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FEATURE

Thai shrimps selling well in Yunnan market

"Our seafood supply covers a number of markets in Kunming, Qujing and Yuxi. Thai shrimps are in high demand, and every evening there is not a single shrimp left"



Staff members of Kunming Xinxin Seafood Import Company are packing the seafood
(Photo by Han Chengyuan)

At a bustling seafood market in downtown Kunming, capital city of Yunnan Province, various fishes, shrimps and crabs were on display in rows of stores.

At the Aoning seafood store, the shrimps that had just been delivered to the store from Thailand were moving about in

the water tanks. "The shrimps came from Phuket, and the iced packages are still there, you see," said the shop owner. Minutes later, several kilograms of Thai shrimps had been sold.

Zhong Guobian, a staff member with the Kunming Xinxin Seafood Import Company, delivered the Thai shrimps to other stores in the market. "Yesterday morning, the shrimps were still swimming in the waters near Phuket, Thailand," he said. Zhong added that the mature trading chain fulfilled the 2,000-km Thailand-China journey within one day.

By noon of that day, Zhong Guobian had collected orders for Thai shrimps from shop owners in the market, and called his business partners in Phuket to place orders for the following day. Founded in the 1990s, Zhong's company is one of the Yunnan companies importing seafood from Thailand.

After receiving orders from Yunnan, the Phuket fishermen begin catching shrimps at around 4 pm, according to Zhong. Aquatic farms of different sizes lie in the vicinity of Phuket island, where the favorable climate means shrimps can grow to saleable size within just two or three months.

The shrimps first take a "water-tank" truck ride to the packing yard within a few hours. To maximize freshness and improve the survival rate of the shrimps, the workers inject oxygen into the packages two hours before the flight takes off. They also put ice in the boxes.

After packing, the Thai shrimps board a flight from Phuket to Kunming. Usually they reach Kunming at around 8 am Beijing time the following day. At Kunming Airport, officers have prepared in advance for customs clearance, inspection and quarantine.

On Mondays, Wednesdays,

Fridays, Saturdays and Sundays, Zhong Guobian gets to the airport in advance to pick up the Thai shrimps and send them to the various seafood markets in Kunming.

"In the past five years, our import volume of Thai shrimps has doubled, reaching a daily quantity of 1,000 kilograms," Zhong Guobian said, adding his company has also begun to import crabs from Bangladesh and Myanmar.

"As of now, our seafood supply covers a number of markets in Kunming, Qujing and Yuxi. Thai shrimps are in high demand, and every evening there is not a single shrimp left."

He said China has become the top consumer market for Thai shrimps. In winter, most shrimps in the Chinese market come from Thailand.

To reach consumers in remote areas, the Xinxin seafood company started a Thai frozen-shrimp business a few years

ago. "Consumers who don't have time to go to the seafood market often order on WeChat, and I send them frozen-shrimps via SF express delivery service," he said.

In recent years, the Chinese market has seen upgrades, and consumer needs have become increasingly diverse. "People used to consider shrimps to be expensive and could not afford them, but now more and more Yunnan folks have begun to order seafood," said Kou Ying, owner of the Aoning store in Kunming, adding that the living standards of local people had also improved.

"Salmon, king crab, and Boston lobster are now popular among the locals," said Kou Ying after receiving orders on her smart phone for aquatic products from Thailand, Canada, the United Kingdom, Australia, New Zealand, and more.

(Su Churan and Han Chengyuan)

COOPERATION

Thailand invites Chinese investment in the EEC

Kanit Sangsubhan, secretary-general of Thailand's Eastern Economic Corridor (EEC) Office, recently introduced the EEC project to a group of Chinese entrepreneurs in Pattaya city and invited them to invest in infrastructure and new industrial projects.

Kanit told the delegation of hundreds of Chinese entrepreneurs during the event "Thailand and the China Belt and Road Initiative, Connectivity for the Future" that the EEC, covering the three southeastern Thai provinces of Chachoengsao, Chonburi and Rayong, aims to develop the area into a leading economic zone in Thailand and the ASEAN region.

Kanit said many infrastructure projects, such as a \$5.7-billion high-speed rail project, a \$5.7-billion airport project, and port developments, are to be implemented in the EEC to boost investment in 10 target industries. All these infrastructure projects are to be conducted through public-private partnerships.

Some Chinese companies already bought ToR documents for the EEC high-speed rail project which links Don Mueang airport in Bangkok with Suvarnabhumi airport in Samut Prakan province and U-Tapao airport in Rayong province. Kanit noted that the winner of the bidding would be decided this year.

He said Chinese companies with a strong track record in infrastructure projects, are welcome to invest in U-Tapao international airport, the high-speed railway, Laem Chabang Port, Map Ta Phut, and digital infrastructure projects as well as in target industries including digital, robotics, aviation, logistics, next-generation automotive, etc.

He also said Chinese companies are experienced in developing new cities and they are also welcome to join in the development of digital smart cities within the area.

In his speech, Kanit mentioned the Southern Economic Corridor (SEC) development project, approved by the Thai cabinet just a few days previously, which is being targeted for the four southern provinces of Chumphon, Ranong, Surat Thani, and Nakhon Si Thammarat.

