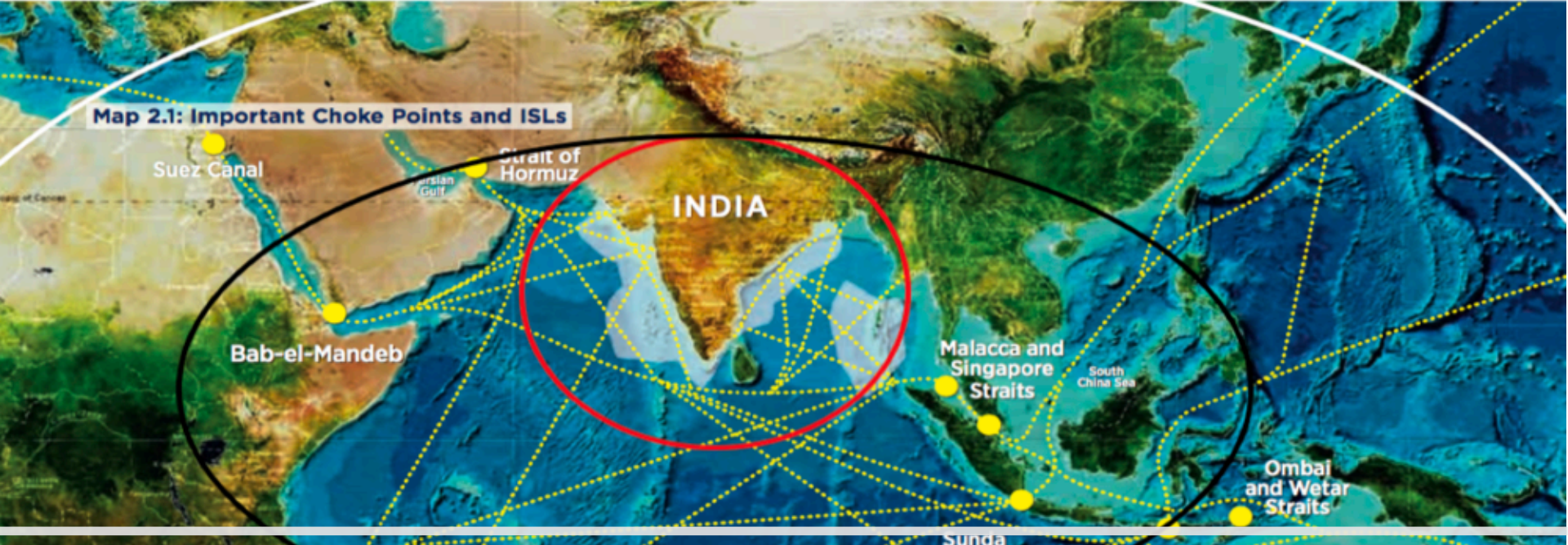


Map 2.1: Important Choke Points and ISLs



Future Direction of Regional Development in the Indo-Pacific Region

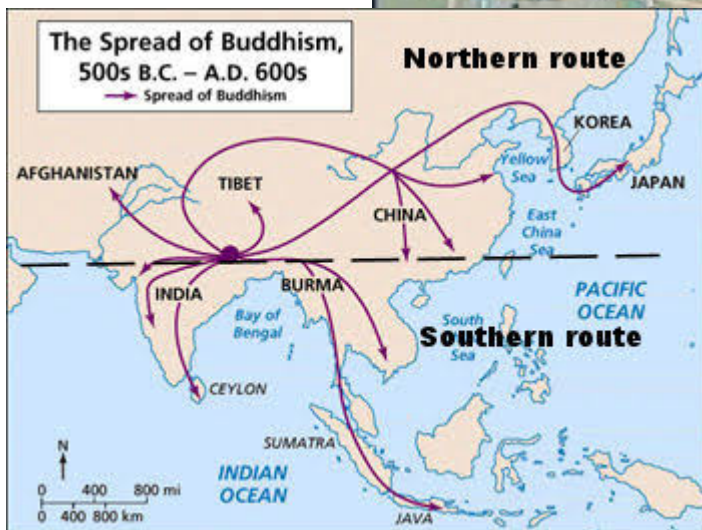
Piti Srisangnam, ASEAN Studies Center, Chulalongkorn University

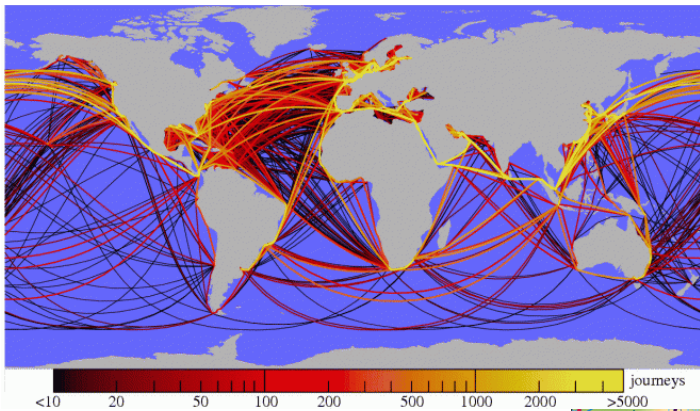
Cape of Good Hope

Index

South-West Indian Ocean, Cape of Good Hope and IOR Island States (Mauritius, Seychelles and Maldives) to India.

Indo-Pacific, Indian Ocean to Pacific Ocean, through the various Indo-Pacific Straits and South/ East China and Philippines Seas.





BLUE ECONOMY

The Blue Economy is sustainable use of ocean resources for economic growth, improved livelihoods and jobs, and ocean ecosystem health.

The Blue Economy encompasses many activities...

RENEWABLE ENERGY

Sustainable marine energy can play a vital role in social and economic development.

FISHERIES

Marine fisheries contribute more than **US\$270 billion** annually to global GDP. More sustainable fisheries can generate more revenue, more fish and help restore fish stocks.

MARITIME TRANSPORT

Over 80% of international goods traded are transported by sea, and the volume of seaborne trade is expected to double by 2030 and quadruple by 2050.

TOURISM

Ocean and coastal tourism can bring jobs and economic growth. Coastal Least Developed Countries and Small Island Developing States receive more than **41 million visitors** per year.

CLIMATE CHANGE

The impacts of climate change on oceans—rising sea-levels, coastal erosion, changing ocean current patterns, and acidification—are staggering. At the same time, **oceans are an important carbon sink** and help mitigate climate change.

WASTE MANAGEMENT

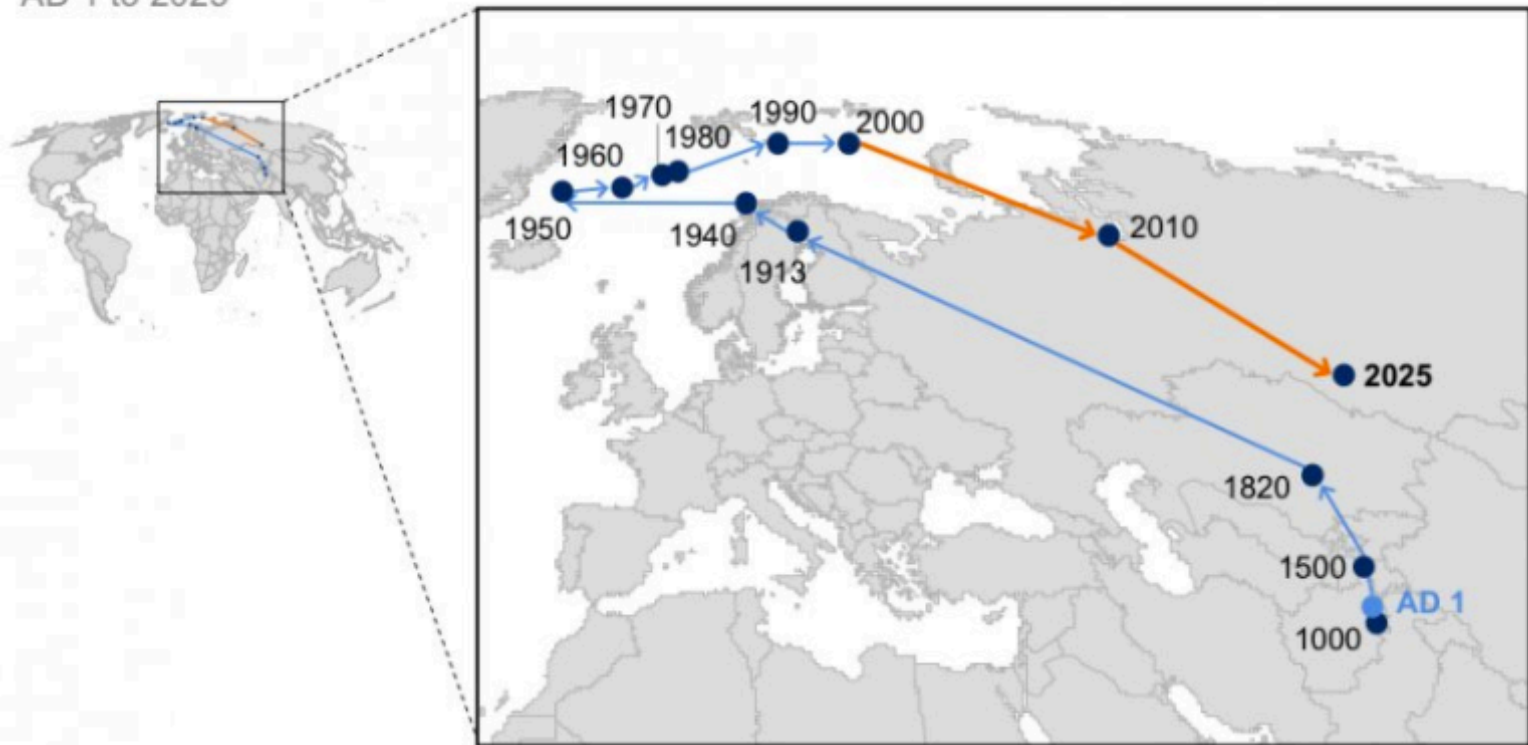
80% of litter in the ocean is from land-based sources. Better waste management on land can help oceans recover.



Indo-Pacific Region is the Future...

Evolution of the earth's economic center of gravity¹

AD 1 to 2025



1 Economic center of gravity is calculated by weighting locations by GDP in three dimensions and projected to the nearest point on the earth's surface. The surface projection of the center of gravity shifts north over the course of the century, reflecting the fact that in three-dimensional space America and Asia are not only "next" to each other, but also "across" from each other.

SOURCE: McKinsey Global Institute analysis using data from Angus Maddison; University of Groningen



The World in 2050

Will the shift in global economic power continue?

February 2015



pwc

www.pwc.co.uk/economics

Table 1: GDP at PPP rankings

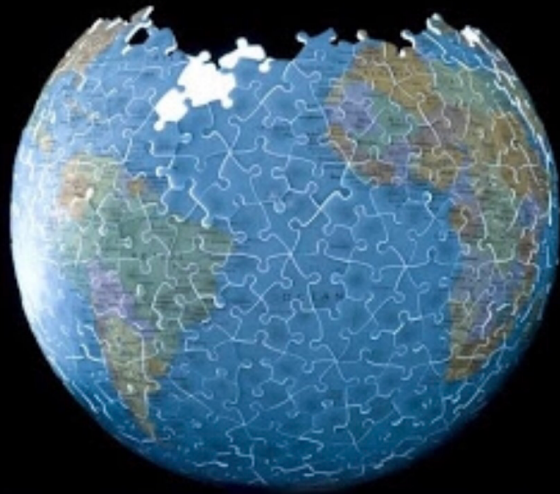
PPP rank	2014		2030		2050	
	Country	GDP at PPP (2014 US\$bn)	Country	Projected GDP at PPP (2014 US\$bn)	Country	Projected GDP at PPP (2014 US\$bn)
1	China	17,632	China	36,112	China	61,079
2	United States	17,416	United States	25,451	India	42,205
3	India	7,277	India	17,138	United States	41,384
4	Japan	4,788	Japan	6,006	Indonesia	12,210
5	Germany	3,621	Indonesia	5,486	Brazil	9,164
6	Russia	3,559	Brazil	4,996	Mexico	8,014
7	Brazil	3,073	Russia	4,854	Japan	7,914
8	France	2,587	Germany	4,590	Russia	7,575
9	Indonesia	2,554	Mexico	3,985	Nigeria	7,345
10	United Kingdom	2,435	United Kingdom	3,586	Germany	6,338
11	Mexico	2,143	France	3,418	United Kingdom	5,744
12	Italy	2,066	Saudi Arabia	3,212	Saudi Arabia	5,488
13	South Korea	1,790	South Korea	2,818	France	5,207
14	Saudi Arabia	1,652	Turkey	2,714	Turkey	5,102
15	Canada	1,579	Italy	2,591	Pakistan	4,253
16	Spain	1,534	Nigeria	2,566	Egypt	4,239
17	Turkey	1,512	Canada	2,219	South Korea	4,142
18	Iran	1,284	Spain	2,175	Italy	3,617
19	Australia	1,100	Iran	1,914	Canada	3,583
20	Nigeria	1,058	Egypt	1,854	Philippines	3,516
21	Thailand	990	Thailand	1,847	Thailand	3,510

<https://www.pwc.com/gx/en/issues/the-economy/assets/world-in-2050-february-2015.pdf>

The background features a dark grey field with three overlapping circles in shades of blue. A white horizontal band is centered across the middle of the image, containing the text.

China: Belt and Road Initiative

The End of American World Order



Amitav Acharya

Multiplex World

A world without a hegemon, culturally and politically diverse yet interconnected, whose main players – both the makers and breakers of order – are not just states but also international and regional bodies, non-state groups, corporations, and people's movements and networks.

Armitav Archaya, 2012/2013

Key factors underpin the demise of the US-led liberal hegemonic world order

- **The Rise of Other Powers:** China, India, Emerging power, Developing Countries, Global South
- **The Rise of the New Threats** (Transnational in nature and No nation): more complex challenging e.g. Terrorism, Ethnic Conflicts, Conflicts induced by Climate Change,

China has 3 pronged approach to regionalism

1. Continue Chinese engagement with ASEAN, ASEAN+1, ASEAN+3, ASEAN+6 institutions e.g. ARF, RCEP, East Asia Summit
 2. Develop Regional-Multilateral Institutions: established the rule of the game in the areas where China has resources to contribute and leadership to flex i.e. AIIB: Asian Infrastructure Investment Bank
- 1. & 2. Consistent with the norms of "Open Regionalism"
 - 1. & 2. AIIB = The World Bank (US) = IMF (EU) = ADB (Japan)

China has 3 pronged approach to regionalism

3.1 One Belt, One Road: Focus on Regional Economy, the projects are mainly negotiated and implemented bilaterally with specific agreements with individual nations.

