

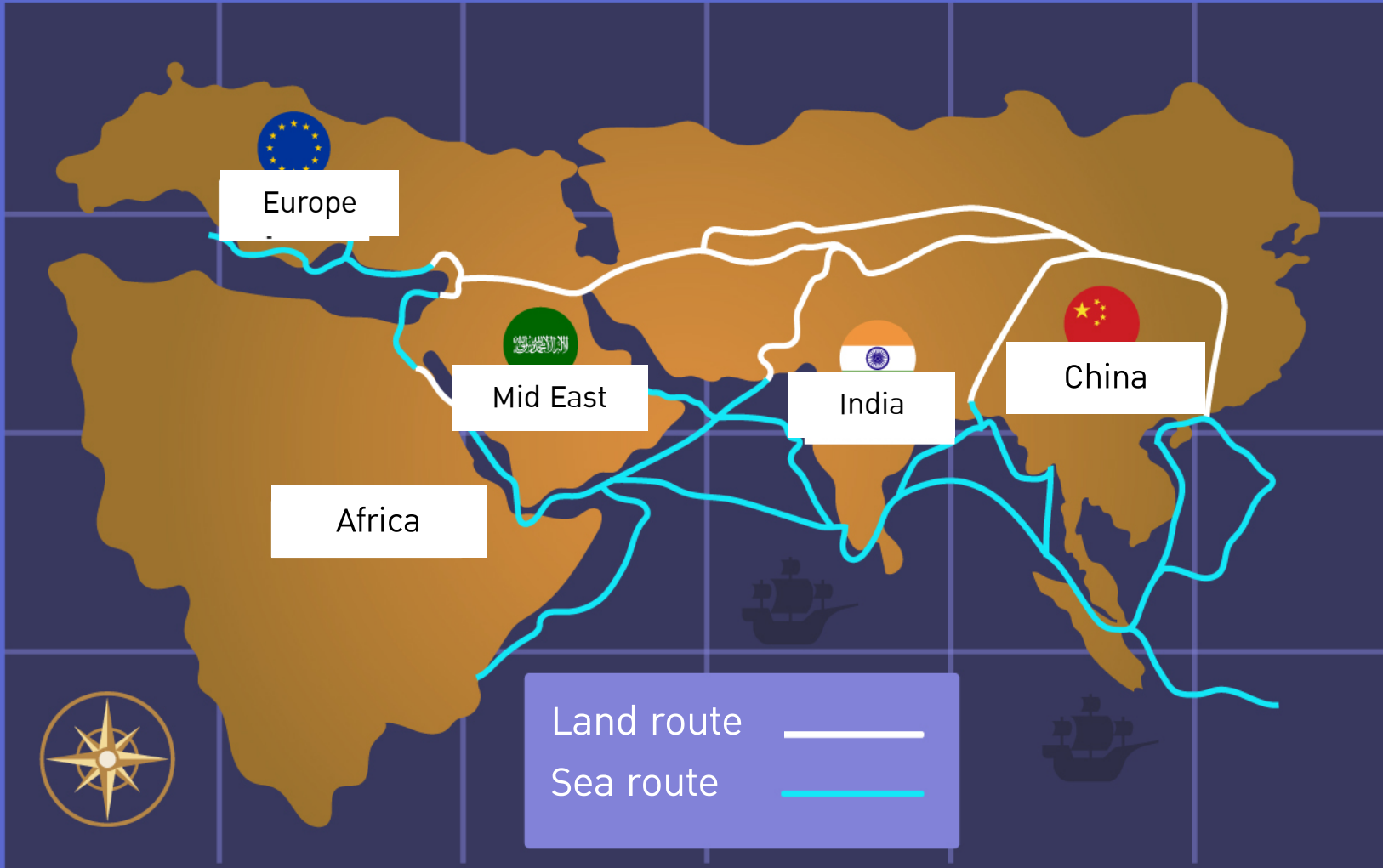


Thailand and the Belt and Road – Dos and Don'ts

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Graphics: Thaninbeer

Belt & Road Initiative: Project of the Century



BRI connects China to Europe, Central Asia & Africa



6 Economic Corridors



65 Countries

Vulnerabilities of China

90%



of goods pass the China Sea

80%



of imported oil pass the