According to Kanit, the project includes the development of Ranong Port as an important marine gateway to Myanmar, Bangladesh, India, Sri Lanka and Europe. Rail linkages would be set up between EEC and SEC so goods manufactured in EEC can also take advantage of the port to be developed in SEC, which would be faster than transporting goods around the Malacca Straits.

EEC is a flagship project put forward by the current Thai government to serve as a crucial part of plans to advance the Southeast Asian country to developed country status.

(Xinhua)

INTERCONNECTIVITY

Yunnan establishes 90 pairs of int'l sister city relations

Since China proposed the Belt and Road Initiative in 2013, its southwest province of Yunnan has stepped up efforts to promote policy coordination, facilities connectivity, unimpeded trade, financial integration and people-to-people bonds, and build itself into a pivot for China's opening up to South and Southeast Asia.

As for internet infrastructure, a land-based cross-border cable has been put into use between China and Myanmar, Laos and Thailand. The length of the communication route to Europe via the landline has been shortened by nearly 10,000 kilometers, and the transmission delay reduced by more than 40 milliseconds.

In addition, Yunnan has established bilateral cooperation

mechanisms with Thailand, Laos, Vietnam, Myanmar, India, Maldives, Israel and other countries, and set up 90 pairs of sister city relations with 34 countries. It has actively involved itself in the Lancang-Mekong Cooperation Mechanism (LMC), while promoting the construction of cross-border economic cooperation zones between China and Vietnam, and China and Myanmar.

Efforts have been made to improve the exchange via the Bangladesh-China-India-Myanmar Cooperation Forum and continuously increase cooperation with Northern Vietnam, Northern Laos and Northern Thailand.

(Yunnan Gateway)

IN PICS



A stamp collector presents the special stamp set "Yangtze River Economic Belt" in Huainan, east China's Anhui Province, on Aug. 26, 2018. China Post released a set of special stamps on the theme of development achievements of the Yangtze River Economic Belt.
(Xinhua/Chen Bin)

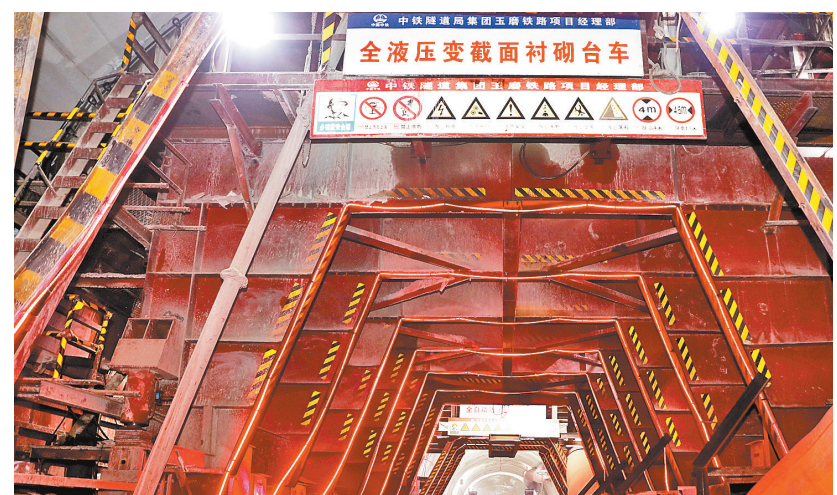
HSR

29 patents obtained in China-Laos railway construction

This year, 29 technologies have been granted national utility model patents and invention patents during construction of the China-Laos Yuxi-Mohan Railway in China.

In view of the complex geology, the builder has developed a number of technologies, such as integrated mobile trestles, modular platforms, steel-arch positioning and rapid grouting joints, and has obtained national patents for these innovations.

With a total length of 14.835 km, the Xiping tunnel of the Yuxi-Mohan railway runs through six fault fracture zones, where the rock mass breaks and surges frequently. It is a grade I high-risk



The construction site of China-Laos railway

(Photo by Feng Yongping)

tunnel. As traditional tunneling methods do not work in this case, they used non-blasting excavation techniques with relatively safe milling and excavating machines

to dig meter by meter to advance the construction steadily, just like ants gnawing through a piece of bone.

(Yunnan Daily)

VOICE

Africa's best hope lies in cooperation with China

"I believe that China offers the best option for Africa. It is evident that China has become the best trading partner for the continent which must be embraced with both hands"



The changing paradigm shift in global economy leaves China as the best hope for Africa's future development, a Zambian expert said on September 3.

"I believe that China offers the best option for Africa. It is evident that China has become the best trading partner for the continent which must be embraced with both hands," said Yusuf Dodia,

chairperson of the Private Sector Development Association in Zambia.

As Beijing Summit of the Forum on China-Africa Cooperation (FOCAC) is currently underway in Beijing, Dodia told Xinhua that China offers a win-win situation for the continent.

Africa, he said, needs to use the summit to ensure that it presents concrete arguments on how it thinks the relations with China could be enhanced.

According to him, Africa needs industrialization, skills and technology development and strong partnership with China in order to spur economic development.

(Xinhua)