3.2 Conference on Interaction and Confidence Building in Asia (CICA): Focus on Regional Security

Silk Road Economic Belt

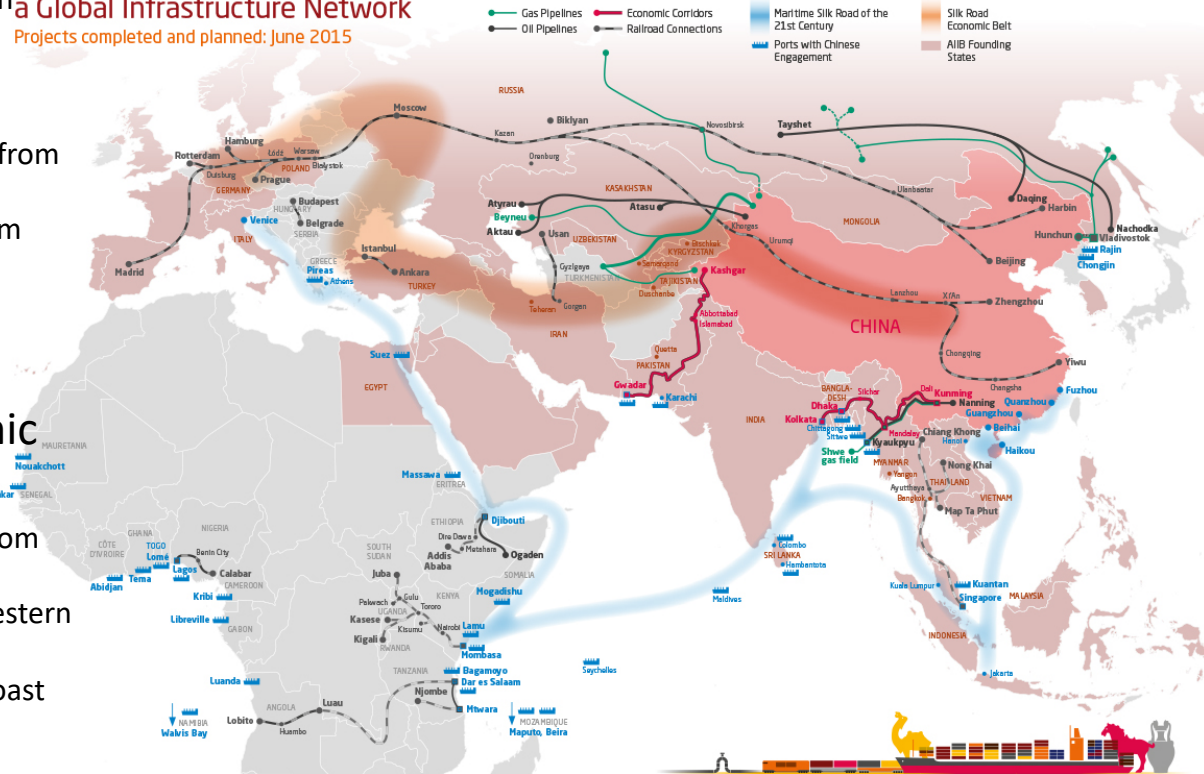
3 Routes, 4 Economic Corridors

1. New Eurasian Land Bridge, running from Western China to Western Russia
2. China–Mongolia–Russia Corridor, running from Northern China to Eastern Russia
3. China–Central Asia–West Asia Corridor, running from Western China to Turkey
4. China–Indochina Peninsula Corridor, running from Southern China to Singapore

MERICS China Mapping

One Belt, One Road: With the Silk Road Initiative, China Aims to Build a Global Infrastructure Network

Projects completed and planned: June 2015



21st Century Maritime Silk

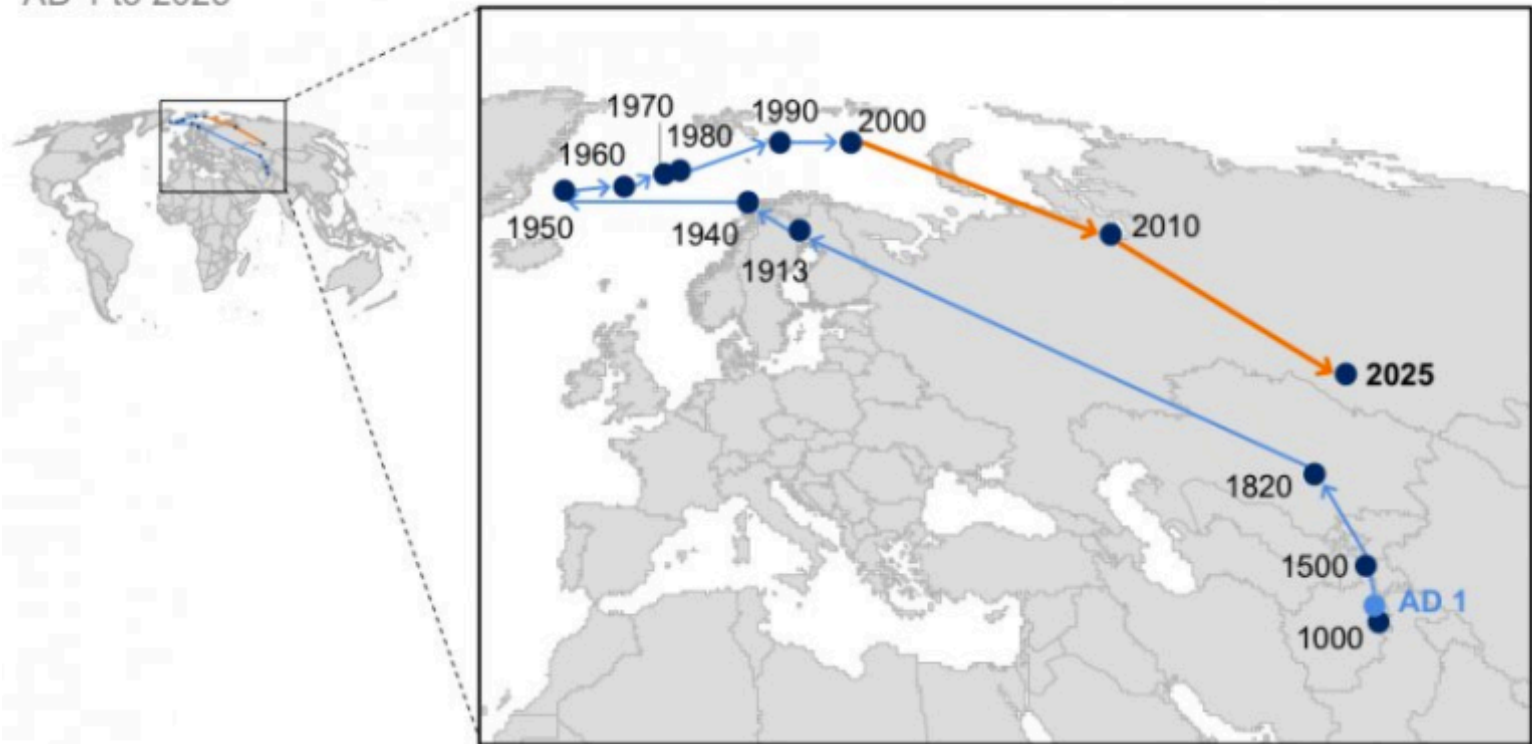
Road 2 Route, 14 Ports, 2 Economic Corridors

1. Bangladesh-China-Myanmar Corridor, running from Southern China to Myanmar.
2. China–Pakistan Corridor, running from South-Western China to Pakistan
3. Maritime Silk Road, running from the Chinese Coast through Singapore to the Mediterranean

Image from Roman Wilhelm/ MERICS

Evolution of the earth's economic center of gravity¹

AD 1 to 2025



1 Economic center of gravity is calculated by weighting locations by GDP in three dimensions and projected to the nearest point on the earth's surface. The surface projection of the center of gravity shifts north over the course of the century, reflecting the fact that in three-dimensional space America and Asia are not only "next" to each other, but also "across" from each other.

SOURCE: McKinsey Global Institute analysis using data from Angus Maddison; University of Groningen

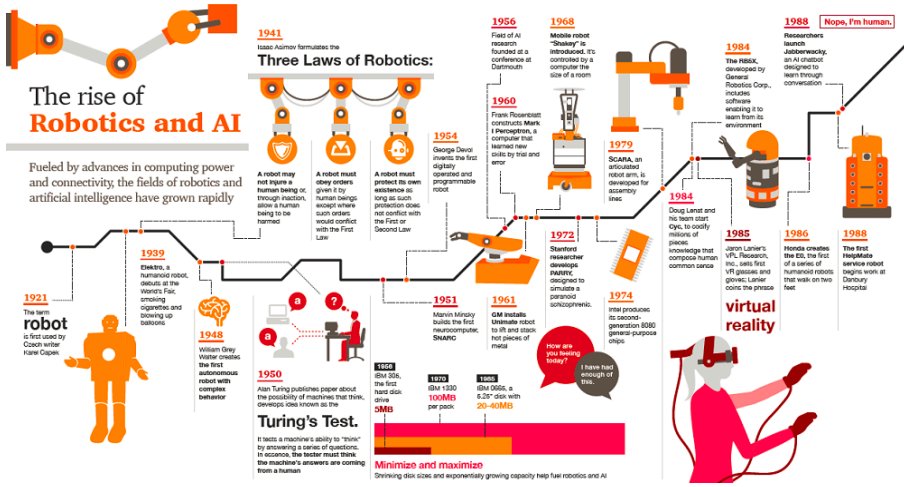
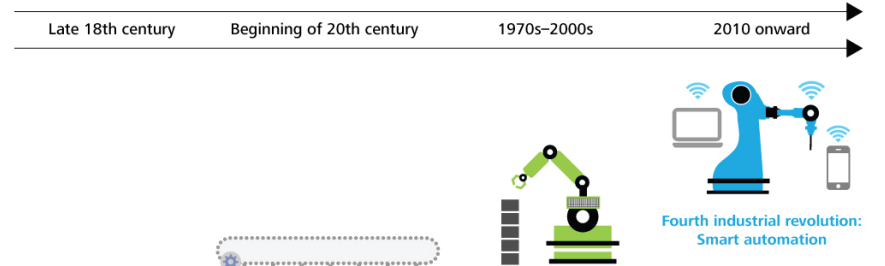


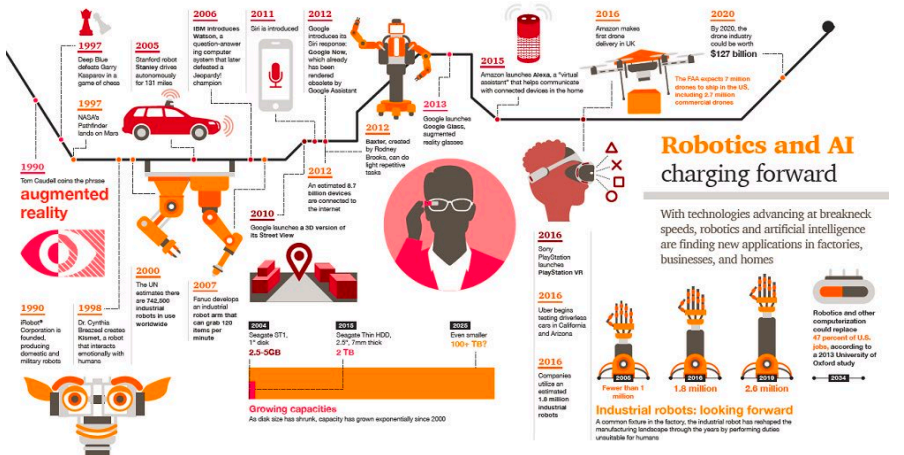
Figure 1. A history of industrial revolutions: Industry evolution with key developments



- First industrial revolution: Power generation**
 - Introduction of the power loom in 1784
 - Mechanization of production facilities with water and steam power
- Second industrial revolution: Industrialization**
 - Introduction of the assembly line in slaughterhouses in 1870
 - Electricity drives mass production in a variety of industries
- Third industrial revolution: Electronic automation**
 - Development of the first programmable logic controller (PLC) in 1969
 - Growing application of electronics and IT to automate production processes
- Fourth industrial revolution: Smart automation**
 - Increasing use of cyber-physical systems (CPS)
 - In January 2011, Industry 4.0 was initiated as a "Future Project" by the German federal government
 - With the introduction of IPv6 in 2012, virtually unlimited addressing space becomes available
 - Governments, private companies, and industry associations have been focusing on Industry 4.0 and making investments since the 2010s

Sources: Germany Trade & Invest, "INDUSTRIE 4.0—Smart manufacturing for the future," July 1, 2014; National Academy of Science and Engineering, "Securing the future of German manufacturing industry: Recommendations for implementing the strategic initiative Industry 4.0," April 2013; Deloitte analysis.

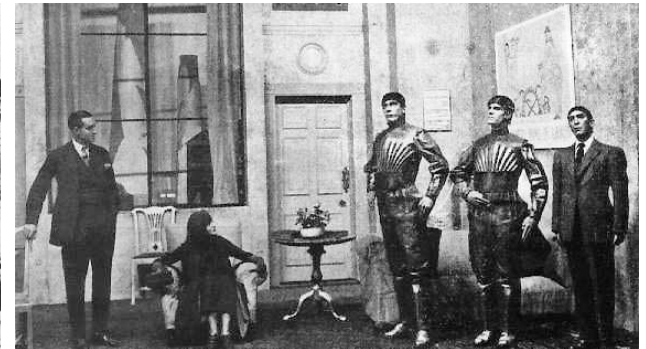
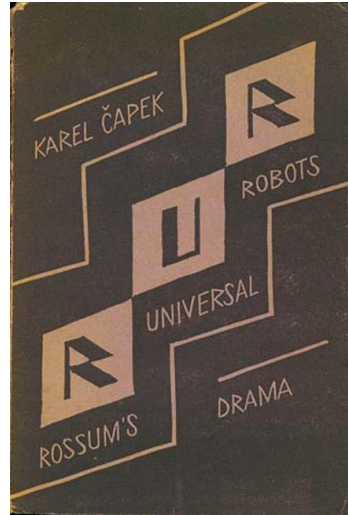
Graphic: Deloitte University Press | DUPress.com



Summit or OLCF-4 is a supercomputer developed by IBM for use at Oak Ridge National Laboratory, which as of June 8, 2018 is the fastest supercomputer in the world, capable of 200 petaflops

R.U.R. (1920)

Science fiction play by the Czech writer Karel Čapek. R.U.R. stands for Rossumovi Univerzální Roboti (Rossum's Universal Robots).