Strait of Malacca

Congestion of the Strait of Malacca



Photo: JOC.com

Increasing access to the sea

Land routes

- *New corridors to the sea*

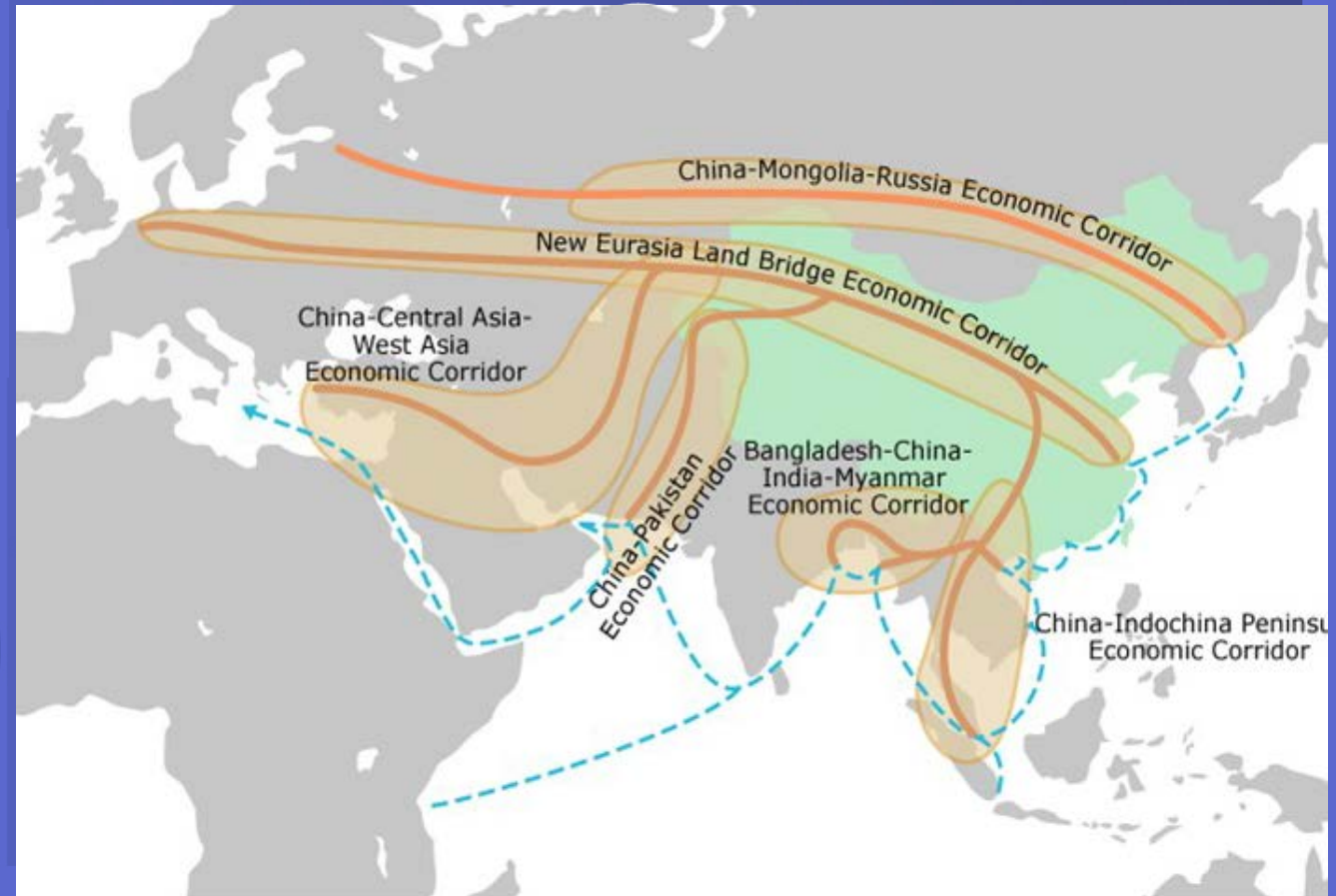
Sea routes

- *Ports at strategic positions*

Projecting influence westward



6 corridors to the sea



Maintaining economic growth



Exporting goods to new markets

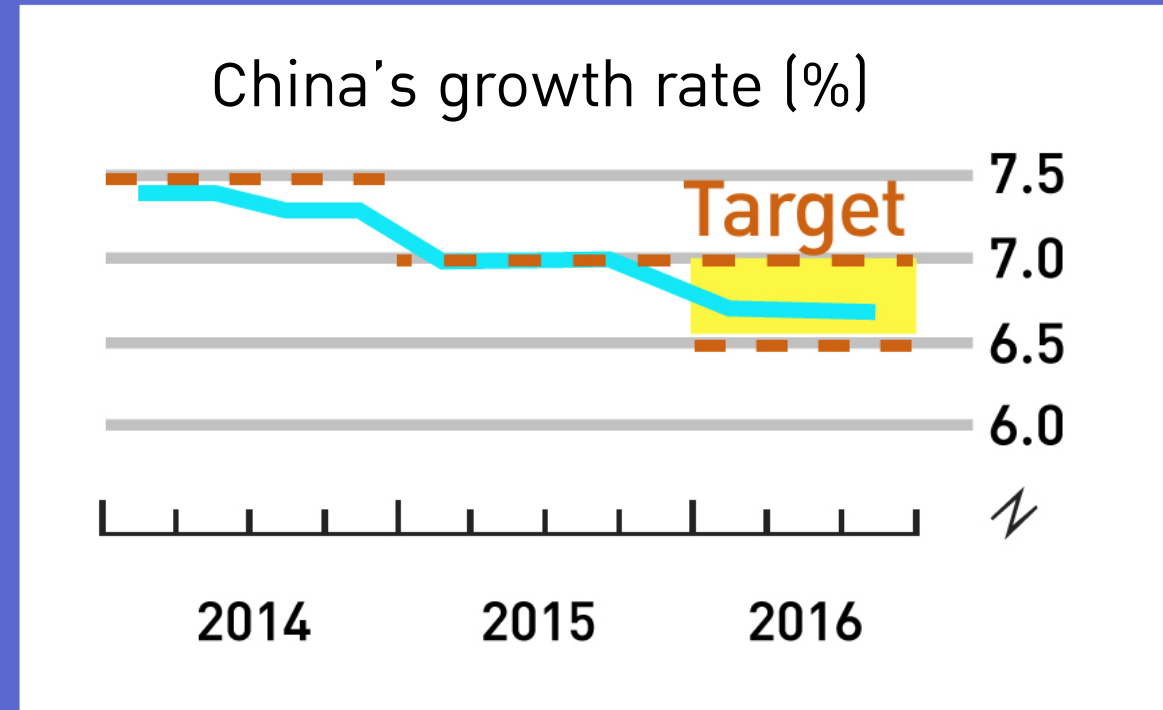


