth is China's border provinces and central unity.
   For the Belt and Road Initiative, Southeast Asian countries are mixed and have different reactions.

Problems of Southeast Asian Countries. The first is the small country mentality, for example, suspicion, closeness, immediate interest, big country balance diplomacy. The second is the lagging ideological philosophy of Laos, Myanmar and other countries. The third is the gap between the economic development level of Southeast Asian countries, such as the gap of Singapore and Cambodia.

Impacts on Yunnan

An Assessment of the Security Environment around the Southwest. In recent years, whether we are in the relationship between the great powers, or the relationship between the neighboring countries, it can be said that since the founding of new China, relatively good stage. At this stage, the Southeast Asian countries are not the main source of threats to our country, after all, many peripheral issues have been resolved, China's ability to shape the surrounding environment has been greatly improved.

Rising of Non-traditional Security Threats around Yunnan. Non-traditional security has increasingly serious impact on public security of Yunnan. It exacerbates the vulnerability of public security, leading to a public crisis, increasing public security need of the public, such as commodity smuggling, Illegal entry, cross-border marriages and human trafficking, Terrorism and Tibetan extremists and Uighur extremism.

Self-examination of the Belt and Road Initiative Strategy

Correctly Understand the Belt and Road Initiative
As a major national strategy, the Belt and Road Initiative contains China's recent and long-term strategic planning. Complex and profound changes are taking place in the world. The underlying impact of the international financial crisis keeps emerging; the world economy is recovering slowly, and global development is uneven; the international trade and investment landscape and rules for multilateral trade and investment are undergoing major adjustments; and countries still face big challenges to their development. The initiative to jointly build the Belt and Road, embracing the trend toward a multipolar world, economic globalization, cultural diversity and greater IT application, is
designed to uphold the global free trade regime and the open world economy in the spirit of open regional cooperation.

**Making Progress in Reflection**

At this stage, we must realize that due to the complexities of the geopolitical relations and ethnic and religious contradictions in the economic zone, the differences between the development goals and interests of countries, such as the huge risk, the domestic risk, the cross-border threat and the big country game, along the way "contains a huge strategic potential", but still may be seriously disturbed. China should correctly view the "one way along the way", not too optimistic expectations, but should fully think about the difficulties that may be encountered in the future, to clearly understand their own national strength and boundaries, pay attention to the line and step by step, do not quick success. On the other hand, strengthen cooperation in various fields, and actively build a multi-level, multi-channel overseas interests protection network, and with a variety of bilateral mechanisms for the node along the national political crisis and major regional issues to provide China with the moderators and solutions.

**Conclusion**

The Belt and Road Initiative is not a matter of the Chinese, but the common cause of each country; not a benefit of the Chinese region alone, but the interests of countries to share the zone. China will welcome other countries to put forward constructive suggestions and constantly enrich and perfect the concept of the Belt and Road, conceive and plan, brainstorming, team work, and jointly write the new ideas of the Silk Road. Chapters, and jointly build the interests and fate of the community, and jointly create a happy future.

**Acknowledgement**

This work was financially supported by Military science project of the National Social Science Fund of China (16GJ003-163).

**References**