WEST

CHINA



Tencent 腾讯

amazon.com

阿里巴巴 
Alibaba.com™

JD. 京东
JD.COM

Tencent is top shareholder of JD.com

Google

Baidu  百度

Alibaba Ecosystem



C2C Online Shopping



B2C Online Shopping



Supermarket
Hema Xiansheng



Travel Service
(Feizhu/ Fliggy)



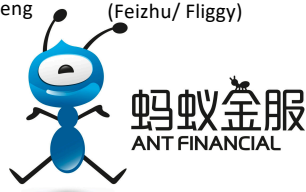
VDO Streaming



Game Platform



Social Media



Financial Institution



Payment Service



Movies



Alimusic



Shopping Center



Internet Browser



Convenience Store
Lingshoutong



Convenience Store



Shopping Center



Shopping Center



Logistics

Tencent 腾讯

Social Media



QQ instant messaging (IM) Platform
861 mil active users



Weixin/WeChat
938 mil active user



Q Zone
632 mil active user

Payment



QQ钱包

QQ Wallet



WeChat Pay

Online Payment Worldwide

Platform



Tencent Open Platform



Tencent Cloud

AI



Tencent AI Lab



Tencent YouTu Lab

Utility



Tucao

User Feedback Platform



Tencent Map



Pitu

Image Processing S/W



Tencent Questionnaire



QQ Browser



YingYongBao

Integrated User Account



QQ Mail



Tencent PC Manager



Tencent Mobile Manager

Entertainment



腾讯游戏
Tencent Games



QQ音乐
music.qq.com



Nextradio



Tencent classroom



www.OokbeeComics.com



Interest Tribe

interest-based social networking platform



QQ NOW Live



Information



QQ.com



Tencent News



Tencent Video



Tencent Microblog

Search Products



Web Search



Image Search



Video Search



News



Web Directory



Hao123.com



Dictionary



Top Searches and
Search Index



Open Platform

Social Products



Post Bar



Space



Album

UGC-based
Knowledge Products



Knows



Encyclopedia



Wenku



Experience

Location-based
Products and Services



Maps



Group Buy
Directory



Travel

Music Products



Baidu Music



Baidu FM



TT Player

Baidu 百度

PC Client Software



Mobile Related Products and Services



Products and Services for Developers



Other Products and Services



Major Product and Services by Associated or Cooperative Websites



Baidu 百度

JD.com



- E-Commerce
 - JD.com is China's leading one-stop e-commerce platform, providing over 300 million active customers with direct access to an unrivalled range of authentic, high-quality products, and helping leading local and international brands tap into China's fast-growing e-commerce market.
- Logistics
 - JD.com has one of the largest fulfillment infrastructure of any e-commerce company in the world. Currently, JD.com operated 14 "Asia No. 1" projects, which are among the largest and most automated smart fulfillment centers in Asia. JD.com also leverages a network of over 500 warehouses with a total of 11.6 million square meters.
- Technology





JD.com Technology

- Smart Logistics
 - Becoming the first company in the world to launch regular commercial drone operations
 - Becoming the first company globally to launch a fully-automated B2C warehouse
 - Launching unmanned delivery vehicles, which are already on the streets in Chinese cities
 - Launching our unmanned retail store solution, which is already being rolled out across China
- Smart Supply Chain
 - Rolling out a blockchain-powered food traceability solution to provide complete transparency on the entire supply chain for Australian beef products sold on JD.com
 - Establishing a global research program to promote innovation in supply chain management
- Artificial Intelligence
 - Launching a new accelerator, AI Catapult, for the development of artificial intelligence and blockchain technologies
 - DingDong, China's most popular smart speaker which enables consumers to shop online using only voice commands
 - Partnering with leading TV makers to empower consumers to shop online while watching TV
- AR/VR
 - The launch of a new AR/VR makeup feature in the JD app to help customers test multiple cosmetics on their own faces before buying
- Security



BCIM Economic Corridor (2,800-km-long Kunming to Kolkata)

Route of the BCIM Economic Corridor



- The BCIM-EC was initially conceptualized in 1999 by think tanks, academics and civil society members in China, Bangladesh and India, and began as a track II initiative, which later received political and governmental support (transforming into a track I initiative) in the year 1999 through the Kunming Initiative, the Conference on Regional Cooperation and Development among the four countries, approved later as the Kunming Initiative.
- Although the initial plan of BCIM initiative was development of multimodal infrastructural connectivity (through rail, road, waterways and air links), the BCIM Forum (an evolved version of Kunming initiative) proposed the corridor to provide greater market access for the constituent countries and facilitate multilateral trade, investment and joint ventures in industries of the specific economic growth zones. Hence, with time the BCIM-EC conceptually evolved into a larger form of sub-regional cooperation for development of economic growth zones.
- However, in 2014, when President Xi Jinping announced the BRI, China's focus shifted largely. With India looking at the BRI as a sovereignty threat (because of the development of China Pakistan Economic Corridor), the momentum of BCIM fell largely.
- <http://www.today.thefinancialexpress.com.bd/print/bcim-in-the-shadow-of-belt-and-road-initiative-1511942258>

BCIM Economic Corridor (2,800-km-long Kunming to Kolkata)

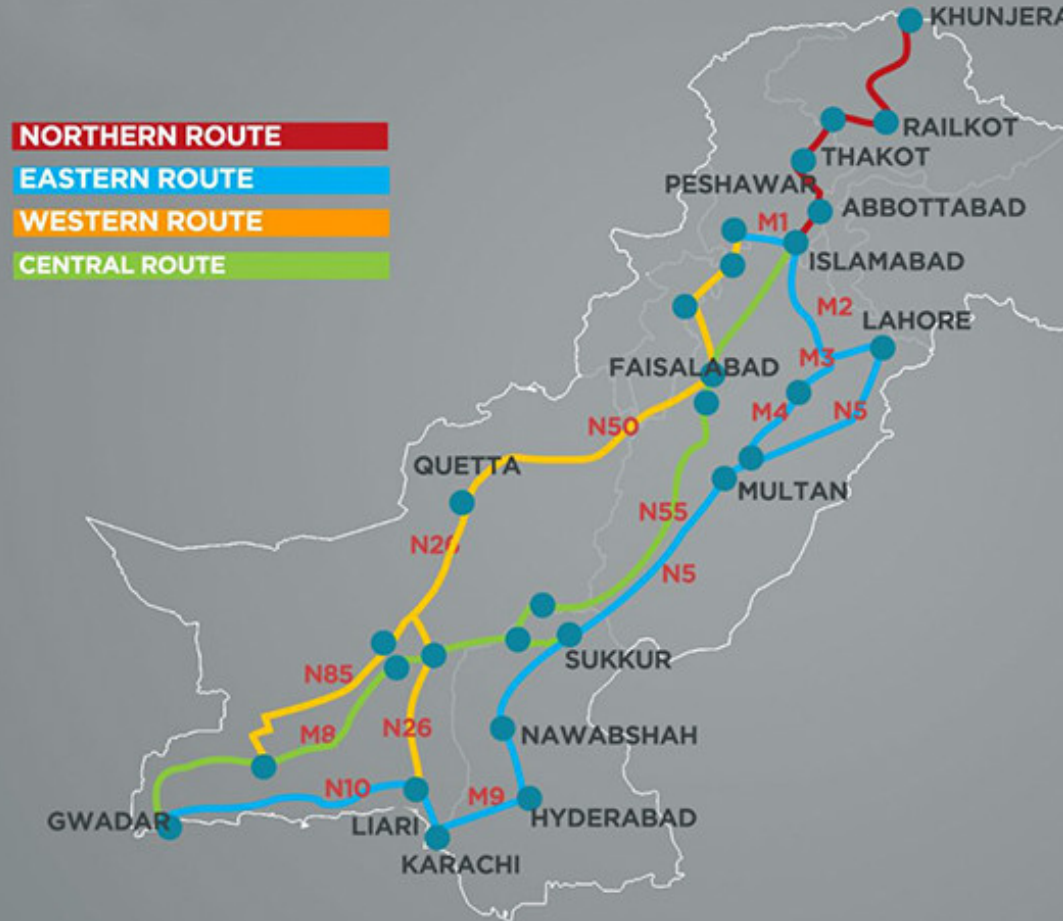
Route of the BCIM Economic Corridor



- **At present, the BCIM is more relevant as being the Southern Silk Road rather than an individual regional initiative developed through multilateral cooperation.**
- This shift in ownership has two critical repercussions; one is that the BRI is largely mobilised through bilateral cooperation between China and other countries, China being the root of the initiative. Hence it changes the cooperation dynamics of the BCIM-EC from a more multilateral to China-centric bilateral cooperation of the other three countries.
- **The third issue is the fact that the Southern Silk Road is not at the heart of the BRI.** The BRI primarily constitutes of land connectivity between China and Eurasia, and maritime connectivity to Africa and the Persian Gulf through the Indian Ocean. Also, the most comprehensive landmark project of BRI is the China Pakistan Economic Corridor (CPEC), a cluster of infrastructure development projects including the Gwadar port, Karakoram Highway and extension of railway network. The CPEC runs through the disputed region of Jammu and Kashmir that is administered by Pakistan. South Asian politics and disputes hence place the BCIM-EC and CPEC at competing ends. Even on the Maritime Silk Road, all the BCIM countries are not connectivity nodes, diluting the importance of the economic corridor further.
- Despite the geopolitical concerns that threaten the implementation of the BCIM-EC, there still remains critical economic reasons for the corridor to receive political attention.
- <http://www.today.thefinancialexpress.com.bd/print/bcim-in-the-shadow-of-belt-and-road-initiative-1511942258>

China–Pakistan Economic Corridor

1. Karakorum Highway between Chinese border and Rawalpindi
2. Karachi-Peshawar Main Railway Line
3. Construction of 1350 Km. Motorways in different cities
4. Railway in Kashghar
5. Gawadar International Airport
6. Gas and Oil Pipe Line



China– Pakistan Economic Corridor

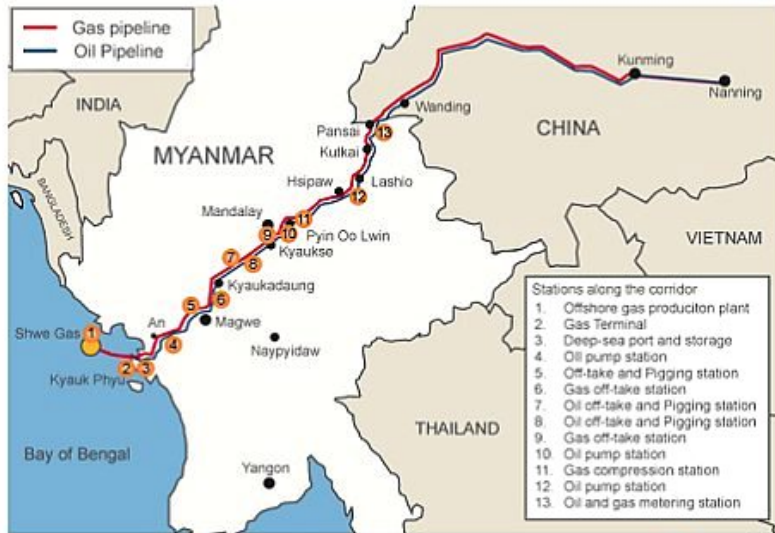
- The CPEC is intended to promote connectivity across Pakistan with a network of highways, railways, and pipelines accompanied by energy, industrial, and other infrastructure development projects to address critical energy shortages needed to boost Pakistan’s economic growth. Eventually, the CPEC will also facilitate trade along an overland route that connects China to the Indian Ocean, linking the Chinese city of Kashgar to the Pakistani port of Gwadar.
- **With the formal inaugural on the CPEC project, there was a sudden furious response from neighboring countries i.e. Iran, Afghanistan and especially India.**
- June 2015, barely 2 months after Chinese President Xi Jinping announced plans to invest 46 billion USD to develop infrastructure and energy projects in Pakistan as part of the economic corridor; India Prime Minister Modi told China that is was “UNACCEPTABLE”.
 - The CPEC corridor passes through Gilgit Baltistan in Pakistan administrered Kashmir a territory claimed by Pakistan. Since the territory of Kashmir is claimed and controlled by both India and Pakistan.

21st Century Maritime Silk Road (MSR)

- There is a shortage of infrastructure investment to meet the needs of developing nations across the Indo-Asia-Pacific region and most nations have welcomed the opportunity to bid for Chinese funding.
- **At the same time, there are growing questions about the economic viability and the geopolitical intentions behind China's proposals.**
- Thus far MSR initiatives have mainly been concentrated in the littoral states of the Indo-Pacific region, especially port-development projects, **which is raising questions about whether these investments are economic or military in nature.**
- These large-scale investments are also structured in ways that invite questions about the potential for China to exert undo leverage over the domestic and foreign policies of heavily indebted recipient countries.
- Green, 2018, <https://www.csis.org/analysis/chinas-maritime-silk-road>

China's trans-Myanmar oil and gas pipelines

Pipeline's will bring 12 million tonnes of crude oil and 12 billion cubic metres of gas a year into China



Source: shwe.org

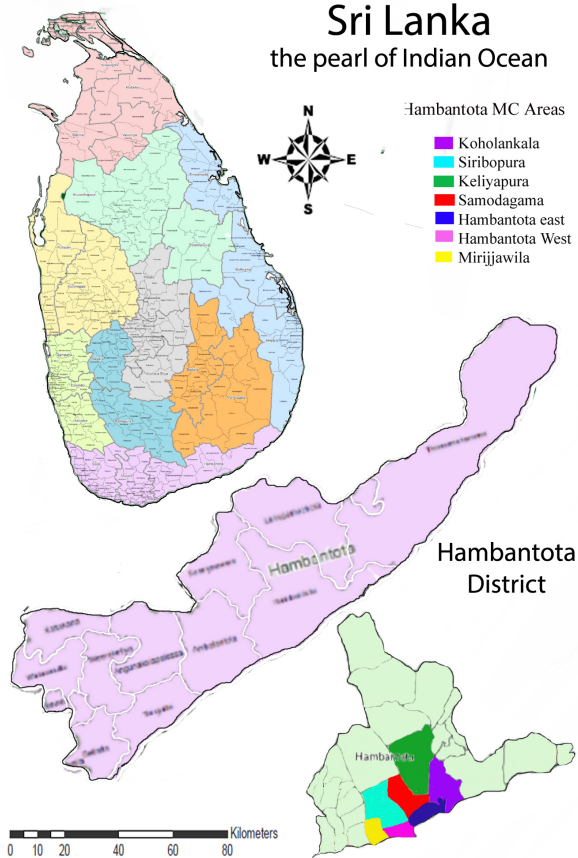
Reuters graphic/Catherine Trevelyan

REUTERS

01/02/10

Kyaukpyu

- Greg Poling explains the economic and strategic rationale behind China's investments in Kyaukpyu, a coastal town along the Bay of Bengal in Myanmar's western-most state of Rakhine.
- China recently won contracts to develop a deep-sea port at Kyaukpyu and an industrial area in a special economic zone (SEZ) nearby.
- Kyaukpyu is also the terminus for an oil pipeline and a parallel natural gas pipeline running to Kunming, capital of southwestern China's Yunnan Province.
- Those projects reflect a strategic effort by Beijing to reduce its reliance on oil and gas imports through the Strait of Malacca, and a deep-sea port at Kyaukpyu could similarly help China in its drive to develop its inland provinces.
- **Poling references regional concerns about the potential that China would leverage a port at Kyaukpyu for military purposes but concludes that at present the overriding fear within Myanmar is China's potential economic leverage via debt financing.**



Hambantota

- Jonathan Hillman (2017) examines China's development of the Hambantota port in Sri Lanka and questions the economic rationale of this project given existing capacity and expansion plans at Colombo port, **fueling concerns that Hambantota could become a Chinese naval facility.**
- **This case also highlights the potential risks of becoming a debt trap as Sri Lanka handed the port over to China in December 2017 with a controlling equity stake and a 99-year lease**—eerily similar to the imperial strategies Britain imposed on Qing China with Hong Kong in the Nineteenth Century.
- Hillman suggests the Hambantota case reveals the need for recipient countries to tie infrastructure projects to larger development strategies in order to better monitor debt levels, and for the international community to expand alternatives to Chinese infrastructure financing.