Exporting overcapacity

- *Steel, cement and construction*
- *High-speed rail*



Reducing inequality between regions



Source: Economist.com

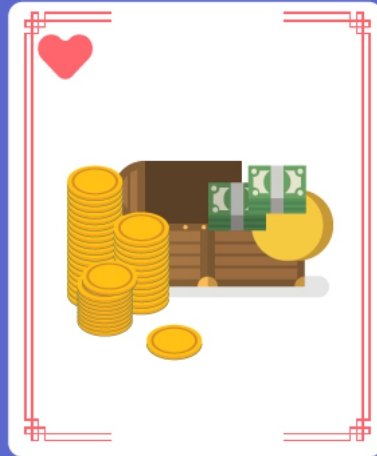
Funding and Project Feasibility



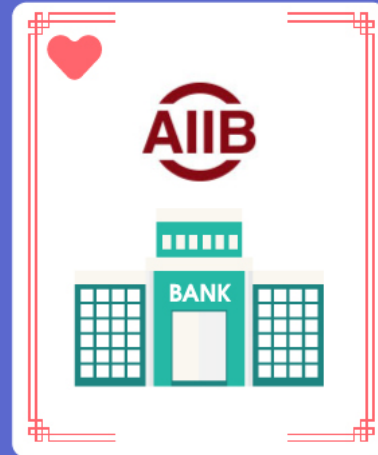
Funding to
implement BRI



China
Development
Bank



Silk Road Fund



AIIB
(multilateral agency)

Who picks up the bill?



