



ONE BELT AND ONE ROAD

Yunnan becoming Thailand's gateway to China

By Liu Jingyi

Mrs. Chamaiporn Chuecharoen, Commercial Consul of Royal Thai Consulate General in Kunming, said recently that the diversified development of Yunnan's logistics channels with South and Southeast Asian countries is turning the province into an increasingly important hub for ASEAN countries.

Today, according to Mrs. Chamaiporn Chuecharoen, the seven highways and four cross-country roads in Yunnan "will turn the province into the first hub in western China to connect with South and Southeast Asian countries and strengthen China's exchanges and cooperation with these countries in terms of economy, trade, investment, tourism and culture." In her view, Yunnan, and especially Kunming, is playing an important role in the new logistics network further connecting ASEAN countries.

Mrs. Chamaiporn Chuecharoen also said, for China and Thailand, the constant improvement of infrastructure has changed old transport channels. In the past, goods were transported between China and Thailand via the ports of Hong Kong, Guangzhou or Shanghai. But now the Kunming-Bangkok Highway has turned Yunnan into the first overland gateway for Thailand to

access China.

Yunnan is an inland province without any direct maritime transport routes, but its favourable location has turned it into an important hub connecting China with South and Southeast Asian countries. With the constant improvement of road transportation networks, and the sustainable development of air and water transport, Yunnan's important position in the logistics channels of ASEAN countries is self-evident.

Mrs. Chamaiporn Chuecharoen believes that the development of rail transport in Yunnan will better connect China with South and Southeast Asian countries. As she has learnt, Yunnan expects to build eight interprovincial railways connecting it with Tibet and seven other provinces, municipalities and autonomous regions. In addition, four international railways will be completed by 2020, which will further diversify logistics channels between China and its neighbouring countries. Mrs. Chamaiporn Chuecharoen believes that the high-speed railway extending from Kunming to Bangkok via Laos will become a major transport channel to promote trade between ASEAN countries and China. It will also turn ASEAN into a more attractive platform of cooperation and exchanges in trade, investment and tourism.



Jinghong Port along Mekong River in Xishuangbanna Dai Autonomous Prefecture in Yunnan Province
Photo by Tang Lina

60,000+ fish released into the Mekong River

By Zhao Rubi

Recently, the Xishuangbanna Dai Autonomous Prefecture Bureau of Agriculture and the Department of Natural Resources and Environmental Protection of Namtha Province, Laos, released the first batch of fish fries into the Namtha River (a tributary of the Mekong River) Fish Resources Protection Area on the China-Laos border.

A total of over 60,000 yellow carp and freshwater catfish juveniles, measuring 3-5 centimetres in length, were released. These small fish were provided by the Xishuangbanna Fishery Technology Popularizing Station and were transported to the site after

a routine quarantine inspection. The Lancang-Mekong River, running through six countries, is the longest transnational river in Asia. The fish fry replenishing effort is themed "Protecting Aquatic Living Resources in the Greater Mekong and Promoting the Harmonious Development Between Man and Nature". It aims to draw attention from concerned parties to the protection of a more ecological environment and raise awareness of rare indigenous fish resources in the Mekong River basin. It is hoped that people will join hands in safeguarding the ecosystem of this transnational river and gradually restore rare wild fish stocks in the Greater Mekong area.

YUNNAN MEMORY

Editor's note: On July 7, 1937, Japan launched a full-scale invasion of China. In the Chinese people's War of Resistance against Japanese Aggression, Yunnan was one of the three major battlefields as well as the great rear area. Especially in the province's western areas, people made great sacrifices and contributions to the final victory in the War of Resistance against Japanese Aggression. Beginning this edition of "Beautiful Yunnan", we are going to publish a series of reports themed "A War of Resistance by the Whole Nation - Yunnan Memory". We will find and interview the living generals and soldiers of the War of Resistance against Japan and their relatives. Their stories will provide multiple perspectives for us to view the War and help us remember history and the martyrs, while cherishing peace and building a better future.

Memory of Mt. Songshan



The Chinese Expeditionary Force sculpture group was launched in 2013 in Longling county at the site of Battle of Songshan Mountain. Sculptor Li Chunhua created 402 sculptures including infantry and artillery troops.
Photo by Liu Jianhua

By Lang Jingjing and Li Shaoming

The memory of a mountain is to be cherished by our nation.

The memory of Songshan Mountain in western Yunnan's Longling County can be traced back to a horrific battle over 70 years ago.

In June 1944, the Chinese Expeditionary Force launched a counter-offensive against Japanese troops who had been occupying Songshan Mountain for two years. When the battle was over three months later, more than 1,200 Japanese troops were killed, 7,700 soldiers and officers of the Chinese Expeditionary Force became casualties and the Yunnan-Myanmar Road resumed transportation of materials for Chinese people's War of Resistance against Japanese Aggression, effectively reversing the situation in

western Yunnan.

On July 5, 2015, the all-media interviewing group of Yunnan Daily Press Group left the county seat of Longling in search of the footprints of martyrs that lost their lives in the Songshan battle.

We came to Songshan Mountain in a drizzle. In front of the pine forest quietly stood the Memorial Cemetery for officers and soldiers of the 103rd Division of the 8th Army who fell in the Songshan battle. The two banyan trees at one side were still covered with bullet holes, but they were nonetheless heavily fruiting with tender buds growing off of the branches. It was a voiceless reminder of the horrifying battle more than 70 years ago.

In 1942, the Chinese Expeditionary Force lost their first battle in Myanmar, and Japanese troops

began to eye Kunming. The Chinese Expeditionary Force destroyed Huitong Bridge, keeping the enemy on the west bank of Nujiang River. However, the China-Myanmar Road, a crucial route for transportation of materials for Chinese people's War of Resistance against Japanese Aggression, was also cut off. In order to recover the China-Myanmar Road, the Chinese Expeditionary Force waged a counter-offensive against the Japanese troops entrenched in Songshan Mountain in June 1944.