Gwadar

- Gurmeet Kanwal (2018) highlights the development of Gwadar port as a key element in the larger China-Pakistan Economic Corridor (CPEC) initiative.
- **Though CPEC is branded as a symbol of strong bilateral ties between China and Pakistan, Kanwal argues that both sides have misgivings about the project, including China's concern about the safety of its workers and fears in Pakistan about increased indebtedness resulting from the project, that could increase tensions.**
- Kanwal also addresses the security implications of China's potential naval access to Gwadar as a gateway to the Indo-Pacific, and concludes by examining the potential from the revived quadrilateral framework of security dialogue and cooperation among India, Japan, Australia, and the United States as a way to counter China's strategic outreach.



Chabahar

- Harsh Pant (2018) notes that China is not the only country playing the great game through infrastructure investment.
- **India's efforts to help develop Iran's Chabahar Port reflect Delhi's own ambitions as a driver of infrastructure development and improved regional connectivity, particularly with Afghanistan.**
- Close to the Chinese-backed, Pakistani port of Gwadar, the Chabahar project is also seen as a strategic play to limit the influence China seeks to gain and wield through its Belt and Road Initiative and MSR.
- Pant concludes by identifying complications in India's strategy stemming from Iran's openness to Chinese and Pakistani participation in the development of Chabahar.

The image features a dark gray background with a decorative pattern of overlapping circles in two shades of blue. A horizontal white band runs across the center of the image. The word "India" is centered within this white band.

India

India = One of
the fastest
economy in
terms of
development
and economics
growth

- C17 - C18: 23-24% Share of Global GDP
 - In 1947, this share dropped to only 3%
 - From 1900 – 1947 GDP growth = 0.0001% p.a.
 - In 2017, Indian Economy considered as the 7th largest in the world
 - In 2016 GDP growth = 7.5%
- In 1947,
 - 90% indian population lives under poverty line
 - 17% Literacy rate
 - 27 years life expectancy
 - In 2017
 - 22% indian population lives under poverty line
 - 75% Literacy rate
 - 66-68 years life expectancy

From “Look East” to “Act East” Policies

DEVELOPMENT OF NORTH-EAST THE HEART OF INDIA'S ACT EAST POLICY

India's North-East, Our Pivot To Act East
Policy, Is Becoming a Trade and Tourism Hub



Two-fold increase in estimated trade between India and Myanmar via the North-East

Rs 77.52
crores

2013-14

2015-16

Rs 144.52
crores



Economic cooperation with Asia-Pacific facilitating bilateral trade via the North-East



Enhancing sea & road connectivity of North-East through other nations



Enhancing rail and air connectivity internally in the North-East

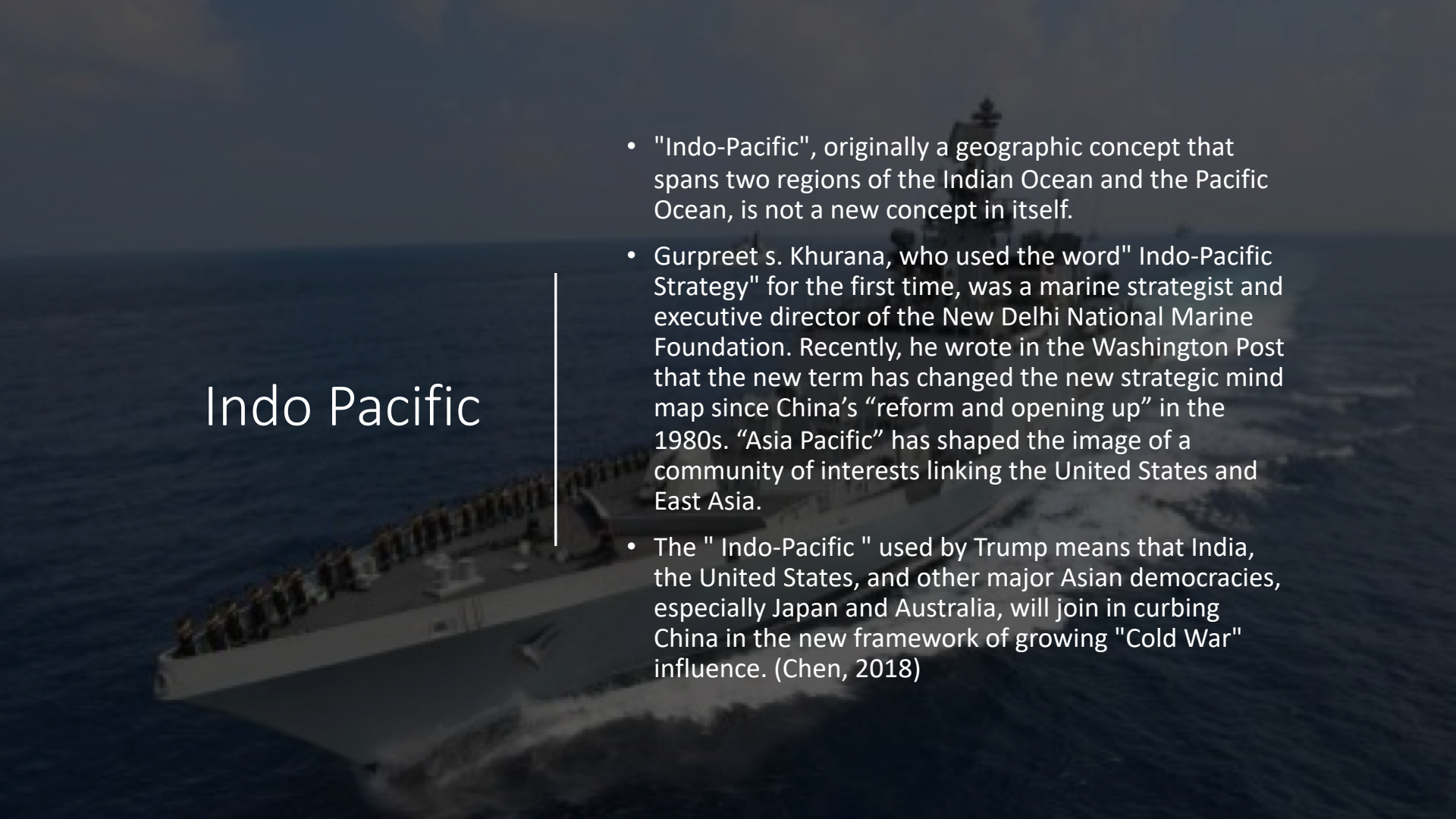


North-East as an organic farming hub: With upgraded connectivity, agri-exports will transform the region



Buddhist-Hindu circuit from India to South-East Asia passing through the North-East - a big boost for tourism

- India's Look East policy is an effort to cultivate extensive economic and strategic relations with the nations of Southeast Asia in order to bolster its standing as a regional power and a counterweight to the strategic influence of the People's Republic of China.
- Initiated in 1991, it marked a strategic shift in India's perspective of the world.
- It was developed and enacted during the government of Prime Minister Narsimha Rao (1991–1996) and rigorously pursued by the successive administrations of Atal Bihari Vajpayee (1998–2004) and Manmohan Singh (2004–2014).
- Currently Prime minister Narendra Modi is taking policy to next level as Act East Policy.



Indo Pacific

- "Indo-Pacific", originally a geographic concept that spans two regions of the Indian Ocean and the Pacific Ocean, is not a new concept in itself.
- Gurpreet s. Khurana, who used the word " Indo-Pacific Strategy" for the first time, was a marine strategist and executive director of the New Delhi National Marine Foundation. Recently, he wrote in the Washington Post that the new term has changed the new strategic mind map since China's "reform and opening up" in the 1980s. "Asia Pacific" has shaped the image of a community of interests linking the United States and East Asia.
- The " Indo-Pacific " used by Trump means that India, the United States, and other major Asian democracies, especially Japan and Australia, will join in curbing China in the new framework of growing "Cold War" influence. (Chen, 2018)

SAGAR सागर सागर

Security And Growth for All in the Region

OCEAN'S ONUS

CHINA
IRAN
IRAQ
PAKISTAN
UAE
OMAN
EGYPT
LEBANON
KENYA
INDIA
BANGLADESH
MALAYSIA
THAILAND
SINGAPORE
SRILANKA

Prime Minister Narendra Modi

₹15 CRORE
HAS BEEN ALLOCATED FOR THE PROJECT, WHICH WILL REESTABLISH TIES BETWEEN COUNTRIES IN THE INDIAN OCEAN

Project Mausam Involves the Archaeological Survey of India, Indira Gandhi National Centre for the Arts and National Museum. Countries include Bangladesh, Iran, China, Pakistan, Iraq, Egypt, Kenya, Lebanon, Malaysia, the Maldives, Pakistan, Oman, Sri Lanka, Singapore, Thailand and the UAE.

39 COUNTRIES
HAVE BEEN IDENTIFIED TO BE BROUGHT ON BOARD FOR TRANS-NATIONAL NOMINATION FOR WORLD HERITAGE

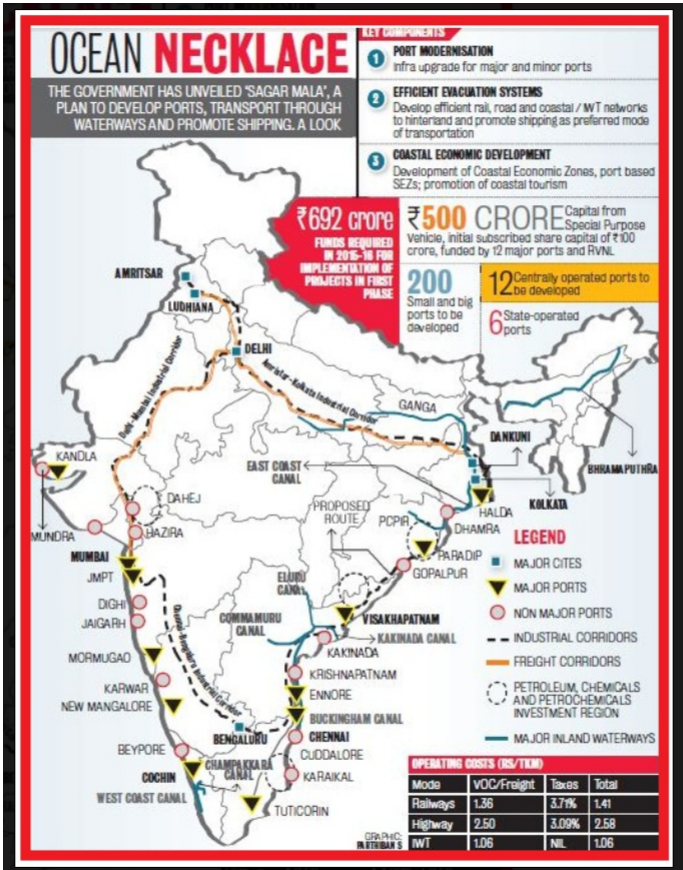
The project started in April 2015. The deadline is March 2017, which will be extended.

The focus is on understanding national cultures in their regional maritime milieu

SAGAR Mala

सागरमाला

सागर माला



<http://senthil-studynotes.blogspot.com/2016/05/caecongog-ind-project-sagarmala.html>

The image features a dark gray background with three overlapping circles in shades of blue. A horizontal white band is positioned across the middle of the circles. The word "Australia" is centered within this white band.

Australia

Indo-Pacific Economic Corridor

- The Indian Ocean is now surpassing the Atlantic and Pacific oceans as the world's busiest trade corridor. Rapid economic growth in South, Northeast and Southeast Asia is driving stronger economic links with the resource-rich Middle East and Africa. One-third of the world's bulk cargo and around two-thirds of global oil shipments now pass through the Indian Ocean

MAJOR INDO-PACIFIC SHIPPING LANES



Indo-Pacific

- Since 2011, the term 'Indo-Pacific' is being used increasingly in the global strategic/ geo-political discourse. The term was first used in an article authored by Gurpreet Khurana, which was carried in the January 2007 issue of the *Strategic Analysis* journal (Routledge/ IDSA) titled "Security of Sea Lines: Prospects for India-Japan Cooperation". In the article, the term 'Indo-Pacific' refers to the maritime space stretching from the littorals of East Africa and West Asia, across the Indian Ocean and western Pacific Ocean, to the littorals of East Asia.
- The spirit of the term was picked up by Japan's Prime Minister Shinzo Abe, as reflected in his speech to the Indian Parliament in August 2007 that talked about the "Confluence of the Indian and Pacific Oceans" as "the dynamic coupling as seas of freedom and of prosperity" in the "broader Asia".
- From 2010 onwards, the term Indo-Pacific acquired salience within the Indian government and has since been used often by India's apex political leadership. From about 2011 onwards, the term has been used frequently by strategic analysts and high-level government/ military leadership in Australia, Japan and the US to denote said region.
- However, a formal/ official documented articulation of the term first appeared in Australia's Defence White Paper, 2013.