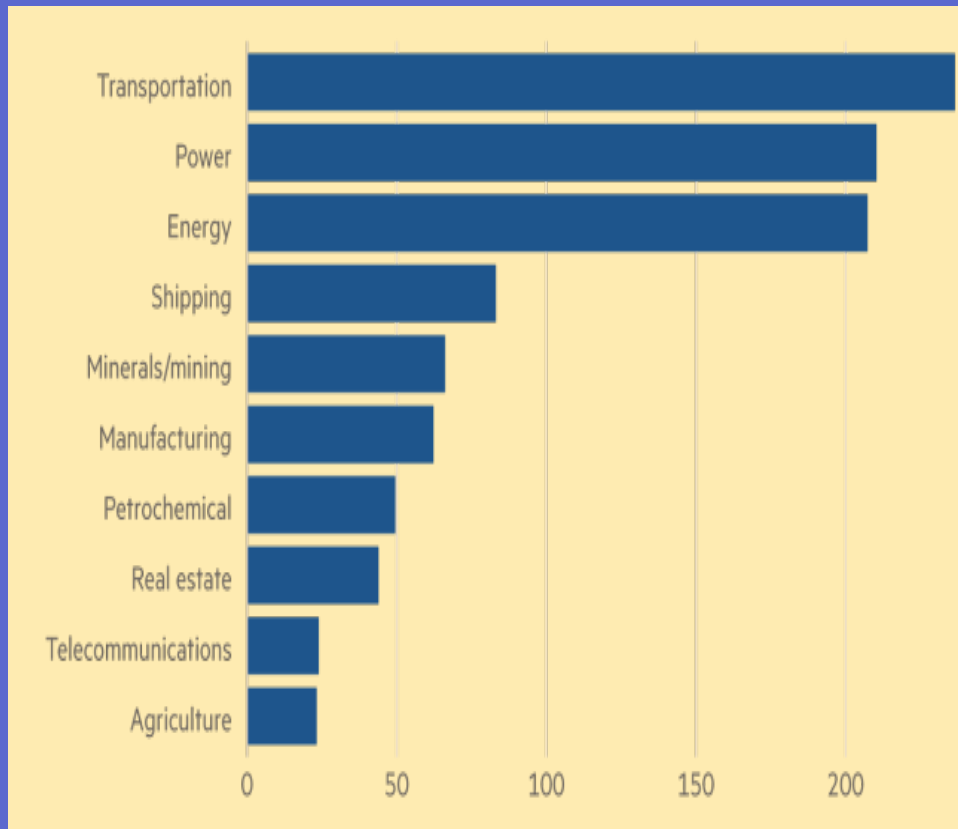
Borrowing
countries



China

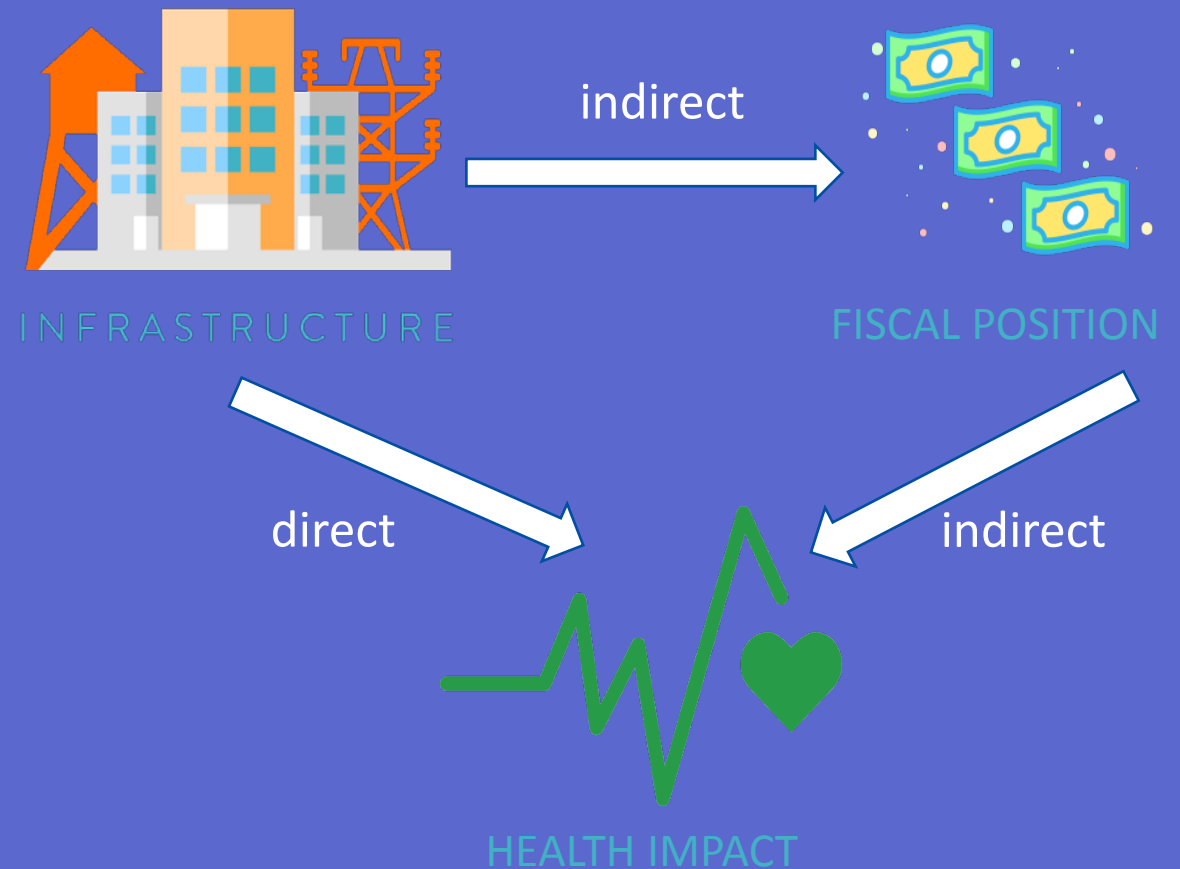
Two Channels of Health Impacts from BRI

Announced BRI projects in 87 countries
2013- Sep 2018 (\$bn)



