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## COOPERATION

### Yunnan and Thailand jointly develop logistics industry

In 2017, the trade volume between Yunnan and Thailand amounted to 722.9 million US dollars, an increase of 2.2 percent

BY WU PING



Natchathorn Manopanjaisiri(L3), the Thai Commercial Counselor in Kunming speaks at the press conference on China-Thailand logistics exchanges and cooperation in Kunming (Photo by Wu Ping)

China and Thailand will further develop exchanges and cooperation in the field of logistics to jointly promote the ASEAN logistics industry, which was revealed at a press conference on China-Thailand logistics exchanges and cooperation on May 10 in Kunming. For this purpose, from August 29 to 31, "TILOG-LOGISTIX 2018 - The Most Comprehensive Exhibition on Logistics Service Providers and Intralogistics Technologies and Solutions" will be held in Bangkok. As the only logistics exhibition in ASEAN, TILOG-LOGISTIX has received considerable attention from Thailand and China.

Natchathorn Manopanjaisiri, the Thai Commercial Counselor in Kunming, said that the two countries have enjoyed long-standing trade relations. China is Thailand's biggest import partner with trade between Yunnan and Thailand comprising mainly agricultural products, fruits and flowers. In 2017, the trade volume between Yunnan and Thailand amounted to 722.9 million US dollars, an increase of 2.2 per cent.

The cooperation in logistics between Thailand and Yunnan is promising. From the transportation condition for developing logistics, she said that Yunnan is helping connect the South and Southeast Asian

countries, while Kunming is a hub of the railway network with a strong logistics network. Secondly, the Kunming-Bangkok highway connecting Yunnan and Thailand has provided strong support to the Belt and Road Initiative and the Thai Government's high-speed railway project which is cooperating with China.

"China is Thailand's main export market and source of goods. Therefore, Thailand needs to find a good logistics partner, which is competitive in service cost and is able to provide a mature and standard service network in the world. The Thailand market is open to Chinese logistics operators, as well as products and services related to logistics."

Kongrit Chantrik, Director of the Thailand Shipping Association, thinks that the next business opportunity for Chinese entrepreneurs and investors is the transportation network and infrastructure construction of the Eastern Economic Corridor (EEC) in Thailand, and the business expansion into new industries such as e-commerce investment. This will keep Thailand's

imports and exports growing at a rate of at least 10 per cent annually.

Thong Tangsrirakul, vice chairman of the Thailand Logistics Association, said that Thailand is committed to developing electronic logistics to meet the needs of the digital economy, which is a business opportunity for logistics service providers. Thailand's Eastern Economic Corridor project will benefit the development of small and medium-sized enterprises, promote cooperation between China's and Thailand's logistics operators, and further promote international trade.

Suttisak Wilanan, the managing director of Thailand Lizhan Exhibition Co., Ltd., said that TILOG-LOGISTIX in August will bring together people from Southeast Asia and other places engaged in land transportation, sea transportation and air transportation. During the event, exclusive technology and solutions for the logistics industry will be displayed. It is estimated that enterprises from 25 countries and commodities of over 415 brands will gather at the exhibition.

## HSR

### China-Laos Railway and Ami's dream

BY XINHUA/YANG XIUMIN

In May, the rainy season had already arrived in Laos. The weather seemed just like a willful child - once scorching hot, soon to be followed by a drenching downpour. A "dragon" winds its way across rivers and through mountains from Yunnan province to Vientiane - it is the China-Laos Railway, which adopts Chinese technical standards. Construction work is proceeding rapidly.

It is a little past six o'clock in the morning. In a small village of Kasy District in northern Laos, Ami is riding his motorcycle to work at the project department of the Fourteenth Hydropower Construction Bureau of China Power. Ami's job is to help in the canteen and do some custodial work.

When it is time to serve food, the kitchen is like a battlefield. Two Chinese chefs and four local helpers are busy working. They communicate in either Lao or Chinese.

For the employees of the project department, who have working on the railway for a long period of time, being busy is the normal state of work and life. Ami is no exception. "We're busy, but happy. We are like family," said Ami.

The 24-year-old Ami, together

with Chinese railway builders, has witnessed the birth of the China-Laos Railway. It is a link of friendship between China and Laos. Here, Ami has reached a new level in his life through continuous learning.

"I can live on half of my salary -- support my family, buy what I like -- and can build a house with the other half," said Ami.

"Here, I've learned to speak Chinese and cook dumplings, fried rice, and cold salads," he said proudly. "When the China-Laos Railway goes into operation, I hope I can continue to work for China Power. If they go back, many Chinese restaurants will open here and I can work at one of them."

It is a simple dream for Ami, a dream related to China. But Ami has larger dreams as well.

"When the railway opens to traffic, I hope to travel to China."

The China-Laos railway represents a major infrastructure project connecting the two countries. The railway extends from the China-Laos border in the north to Vientiane in the south. The railway line, 414 kilometres in total, is scheduled to be completed and opened to traffic in 2021.

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### THE 5<sup>th</sup> CHINA-SOUTH ASIA EXPO

## 第 25 届中国昆明进出口商品交易会

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2018年6月14-20日

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