Indo-Pacific

- It has been argued that the concept of the Indo-Pacific may lead to a change in popular "mental maps" of how the world is understood in strategic terms. Lately, US officials have begun using the term "Indo-Asia Pacific". This will enable America to maintain its geographic inclusiveness in the new coinage of 'Indo-Pacific'.
- The term's profile was raised when it found mention in the joint statement issued by the Indian Prime Minister Narendra Modi & United States President Donald Trump after the former's state visit to White house on 26th June 2017. "As responsible stewards in the Indo-Pacific region, President Trump and Prime Minister Modi agreed that a close partnership between the United States and India is central to peace and stability in the region. In marking 70 years of diplomatic relations between India and the United States, the leaders resolved to expand and deepen the strategic partnership between the countries and advance common objectives. Above all, these objectives include combatting terrorist threats, promoting stability across the Indo-Pacific region, increasing free and fair trade, and strengthening energy linkages".

The image features three overlapping circles of varying shades of blue, arranged horizontally. The circles overlap in the center, creating a darker blue intersection. A white horizontal band cuts across the middle of the circles. The word "Japan" is centered within this white band.

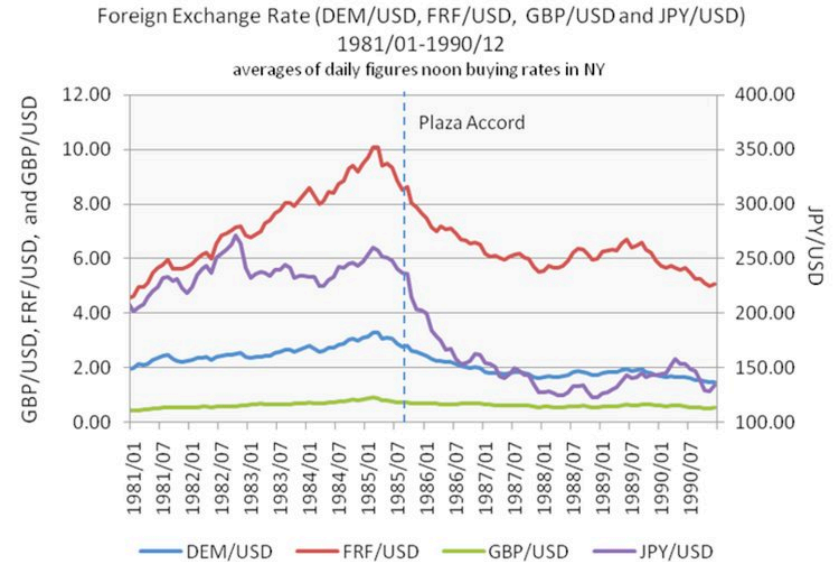
Japan

1984 Automobile Voluntary Export Restraint (VER)

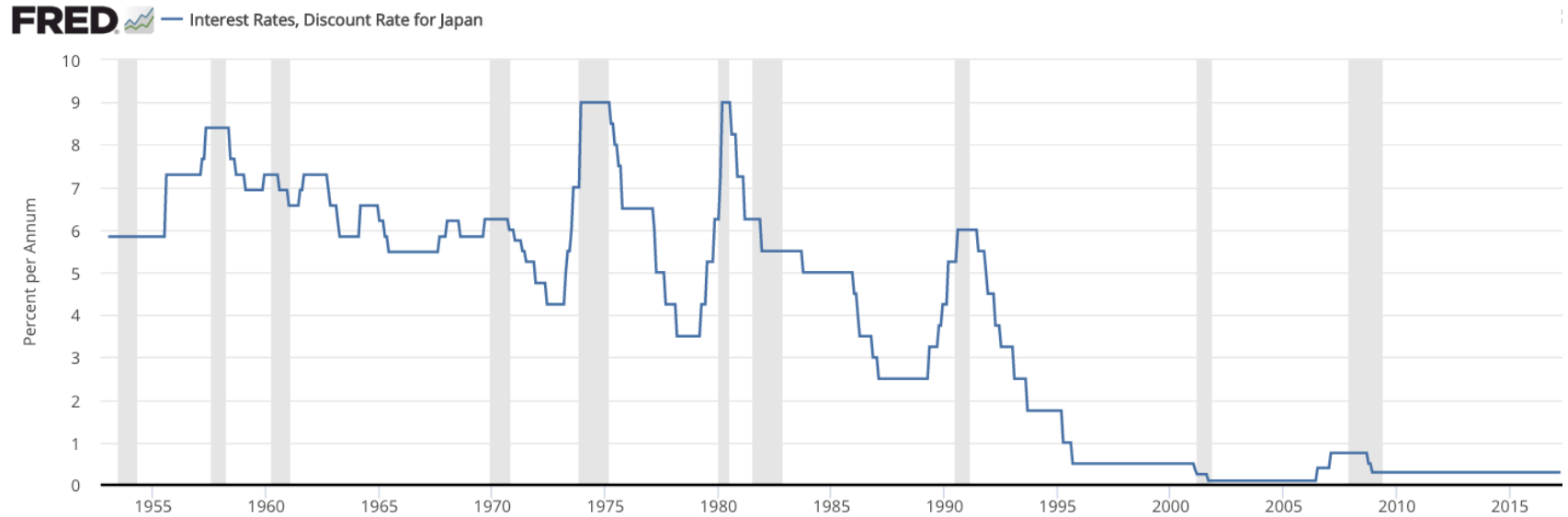
- When the automobile industry in the United States was threatened by the popularity of cheaper more fuel efficient Japanese cars, a 1981 voluntary restraint agreement limited the Japanese to exporting 1.68 million cars to the U.S. annually as stipulated by U.S Government. This quota was originally intended to expire after three years, in April 1984. However, with a growing deficit in trade with Japan, and under pressure from domestic manufacturers, the US government extended the quotas for an additional year. The cap was raised to 1.85 million cars for this additional year, then to 2.3 million for 1985. The voluntary restraint was removed in 1994.
- The Japanese automobile industry responded by establishing assembly plants or "transplants" in the United States (primarily in the Southern U.S. states where right-to-work laws exist as opposed to the Rust Belt states with established labor unions) to produce mass market vehicles. Some Japanese manufacturers who had their transplant assembly factories in the Rust Belt e.g. Mazda, Mitsubishi had to have a joint venture with a Big Three manufacturer (Chrysler/Mitsubishi which became Diamond Star Motors, Ford/Mazda that evolved into AutoAlliance International). GM established NUMMI which was initially a joint venture with Toyota which later expanded to include a Canadian subsidiary (CAMI) - a GM/Suzuki which were consolidated that evolved into the Geo division in the U.S. (its Canadian counterparts Passport and Asuna were short lived - Isuzu automobiles manufactured during this era were sold as captive imports).
- The Japanese Big Three (Honda, Toyota, and Nissan) also began exporting bigger, more expensive cars (soon under their newly formed luxury brands like Acura, Lexus, and Infiniti - the luxury marques distanced themselves from its parent brand which was mass marketed) in order to make more money from a limited number of cars.

Plaza Accord 1985

- Announcement of the Ministers of Finance and Central Bank Governors of France, Germany, Japan, the United Kingdom, and the United States, commonly known as The Plaza Accord or Plaza Agreement, was an agreement joint by 5 major industry countries of France, West Germany, Japan, the United States, and the United Kingdom, to depreciate the U.S. dollar in relation to the Japanese yen and German Deutsche Mark by intervening in currency markets.
- The five governments signed the accord on September 22, 1985 at the Plaza Hotel in New York City.
- The U.S. dollar depreciated significantly since the agreement until it is replaced by Louvre Accord in 1987.
- The Statement of the G6 Finance Ministers and Central Bank Governors, commonly known as Louvre Accord was an agreement, signed on February 22, 1987 in Paris, that aimed to stabilize the international currency markets and halt the continued decline of the US Dollar caused by the Plaza Accord from 1985. It is considered - from a relational international contract view, as a rational compromise solution between two ideal-type extremes of international monetary regimes: the perfectly flexible and the perfectly fixed exchange rates.
- The agreement was signed by France, West Germany, Japan, Canada, the United States and the United Kingdom.



The Lost Decade or the Lost 10 Years (失われた十年 Ushinawareta Jūnen) The Lost Score or the Lost 20 Years (失われた二十年, Ushinawareta Nijūnen)

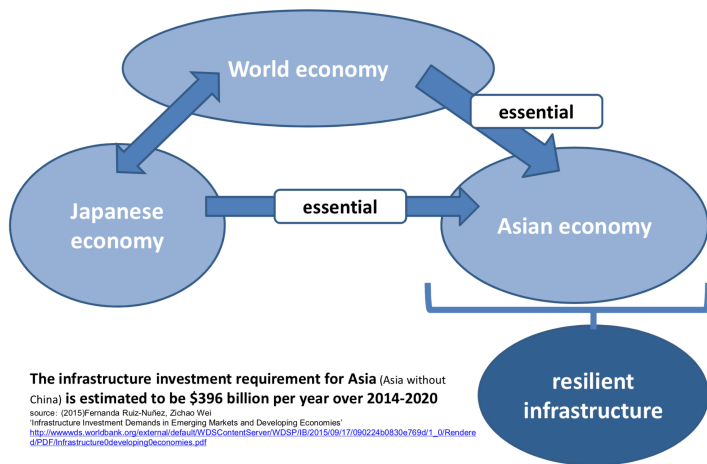


The Lost Decade or the Lost 10 Years (失われた十年 Ushinawareta Jūnen)

The Lost Score or the Lost 20 Years (失われた二十年, Ushinawareta Nijūnen)

- Japan's strong economic growth in the second half of the 20th century ended abruptly at the start of the 1990s. The Plaza Accord doubling of the exchange rate value of the dollar versus the yen between 1985 to 1987 fueled a speculative asset price bubble of a massive scale. The bubble was caused by the excessive loan growth quotas dictated on the banks by Japan's central bank, the Bank of Japan, through a policy mechanism known as the "window guidance". As economist Paul Krugman explained, "Japan's banks lent more, with less regard for quality of the borrower, than anyone else's. In doing so they helped inflate the bubble economy to grotesque proportions."
- Trying to deflate speculation and keep inflation in check, the Bank of Japan sharply raised inter-bank lending rates in late 1989. This sharp policy caused the bursting of the bubble and the Japanese stock market crashed. Equity and asset prices fell, leaving overly leveraged Japanese banks and insurance companies with books full of bad debt. The financial institutions were bailed out through capital infusions from the government, loans and cheap credit from the central bank, and the ability to postpone the recognition of losses, ultimately turning them into zombie banks. Yalman Onaran of Bloomberg News writing in Salon stated that the zombie banks were one of the reasons for the following long stagnation. Additionally Michael Schuman of Time magazine noted that these banks kept injecting new funds into unprofitable "zombie firms" to keep them afloat, arguing that they were too big to fail. However, most of these companies were too debt-ridden to do much more than survive on bail-out funds. Schuman believed that Japan's economy did not begin to recover until this practice had ended.
- Eventually, many of these failing firms became unsustainable, and a wave of consolidation took place, resulting in four national banks in Japan. Many Japanese firms were burdened with heavy debts, and it became very difficult to obtain credit. Many borrowers turned to sarakin (loan sharks) for loans. As of 2012, the official interest rate was 0.1%; the interest rate has remained below 1% since 1994.

Developing resilient infrastructure is essential for the world economic growth



The infrastructure investment requirement for Asia (Asia without China) is estimated to be \$396 billion per year over 2014-2020
 source: (2015)Fernanda Ruiz-Nunez, Zichao Wei
 'Infrastructure Investment Demands in Emerging Markets and Developing Economies'
http://www.wdi.worldbank.org/external/default/WDIContentServlet/WDISP/IB/2015/09/17/09022450830e769a71_0/Rendered/JPSP/InfrastructurDevelopingEconomies.pdf

- “Partnership for Quality Infrastructure”** (May 2015)

➔ Providing, in collaboration with the Asian Development Bank (ADB), approximately \$110 billion for quality infrastructure investment in Asia from 2016 to 2020.
- “Expanded Partnership for Quality Infrastructure”** (May 2016)

➔ Aiming to provide financing of approximately \$200 billion from 2017 to 2021 to be allocated to infrastructure projects across the world.
- “G7 Ise-Shima Principles for Promoting Quality Infrastructure Investment”** (May 2016)

➔ Defining the principles for promoting quality infrastructure investment.
- “Free and Open Indo-Pacific Strategy”** (August 2016)

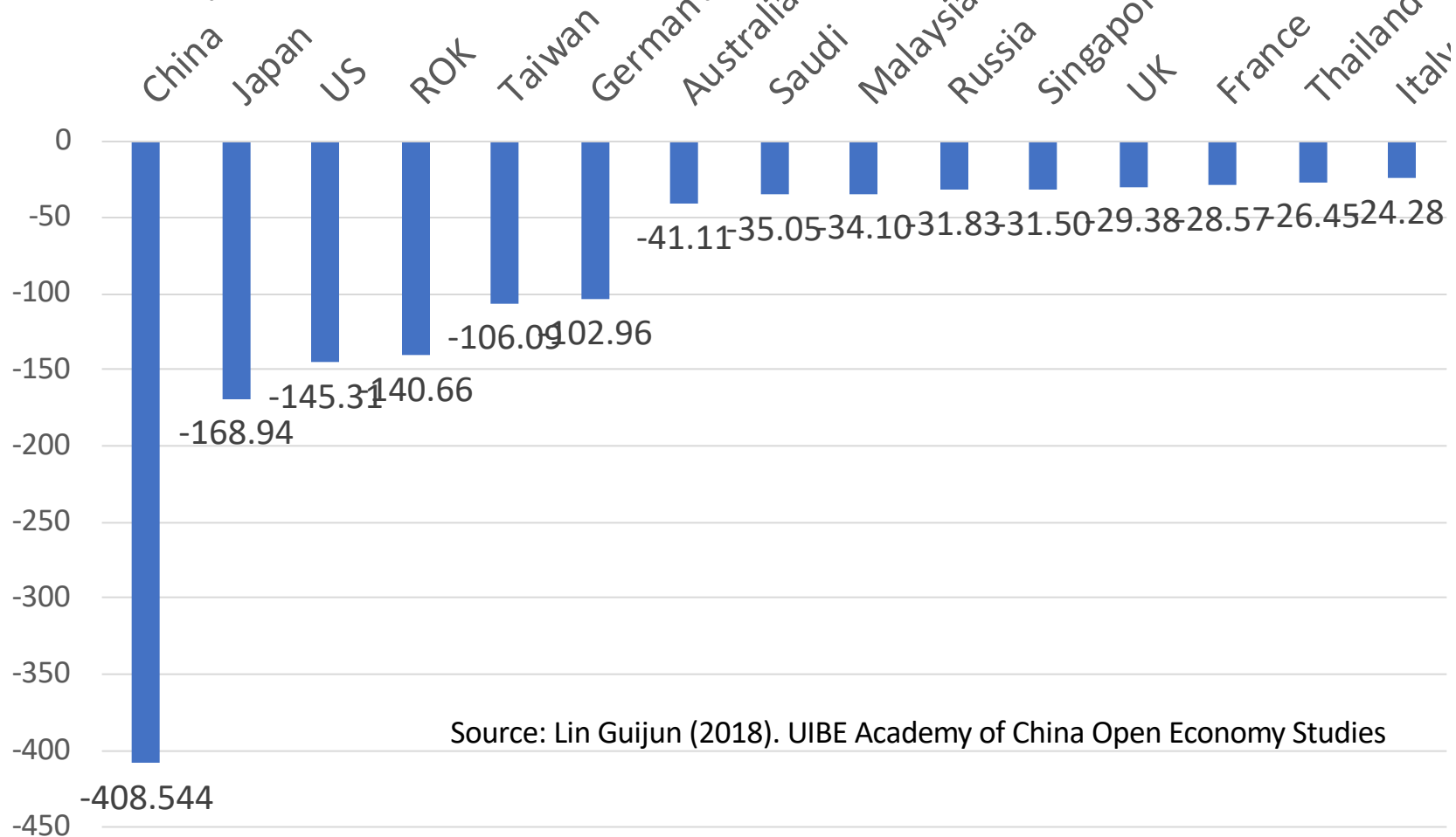
➔ Promoting stability and prosperity of the region by strengthening the connectivity between Asia and Africa through two free and open seas: the Pacific and the Indian Oceans.