Source: Financial Times

Indirect impacts are more likely



Signs of Troubles: Road Projects

Pakistan plans to review or renegotiate BRI projects

Gwadar port



Photo: chinadialogue

Sri Lanka handed over its port to China on a 99-year lease

Hambantota port



Photo: AFP

Signs of Troubles: Belt Projects

Malaysia suspended and canceled its BRI projects

High-speed railway project threatens Laos's fragile finances

East Coast Rail Link



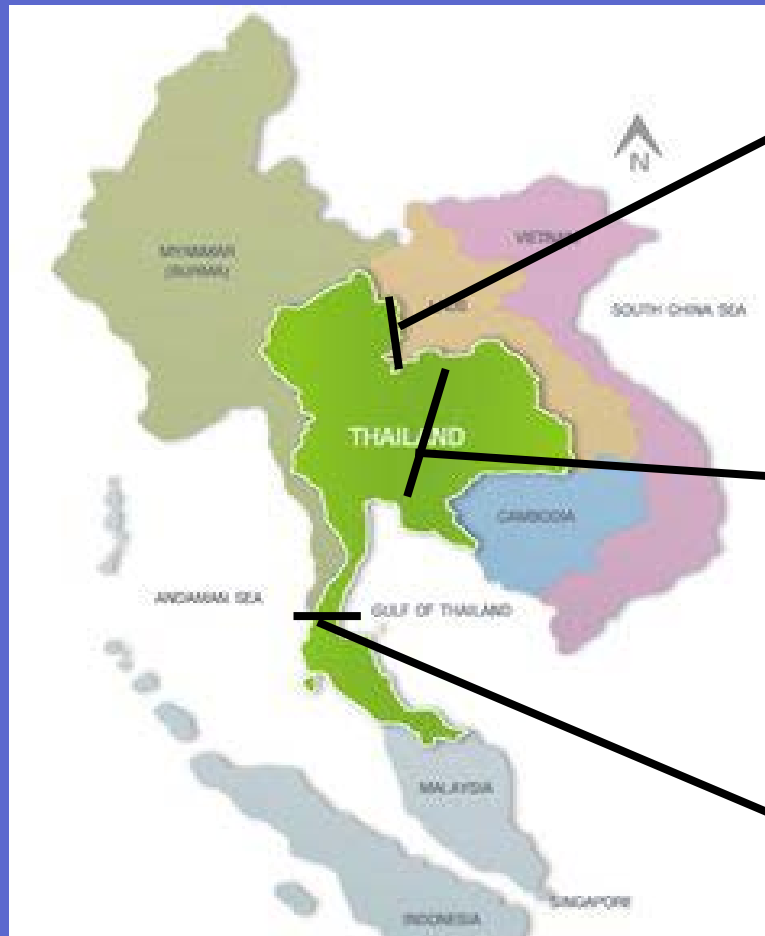
Photo: Wikipedia

High-speed railway



Photo: Asia Times

3 major transport projects



MAE KHONG'S RAPIDS BLASTING



HIGH-SPEED RAIL CONNECTING LAOS