The Japanese troops built more than 40 small and large blockhouses at Gunlongpo, Dayakou, Zigaodi and four other strongholds. On the periphery was a web of interconnected trenches. The Chinese Expeditionary Force fought a desperate fight. They shot upwards, bombed with fighter planes and were even

engaged in a hand-to-hand combat with the enemy at the main stronghold at Zigaodi, the highest peak of Songshan Mountain.

In the end, the Chinese Expeditionary Force, working day and night, dug two tunnels under the main stronghold and loaded three tons of explosives, which were detonated and sent the Japanese stronghold flying into the air. The Chinese troops thus seized Zigaodi and won a decisive victory.

After the fierce battle, Songshan Mountain was covered with blood, flesh, and bodies. All the plants and trees were burnt to ashes, and the earth was literally scorched. Over the past 70 years, towering trees have again grown up from the blood-soaked soil. People say the pine trees here are tall and upright, just like the spirits of martyrs.

FOREIGNERS IN YUNNAN

My suitcase is too small to take back so many Yunnan stories

By Shu Wen

"On my tour of Yunnan, I saw the Erhai Lake and the Cangshan Mountain, and I tasted aromatic Pu'er tea. Now I'm going home. I can't take back those enchanting views, but I will always cherish my love of Yunnan," said Mr. Supradjo affectionately when he was leaving Yunnan to return home in Indonesia earlier this year.

Last autumn, when Mr. Supradjo came to Yunnan University of Nationalities from Indonesia to teach the Indonesian language, I had just returned from my studies in Indonesia and was luckily assigned to take care of his living needs. I first met him at the airport, and he was smiling a big smile at me—a smile more like a blooming gardenia flower than the mild autumn of Kunming. Then, Mr. Supradjo greeted me in his awkward Kunming dialect, giving me a genial feeling. In his late fifties, Mr. Supradjo still has a young heart. He is a keen student and loves Yunnan music and ethnic culture. He backpacked to the Cangshan Mountain and Erhai Lake where he listened to folk songs and even learnt to play the cucurbit

flute. Wherever he went, he was always warmly received as a friend from afar, because everyone could feel his love of Yunnan.

In my eyes, Mr. Supradjo always made his classes lively. He taught Indonesian literature in a unique way, and he let students tell him the fascinating Yunnan stories surrounding Ashima and the Five Golden Flowers (Respective legends of Yi and Bai people, two ethnic minorities of Yunnan). In the winter of 2014, Mr. Supradjo saw his first snow in Yunnan. He excitedly recorded the beautiful snowscape in pictures and text and sent them to his families in Indonesia so that they could share with him another side of Yunnan's beauty.

Not long ago, Mr. Supradjo's teaching term came to an end. When packing, he left most of his daily articles to make more room in his suitcase for stories of Yunnan translated by his students. He also took ethnic costumes he had collected when travelling and the cucurbit flute he loved so much. He told me that the suitcase was too small to fit so many Yunnan stories, revealing his deep emotional attachment to Yunnan.

CULTURE

The Smile of Angkor

A high quality show jointly produced by China and Cambodia



Performance of the Smile of Angkor
Photo by Yang Zheng

By Lu Cheng

Upon leaving Siem Reap International Airport, your car will soon be on the main road, and a billboard will catch your eyes, reading, "The Smile of Angkor Welcomes You". It is written in Cambodian, Chinese and English.

However, the "Smile of Angkor" does not refer to Angkor Wat, one of the world's seven wonders, but instead to Cambodia's largest song and dance drama, which is based on the history of the Angkor Dynasty that dates back more than 1,000

years. Unexpectedly, "The Smile of Angkor" is a result of China-Cambodia cultural cooperation.

Even in June when tourism is off-season, every sunset will see some 500 spectators walking into the Angkor Smile Theatre. In a surreal atmosphere created by modern lighting and original choreography, they are immersed in singing and dancing incarnations of the stone fairies they have seen in the ruins of Angkor Wat.

"Three out of every ten Asian tourists to Angkor Wat come to watch our show," says Qian Yong, deputy general manager

CONNECTIVITY

Yunnan's 2nd airline going into operation in October

By Cao Jie

Recently, the Civil Aviation Authority of China officially approved the establishment of Yunnan Hongtu Airlines. According to its Chairman of the Board, Tang Longcheng, Yunnan Hongtu Airlines is positioned as an air company representing Yunnan characteristics. The company expects to launch its first route in October of this year if everything goes smoothly.

"So far, the recruitment of flight, maintenance, security, marketing and ground service personnel has been basically completed," said Tang Longcheng. In addition, Hongtu Airlines plans to set up an import and export business zone and to open South and Southeast Asian cargo routes. These will supplement domestic and international cargo transport networks, so that goods from South and Southeast Asia can be transferred in a timely manner to other parts of China via the import and export business zone. Similarly, goods from around China can be forwarded to South and Southeast Asia.

Kunming-Vancouver flight shortened by 5 hours

By Cao Jie

The other day, China Eastern Airlines launched the Kunming-Shanghai-Vancouver air route. It is the second intercontinental air route starting from Yunnan and the first intercontinental air route connecting Yunnan with North America. The 11,070-kilometre flight departs every Tuesday, Friday and Sunday. After taking off in Kunming, the aeroplane flies to Pudong, Shanghai, where it stops for two hours before flying on to Vancouver. The whole voyage takes a total of 15 hours, saving at least five hours compared to Kunming-Vancouver flights that used to transfer in Beijing or Guangzhou.