Quality Infrastructure Investment Global Standards and New Finance

Challenges facing Asia: Lack of Investment and Quality of Infrastructure

Directions to be pursued: Increase the Flow of Funds, Infrastructure should be high-quality

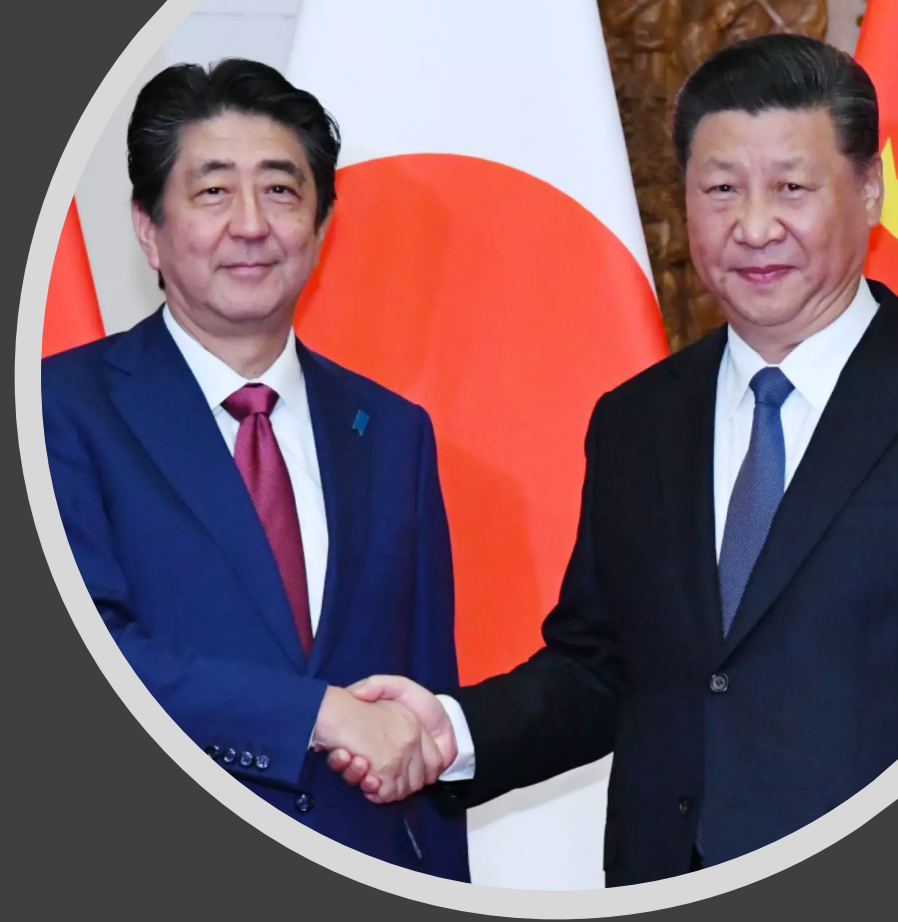
Top 15 Countries Most Affected by US Trade War (unit: Billions of USD)



Source: Lin Guijun (2018). UIBE Academy of China Open Economy Studies

China-Japan “A New Stage” Cooperation

- Official Visit (25-27 Oct 2018) after 7 years.
- > 500 Business Deals (> 2.6 Billions of USD) mainly in Infrastructure Development, Energy and Automobile
- 30 Billions of USD China-Japan Bilateral Currency Swap pact
- High-level Diplomatic and Military Exchanges
- Constructive Dialogue
- Xi will visit Osaka for G-20 Summit in 2019
- Japan Bank for International Cooperation (JBIC) and China Development Bank joints loans when investing in the 3rd country market



China-Japan “A New Stage” Cooperation

- Cooperating in the third countries enable the two nations to stabilize ties, but would help Tokyo reduce the risk of upsetting the US by promoting China's Rise.
- China has wanted to include Japan as a partner of the BRI, which has been criticized by many western countries
- Japan wants to stabilize relations with China by using economic leverage, but doesn't want to be labelled as collaborating with China.
- The Joint-investments may offer Japan a new tactic for limiting China's influence over ASEAN
- Cooperating in the third countries projects was a way of compromising.



Thailand and ASEAN: Outlook on the Indo-Pacific

3 Main Strategies of Thailand

1. Deeper and Broader ASEAN
Regional Integration
2. ASEAN Connectivity
3. SEZs and EEC

Asian Regionalism is at a Crossroads

- ASEAN is weakened BUT NOT out. ASEAN is a vital role to play in managing security. AEC is a very positive development
- BUT ASEAN's role in the wider Asia-Pacific or the Indo-Pacific is LESS rosy than before.
- ASEAN's Centrality is Over-optimistic.
- We need RCEP and ASEAN-Plus Mechanisms to get this job done.

RCEP COUNTRIES REPRESENT

Brunei
Cambodia
Indonesia
Laos
Malaysia
Philippines
Singapore
Thailand
Vietnam
Australia
China
India
Japan
South Korea
New Zealand

29%
OF WORLD
TRADE

38%
OF THE WORLD
ECONOMY

2013 - Official start of negotiations comprised of 10 ASEAN member states + 6 of its major trading partners

2016 - Target year of completion

Often referred to as a "trade" pact, the Regional Comprehensive Economic Partnership (RCEP) deals with more than just trade – a large portion of the agreement will give rich countries their corporations power to delve into non-trade issues that have far-reaching implications across sectors and communities.

UNDER RCEP..

- Farmers access to seeds will be further restricted
- Race to the bottom for labor rights standards
- The poor will be deprived of access to cheap medicine
- Corporations will have the power to sue governments for social protection measures that "hurt" profit-making
- And many more...

APRN
ASIA PACIFIC RESEARCH NETWORK
114 TROSCA AVENUE, QUEZON CITY
PHILIPPINES
+632 927 0981

Regional Comprehensive Economic Partnership: RCEP

- RCEP negotiations were formally launched in November 2012 at the ASEAN Summit in Cambodia.
- In 2017, prospective RCEP member states accounted for a population of 3.4 billion people with a total Gross Domestic Product (GDP, PPP) of \$49.5 trillion, approximately 39 percent of the world's GDP, with the combined GDPs of China and India making up more than half that amount.
- RCEP is the world's largest economic bloc, covering nearly half of the global economy. According to estimates by PwC, the Gross Domestic Product (GDP, PPP) of RCEP member states is likely to amount to nearly \$250 trillion by 2050, or a quarter of a quadrillion dollars, with the combined GDPs of China and India making up more than 75% of the amount. RCEP's share of the global economy could account for half of the estimated \$0.5 quadrillion global (GDP, PPP) by 2050.
- 4 RCEP Ministerial Meeting scheduled in 2019: March, August, September and November
- Senior Official Meeting on Monthly Basis with Work Plan and Targets.
- Comprehensive, High-Quality, Mutually Benefit, Broader and Deeper than ASEAN+1

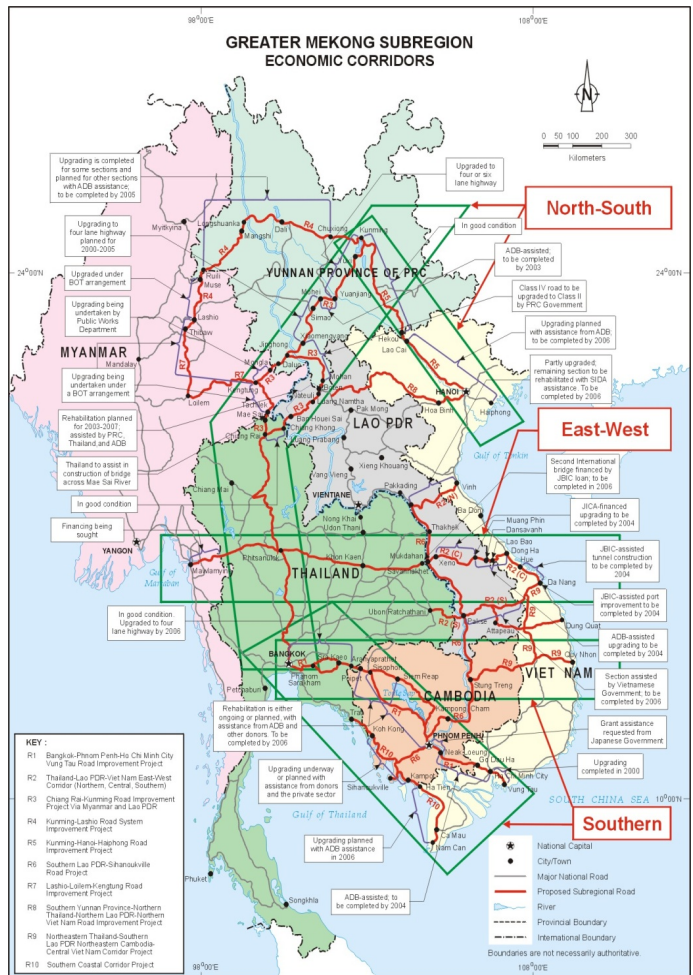
20 Chapters of RCEP

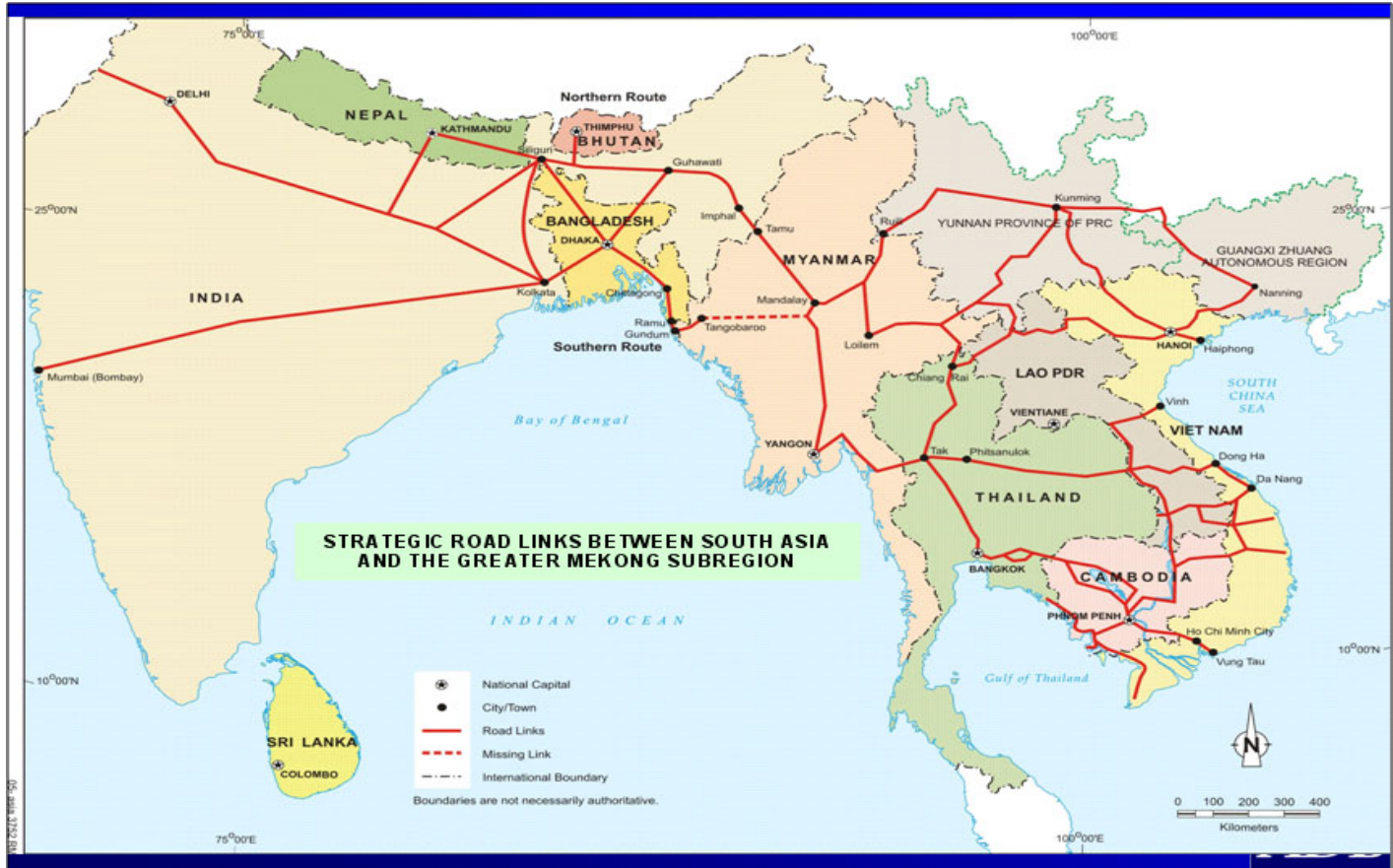
To be Conclude in 2019

1. Initial Provisions
2. Trade in Goods
3. Rules of Origin
4. Trade Remedies
5. Trade in Services with Annex on Trade in Financial, Telecom and Professional Sectors
6. Movement of Natural Persons
7. Investment
8. Intellectual Property
9. E-commerce
10. Competition
11. General Provisions
12. Dispute Settlement
13. Final Provisions