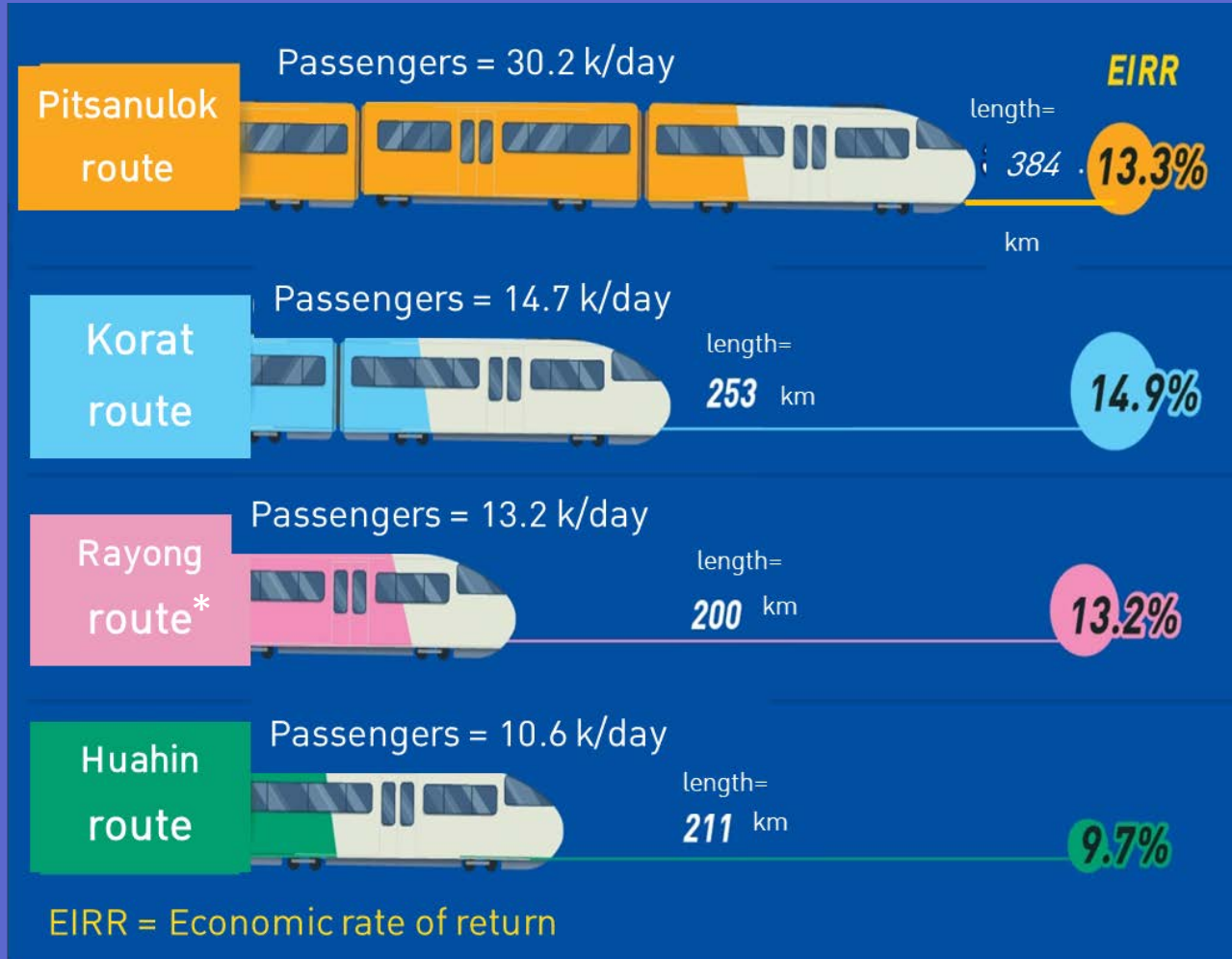


THAI CANAL



Only one BRI project has so far been implemented in Thailand

High-Speed Rails in Thailand



* Old project before the EEC

Source: Prachachat.net, from Ministry of Transport

- Almost all high-speed rail projects worldwide are making losses
- Transit-oriented development can be employed to reduce fiscal burden

Conclusion and Recommendations



D0s

Conduct rigorous

- cost-benefit analysis
- environment and health impact analysis

Needs independent analyses

Conclusion and Recommendations



DON'Ts

- Undertake unfeasible projects
- Rely too much on one country