Already Concluded

1. Institutions
2. Sanitary and Phyto Sanitary (SPS)
3. Standard and Conformance, Technical Measures, Mutual Recognition
4. Economic and Academic Cooperation
5. Micro, Small and Medium Size Enterprises (MSMEs)
6. Customs Procedures and Trade Facilitations
7. Government Procurements





Thailand Special Economic Development Zones

1st Phase

- Tak
- Mukdahan
- Sa Kaeo
- Trat
- Songkhla

2nd Phase

- Chiang Rai
- Nong Khai
- Nakhon Phanom
- Kanchanaburi
- Narathiwat

ปัจจุบันเขตพัฒนาเศรษฐกิจพิเศษ ประกอบด้วยพื้นที่ 10 จังหวัด

ตามประกาศ กพท. ที่ 1/2558 และ 2/2558 ดังนี้

- 1. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดตาก** ประกอบด้วย 14 ตำบล ใน 3 อำเภอในจังหวัดตาก ได้แก่
 - » อำเภอแม่สอด 8 ตำบล ได้แก่ ตำบลแม่สอด ตำบลแม่ตาว ตำบลท่าสายตาด ตำบลพระธาตุผาแดง ตำบลแม่กาษา ตำบลแม่ปัว ตำบลแม่ป๋อ และ ตำบลแม่หารีน
 - » อำเภอหนองพระ 3 ตำบล ได้แก่ ตำบลหนองพระ ตำบลช่องแคบ และ ตำบลสาวแลย์
 - » อำเภอแม่ระมาด 3 ตำบล ได้แก่ ตำบลแม่จระเรา ตำบลแม่ระมาด และ ตำบลจระเข้ม้อย
- 2. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดมุกดาหาร** ประกอบด้วย 11 ตำบล ใน 3 อำเภอ ในจังหวัดมุกดาหาร ได้แก่
 - » อำเภอเมืองมุกดาหาร 5 ตำบล ได้แก่ ตำบลศรีบุญเรือง ตำบลมุกดาหาร ตำบลบางทรายใหญ่ ตำบลคำอาฮวน และ ตำบลนาเสียว
 - » อำเภอหว้านใหญ่ 4 ตำบล ได้แก่ ตำบลบางทรายน้อย ตำบลสะโนด ตำบลหว้านใหญ่ และ ตำบลบึงขาม
 - » อำเภอดอนตาล 2 ตำบล ได้แก่ ตำบลโพธิ์ไทร และ ตำบลดอนตาล
- 3. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดสระแก้ว** ประกอบด้วย 4 ตำบล ใน 2 อำเภอ ในจังหวัดสระแก้ว ได้แก่
 - » อำเภออรัญประเทศ 3 ตำบล ได้แก่ ตำบลบ้านด่าน ตำบลป่าไร่ และ ตำบลท่าข้าม
 - » อำเภอวัฒนานคร 1 ตำบล ได้แก่ ตำบลฉีฉะ
- 4. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดตราด** ประกอบด้วย 3 ตำบล ของอำเภอคลองใหญ่ ในจังหวัดตราด ได้แก่ ตำบลคลองใหญ่ ตำบลหาดเล็ก และ ตำบลไม้รุ็ด
- 5. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดสงขลา** ประกอบด้วย 4 ตำบล ของอำเภอสะเตกา ในจังหวัดสงขลา ได้แก่ ตำบลสะเตกา ตำบลสำนักขาม ตำบลสำนักแก้ว และตำบลป่าติงเบซาร์
- 6. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดเชียงราย** ประกอบด้วย 21 ตำบล ใน 3 อำเภอ ในจังหวัดเชียงราย ได้แก่
 - » อำเภอเชียงของ 7 ตำบล ได้แก่ ตำบลศรีศรี ตำบลบุญเรือง ตำบลศรีเมือง ตำบลเวียง ตำบลศรีดอนชัย ตำบลสถาน ตำบลห้วยซ้อ อำเภอเชียงแสน 6 ตำบล ได้แก่ ตำบลบ้านเขว ตำบลป่าสัก ตำบลแม่เงิน ตำบลโยนก ตำบลเวียง ตำบลศรีดอนมูล
 - » อำเภอแม่สาย 8 ตำบล ได้แก่ ตำบลเกาะช้าง ตำบลบ้านด้าย ตำบลโป่งงาม ตำบลโป่งผา ตำบลแม่สาย ตำบลเวียงพางคำ ตำบลศรีเมืองชุม ตำบลห้วยไร่
- 7. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดหนองคาย** ประกอบด้วย 13 ตำบล ใน 2 อำเภอ ในจังหวัดหนองคาย ได้แก่
 - » อำเภอเมืองหนองคาย 12 ตำบล ได้แก่ ตำบลคายนทวาน ตำบลโนนเมือง ตำบลบ้านเคื่อ ตำบลพระธาตุ บึงพวน ตำบลโพธิ์ชัย ตำบลโพนสว่าง ตำบลลิฮ้อ ตำบลเวียงคุก ตำบลสิทภัย ตำบลหนองกอมเกาะ ตำบลหาดคำ ตำบลหินโงม
 - » อำเภอศรีนคร 1 ตำบล ได้แก่ ตำบลสระใคร
- 8. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดนครพนม** ประกอบด้วย 13 ตำบล ใน 2 อำเภอ ในจังหวัดนครพนม ได้แก่
 - » อำเภอเมืองนครพนม 10 ตำบล ได้แก่ ตำบลกุรุคุ ตำบลท่าค้อ ตำบลนาทราย ตำบลนาทรายขาว ตำบลโนนเมือง ตำบลบ้านผึ้ง ตำบลโพธิ์ตาก ตำบลหนองญาติ ตำบลหนองแสง ตำบลอาจสามารก
 - » อำเภอท่าอุเทน 3 ตำบล ได้แก่ ตำบลโนนตาล ตำบลรามราช ตำบลเรณูพระบาท
- 9. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดกาญจนบุรี** ประกอบด้วย 2 ตำบล ของอำเภอเมืองกาญจนบุรี ในจังหวัดกาญจนบุรี ได้แก่ ตำบลแก่งเสี้ยน และ ตำบลบ้านเก่า
- 10. เขตพัฒนาเศรษฐกิจพิเศษจังหวัดระยอง** ประกอบด้วย 5 ตำบล ใน 5 อำเภอ ในจังหวัดระยอง ได้แก่
 - » อำเภอเมืองระยอง 1 ตำบล ได้แก่ ตำบลโคกเคียน
 - » อำเภอตากใบ 1 ตำบล ได้แก่ ตำบลเจ๊ะเห
 - » อำเภอวังน้อย 1 ตำบล ได้แก่ ตำบลชะหาร
 - » อำเภอแฉ่ง 1 ตำบล ได้แก่ ตำบลลิ้จูด
 - » อำเภอสุทโธทโย-ลก 1 ตำบล ได้แก่ ตำบลสุทโธทโย-ลก

ที่ตั้งเขตพัฒนาเศรษฐกิจพิเศษ



Eastern Economic Corridor

Projects in Targeted Industries

The targeted industries which will drive the Thai economy towards sustainability consist of:

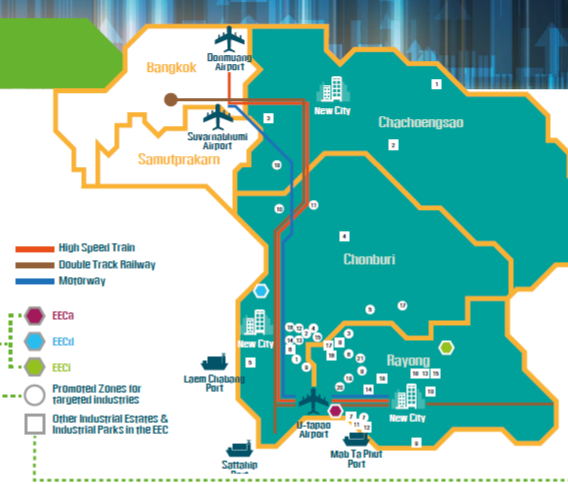


EEC ZONING Eastern Economic Corridor (EEC)

Consist of 3 designated areas as follows:



- #### 2. Promoted Zones for targeted industries
- Designated by the Eastern Economic Corridor Policy Committee. Currently there are 21 designated areas as follows:
- | | |
|--|--|
| 1. Hemaraj Chonburi Industrial Estate | 12. Pin Thong Industrial Estate |
| 2. Hemaraj Chonburi Industrial Estate 2 | 13. Pin Thong Industrial Estate (3 rd Phase) Chonburi |
| 3. Hemaraj Eastern Seaboard Industrial Estate | 14. Pin Thong Industrial Estate (4 th Phase) Chonburi |
| 4. Hemaraj Eastern Seaboard Industrial Estate 2 (Chonburi) | 15. Pin Thong Industrial Estate (5 th Phase) Chonburi |
| 5. Hemaraj Eastern Seaboard Industrial Estate 3 (Chonburi) | 16. Pin Thong Industrial Estate |
| 6. Eastern Seaboard Industrial Estate (Rayong) | 17. Yamato Industries Industrial Estate Chonburi |
| 7. Hemaraj Eastern Industrial Estate (Map Ta Phut) | 18. TFD Industrial Estate 2 Chachoengsao |
| 8. Hemaraj Rayong Industrial Estate 36 (Rayong) | 19. C.P. Industrial Estate Rayong |
| 9. Amata City Industrial Estate | 20. Smart Park Industrial Estate |
| 10. Amata Nakorn Industrial Estate | 21. Hemaraj Eastern Seaboard Industrial Estate 4 |
| 11. Amata Nakorn Industrial Estate (2 nd Phase) | |



- #### 3. Other Industrial Estates & Industrial Parks in the EEC
- BOI-promoted industrial estates or zones in Chachoengsao, Chonburi and Rayong consist of the following 19 areas:
- 304 Industrial Park (2nd Phase)
 - Gateway Industrial Estate
 - Wellgrow Industrial Estate
 - Ban Bung Industrial Estate
 - Laem Chabang Industrial Estate
 - Sahaphat Industrial Estate (Sriracha)
 - Asia Industrial Estate
 - J.K. Land Industrial Park
 - IRPC Eco Industrial Zone (4th Phase)
 - Rubber City Industrial Estate
 - Maptaphud Industrial Estate
 - Pha Daeng Industrial Estate
 - Rayong Industrial Estate (Bankai)
 - R.I.L Industrial Estate
 - Rojana Industrial Park (Bankai)
 - Rojana Industrial Park (Pluagdang)
 - Siam Eastern Industrial Park
 - SSP Industrial Park (Rayong)
 - WHA Rayong Industrial Land

Cooperation with institutions/organizations

Investment projects applying for incentives under this scheme must establish a close cooperation with educational and research institutions, Center of Excellence etc. The types of cooperation must be approved by the BOI e.g. cooperation in the area of Talent Mobility, Work-integrated Learning (WIL), Dual Vocational Training (DVT), Cooperative Education, special vocational education projects in the EEC or other types of cooperation to develop human resources or technology.

Cooperation plans for Dual Vocational Training, Cooperative Education, Work integrated Learning or other similar types of cooperation must be submitted. The plans must describe vocational training plans and numbers of students according to the criteria.

The existing requirements for human resources development in certain projects, such as Innovation Incubation Center, are not considered as a fulfillment of the conditions set under the EEC measure.

Incentives

Zones in the EEC	Incentives	For targeted activities in designated locations				For eligible activities in the EEC	
		Section 8	A1	A2	A3	Section 8	A1 - A3
1. Promoted Zones for Specific Industries (EECa, EECd, and EECi)	Corporate income tax exemption	10 + 3 Years (no cap)	8 + 4 Years (no cap)	8 + 4 Years	5 + 2 Years	10 + 1 Years (no cap)	Regular exemption (5 to 8 years)
	50% corporate income tax reduction	-	-	-	5 Years	-	3 Years
2. Promoted Zones for targeted industries	Corporate income tax exemption	10 + 2 Years (no cap)	8 Years (no cap)	8 Years	5 Years	10 + 1 Years (no cap)	Regular exemption (5 to 8 years)
	50% corporate income tax reduction	-	5 Years	5 Years	5 Years	-	3 Years
3. Other Industrial Estates & Industrial Parks in the EEC	Incentives	For eligible activities in the EEC				List of eligible activities in the EEC 	
		Section 8	A1	A2	A3		
	Corporate income tax exemption	10 + 1 Years (no cap)	8 Years (no cap)	8 Years	5 Years		
	50% corporate income tax reduction	-	3 Years	3 Years	3 Years		

Remark: The projects, promoted under EEC measure in the EEC are not entitled to apply for merit on industrial area development (According to announcement no.22557 dated December 3, 2557)

Factors affecting Foreign Direct Investment

- Market size and growth potential
- Openness
- Exchange Rate Valuation
- Clustering effects
- Political stability
- Institutions, Regulatory Environment
- Wage rates
- Labour skills
- Tax rates
- Transport and infrastructure



ASEAN Outlook on Indo-Pacific

Indonesian Sea Policy

Presidential Regulation (Peraturan Presiden) No. 16 of 2017

- The Jokowi's Global Maritime Fulcrum (GMF) is now defined as the vision for a "sovereign, developed, and strong maritime state capable of positively contributing to the peace and security of the region and the world, according to its national interests." As policy guidance, this vision is further detailed in two appendices containing a long-term framework (spelled out in a 37-page National Document) and a short-term scheme (detailed in the 198-page Action Plan 2016-2019).
- The GMF's original pillars were expanded into:
 1. Marine and human resource development;
 2. Naval defense, maritime security, and safety at sea;
 3. Ocean governance institutionalization;
 4. Maritime economy, infrastructure, and welfare;
 5. Environmental protection and ocean space management;
 6. Nautical culture; and
 7. Maritime diplomacy.
- These pillars are further broken down into 76 programs spread across dozens of ministries and agencies in charge of 425 activities designed to achieve 330 targets



Origin of ASEAN Outlook on Indo-Pacific

- While ASEAN's relationship with the Indo-Pacific concept itself may date back much further, e.g. Indonesia's former foreign minister, Marty Natalegawa, had also publicly raised the prospect of an Indo-Pacific Friendship and Cooperation Treaty in the 2010s, it is also true that
 - The The Belt and Road Initiative (BRI), a global development strategy adopted by the Chinese government involving infrastructure development and investments in order to access to the larger markets and larger pool of resources in 152 countries and international organizations in Asia, Europe, Africa, the Middle East
 - The release of the U.S. free and open Indo-Pacific (FOIP) strategy which continues to be developed, and the subsequent catalyzing of reactions from regional states such as India, Japan and Australia
 - 'Quality Infrastructure Investment': Japan's robust challenge to China's Belt and Road Initiative
 - At the Shangri La Dialogue in Singapore, Indian Prime Minister had espoused a "free, open, prosperous and inclusive Indo-Pacific Region". He had, in addition, called for common commitment, based on shared values and principles, to promote a rules-based order in the Indo-Pacific. Gradually, Act 'East' is getting transformed into Act 'Indo-Pacific'.
- has further intensified the regional grouping's quest to advance its own vision of the concept and shape the regional conversation (which, it should be kept in mind, is distinct from the views of individual Southeast Asian states).
- This is due to a range of factors, some of them more historic, such as ASEAN's conception of its role as being in the driver's seat in regionalism and the suspicion of foreign powers seeking to dominate the agenda, and others more contemporary, such as growing nervousness about rising U.S.-China strategic competition and its effects on smaller states. In that vein, we have seen Southeast Asian states seek to shape their own vision since last year, with the convening of workshops and meetings.

FINAL



“ASEAN OUTLOOK ON THE INDO-PACIFIC”

I. BACKGROUND AND RATIONALE

1. The Asia-Pacific and Indian Ocean regions are amongst the most dynamic in the world as well as centers of economic growth for decades. As a result, these regions continue to experience geopolitical and geostrategic shifts. These shifts present opportunities as well as challenges. On the one hand, the economic growth of the region opens up possibilities of cooperation to alleviate poverty and elevate living standards of millions of people. On the other hand, the rise of material powers, i.e. economic and military, requires avoiding the deepening of mistrust, miscalculation, and patterns of behavior based on a zero-sum game.
2. Southeast Asia lies in the center of these dynamic regions and is a very important conduit and portal to the same. Therefore, it is in the interest of ASEAN to lead the shaping of their economic and security architecture and ensure that such dynamics will continue to bring about peace, security, stability and prosperity for the peoples in the Southeast Asia as well as in the wider Asia-Pacific and Indian Ocean regions or the Indo-Pacific.
3. ASEAN, which for decades has been engaging in the development of an inclusive regional architecture, needs to consistently come up with its collective leadership in forging and shaping the vision for closer cooperation in the Indo-Pacific and to continue to maintain its central role in the evolving regional architecture in Southeast Asia and its surrounding regions. ASEAN also needs to continue being an honest broker within the strategic environment of competing interests.

4. Against this backdrop, ASEAN Leaders have agreed to further discuss an initiative that reinforces the ASEAN-centered regional architecture, namely, ASEAN Outlook on the Indo-Pacific. This Outlook is not aimed at creating new mechanisms or replacing existing ones; rather, it is an Outlook intended to enhance ASEAN’s Community building process and to strengthen and give new momentum for existing ASEAN-led mechanisms to better face challenges and seize opportunities arising from the current and future regional and global environments. Moreover, the Outlook is intended to be inclusive in terms of ideas and proposals.

5. ASEAN Outlook on the Indo-Pacific envisages ASEAN Centrality as the underlying principle for promoting cooperation in the Indo-Pacific region, with ASEAN-led mechanisms, such as the East Asia Summit (EAS), as platforms for dialogue and implementation of the Indo-Pacific cooperation, while preserving their formats. Furthermore, ASEAN may also seek to develop, where appropriate, cooperation with other regional and sub-regional mechanisms in the Asia-Pacific and Indian Ocean regions on specific areas of common interests to complement the relevant initiatives.

ASEAN Outlook on the Indo-Pacific

Four Elements of AOIP

1. The integration of the Asia-Pacific and Indian Ocean regions
2. The promotion of dialogue and cooperation instead of rivalry
3. The advancement of development and prosperity of all
4. The importance of the maritime domain in the regional architecture.

It clearly situates the Outlook alongside other regional and international frameworks and organizations, be it Indian Ocean Rim Association (IORA) or the United Nations Sustainable Goals.

Four Functional Areas. ASEAN believes collaboration can be tangibly advanced:

1. Maritime Cooperation
2. Connectivity
3. Sustainable Development
4. Economic Cooperation

II. ASEAN OUTLOOK ON THE INDO-PACIFIC

6. Consistent with decades of ASEAN's role in developing and shaping regional architectures in Southeast Asia and beyond, and with ASEAN's norms and principles as contained in the ASEAN Charter and other relevant ASEAN documents, ASEAN Outlook on the Indo-Pacific envisioned by ASEAN consists of the following key elements:
- A perspective of viewing the Asia-Pacific and Indian Ocean regions, not as contiguous territorial spaces but as a closely integrated and interconnected region, with ASEAN playing a central and strategic role;
 - An Indo-Pacific region of dialogue and cooperation instead of rivalry;
 - An Indo-Pacific region of development and prosperity for all;
 - The importance of the maritime domain and perspective in the evolving regional architecture.

III. OBJECTIVES

7. This ASEAN Outlook on the Indo-Pacific should support and provide ballast for the current dynamism in the Indo-Pacific region, which should be viewed from the perspective, of encouraging progress. As such, it should also provide added value to the existing regional arrangements. Therefore, the said ASEAN Outlook on the Indo-Pacific is aimed at: (1) offering an outlook to guide cooperation in the region; (2) helping to promote an enabling environment for peace, stability and prosperity in the region in addressing common challenges, upholding the rules-based regional architecture, and promoting closer economic cooperation, and thus strengthen confidence and trust; (3) enhancing ASEAN's Community building process and further strengthening the existing ASEAN-led mechanisms, such as the EAS; and (4) implementing existing and exploring other ASEAN priority areas of cooperation, including maritime cooperation, connectivity, the Sustainable Development Goals (SDGs), and economic and other possible areas of cooperation.
8. ASEAN Outlook on the Indo-Pacific involves the further strengthening and optimization of ASEAN-led mechanisms, including the East Asia Summit (EAS), the ASEAN Regional Forum (ARF), the ASEAN Defence Ministers Meeting Plus (ADMM-Plus), the Expanded ASEAN Maritime Forum (EAMF) and others such as the relevant ASEAN Plus One mechanisms.
9. ASEAN Outlook on the Indo-Pacific is meant to contribute to the maintenance of peace, freedom, and prosperity.

IV. PRINCIPLES

10. ASEAN Outlook on the Indo-Pacific is based on the principles of strengthening ASEAN Centrality, openness, transparency, inclusivity, a rules-based framework, good governance, respect for sovereignty, non-intervention, complementarity with existing cooperation frameworks, equality, mutual respect, mutual trust, mutual benefit and respect for international law, such as UN Charter, the 1982 UN Convention on the Law of the Sea, and other relevant UN treaties and conventions, the ASEAN Charter and various ASEAN treaties and agreements and the EAS Principles for Mutually Beneficial Relations (2011).
11. Recognizing the continuing importance, relevance and positive contributions of the Treaty of Amity and Cooperation in Southeast Asia (TAC) to sustaining peace and stability in the region for over 40 years, ASEAN Outlook on the Indo-Pacific would be guided by the purposes and principles contained in the TAC, which, among others, encompass peaceful settlement of disputes, renunciation of the threat or use of force and promotion of rule of law, with a view to further promoting amity and cooperation among countries in the Indo-Pacific region.
12. ASEAN Outlook on the Indo-Pacific will, at the same time, help to generate momentum for building strategic trust and win-win cooperation in the region, which would be further reinforced by ASEAN reaffirming those purposes and principles of the TAC and promoting their application in the conduct of relations between states in a wider Indo-Pacific region, including through an appropriate ASEAN document.

V. AREAS OF COOPERATION

13. In order to realize the key elements of ASEAN Outlook on the Indo-Pacific, ASEAN will undertake cooperation in a broad range of areas, including:

Maritime Cooperation

14. The existing and arising geopolitical challenges facing countries in the region also revolve around maritime issues such as unresolved maritime disputes that have the potential for open conflict. In addition, unsustainable exploitation of maritime resources and maritime pollution have also increasingly become major problems. There is a need to prevent, manage and eventually resolve these issues in a more focused, peaceful and comprehensive way.

15. Areas of maritime cooperation, in accordance with universally recognised principles of international law including the 1982 United Nations Convention on the Law of the Sea, may include the further enhancement of:

- cooperation for peaceful settlement of disputes; promoting maritime safety and security, and freedom of navigation and overflight; addressing transnational crimes, including trafficking in persons or of illicit drugs, sea piracy, robbery and armed robbery against ships at sea; etc.
- cooperation for sustainable management of marine resources; to continue to promote maritime connectivity; to protect livelihood of coastal communities and to support small-scale fishing communities; to develop blue economy and to promote maritime commerce, etc.
- cooperation to address marine pollution, sea-level rise, marine debris, preservation and protection of the marine environment and biodiversity; promoting green shipping, etc.
- technical cooperation in marine science collaboration; research and development; sharing of experience and best practices, capacity-building, managing marine hazards, marine debris, raising awareness on marine and ocean-related issues, etc.

Connectivity

16. The second area of cooperation is connecting the connectivities. The existing and future connectivity initiatives in the Indo-Pacific region should complement and support the existing Master Plan on ASEAN Connectivity (MPAC) 2025. The ASEAN vision on Connectivity, that is to achieve a seamlessly and comprehensively connected and integrated region that will promote competitiveness, inclusiveness, and a greater sense of community, as well as the Declaration on the 6th East Asia Summit on ASEAN Connectivity should guide the ASEAN outlook on connectivity in Indo-Pacific region. The increasing integration and interconnection among Indian Ocean and Pacific Ocean countries require investments and efforts to build connectivity infrastructures, including physical, institutional and people-to-people linkages. Environmental and ecological impacts and considerations must be taken into account to ascertain the sustainability of such initiatives in the long term.

17. Connecting the connectivities may include:

- Exploring key priority area of cooperation to reinforce the existing MPAC 2025 and promote prosperity and development in the Indo-Pacific region;
- Developing a regional public-private partnership (PPP) development agenda to mobilize resources for connectivity projects, including infrastructure projects in Indo-Pacific region;
- Exploring potential synergies with sub-regional frameworks, such as, IORA, BIMSTEC, BIMP-EAGA, Mekong subregional cooperation frameworks, including ACMECS, etc.;
- Working towards the establishment of a Seamless ASEAN Sky, with ASEAN airspace as a seamless block of airspaces with harmonised and interoperable procedures and operations, to increase air traffic management capacity and efficiency while enhancing safety;
- People-to-people connectivity, through cooperation, collaboration and exchanges between the academe and business, etc.; and
- Addressing challenges of rapid urbanization through the ASEAN Smart Cities Network (ASCN) initiative.

UN Sustainable Development Goals 2030

18. The SDGs targets are in line with those of the ASEAN Community Vision 2025 as well as the wider EAS vision. This common objective of realizing SDGs under ASEAN Outlook on the Indo-Pacific will be a major contribution of the region to the global community.
19. Activities to attain the SDGs may include:
- Contributing to achieving the SDGs including through the utilization of digital economy;
 - Enhancing complementarities and aligning regional development agenda with the SDGs, such as the ASEAN Community Vision 2025 and the 2030 UN Agenda for Sustainable Development; and
 - Promoting cooperation with the ASEAN Center for Sustainable Development Studies and Dialogue and other relevant institutions in the region.

20. Economic and Other Possible Areas of Cooperation:

- South-South Cooperation (including South - South Triangular Cooperation /SSTC)
- Trade Facilitation and Logistics Infrastructure and Services
- Digital Economy and the facilitation of cross-border data flow
- Micro, Small and Medium Enterprises
- Science, Technology Research and Development, and Smart Infrastructure
- Climate Change and Disaster Risk Reduction and Management
- Active ageing and innovation
- Deepening economic integration, ensuring financial stability and resilience, as well as strengthening and promoting trade and investment by supporting the implementation of the ASEAN Economic Community Blueprint 2025 and other free trade agreements including the Regional Comprehensive Economic Partnership (RCEP)
- Cooperation on preparing for the Fourth Industrial Revolution, including by facilitating the sharing of experiences and expertise on ways to benefit from, and address challenges of, the digital revolution.
- Development of private sector, including Micro, Small and Medium Enterprises, can also be further explored to enable their participation in the regional and global value chains.

VI. MECHANISM

21. ASEAN Outlook on the Indo-Pacific provides a guide for ASEAN's engagement in the Asia-Pacific and Indian Ocean regions.
22. The Outlook also recognizes the potential for cooperation with other regional mechanisms in the Asia-Pacific and Indian Ocean regions on issues of common interests through innovative, inter-disciplinary and complementary approaches based on the relevant ASEAN-led mechanisms, such as the EAS.
23. Strategic discussions on this matter and practical cooperative activities can be pursued at ASEAN-led mechanisms including, among others, the EAS, the ASEAN Plus One mechanisms, ARF, and ADMM-Plus.

Remarks from ASEAN Outlook on Indo-Pacific

- AOIP is the initiative to reinforce ASEAN's leading role in the conduct of relations with external partners in the regions.
- ASEAN now has a common approach on the issues, "ASEAN believes that cooperation under the Indo-Pacific concept should be based on inclusiveness and ASEAN Centrality" and "It should also complement existing frameworks of cooperation at the regional and subregional levels and generate tangible and concrete deliverable for the benefit of the region's principles"
- RCEP will help ASEAN manage change and uncertainty in the region, especially as regards the trade tension between ASEAN's important trading partners.

Challenges and Recommendations

- Untapped international trade and investment potentials
- How to create the “Free and Fair” Trade among Indo-Pacific region
- Demand Driven Trade Policy: Reciprocal Demand, Understand each other, Trust Building, People to People Connectivity
- Software Connectivity: Trade Facilitations (TFs), Dialogue and More Appropriated Communications, More Prudent international trade and investment policies, coupled with sincerely foreign relations policies
- ASEAN, ASEAN+3, India: Partners from Sustainable Development



However, these Indo-Pacific cooperation is facing the new challenges in the region.

The most important factor to drive the cooperation to success is “Trust Building”.

“Trust Crisis” within the region is a worrisome obstacle to the overall collaborative efforts.

These tensions between countries along this Indo-Pacific Corridor, tag along with some connectivity and investment projects are:

Imbalance of Power	Misperception	International and Domestic Politics and Policies	Identity Bias
--------------------	---------------	--	---------------

The Hidden International Trade Potential



The more prudent international trade policy can bring these countries along Indo-Pacific Economic Corridor with the same kinds of traded product to be integrated into the same Global Value Chains (GVCs).



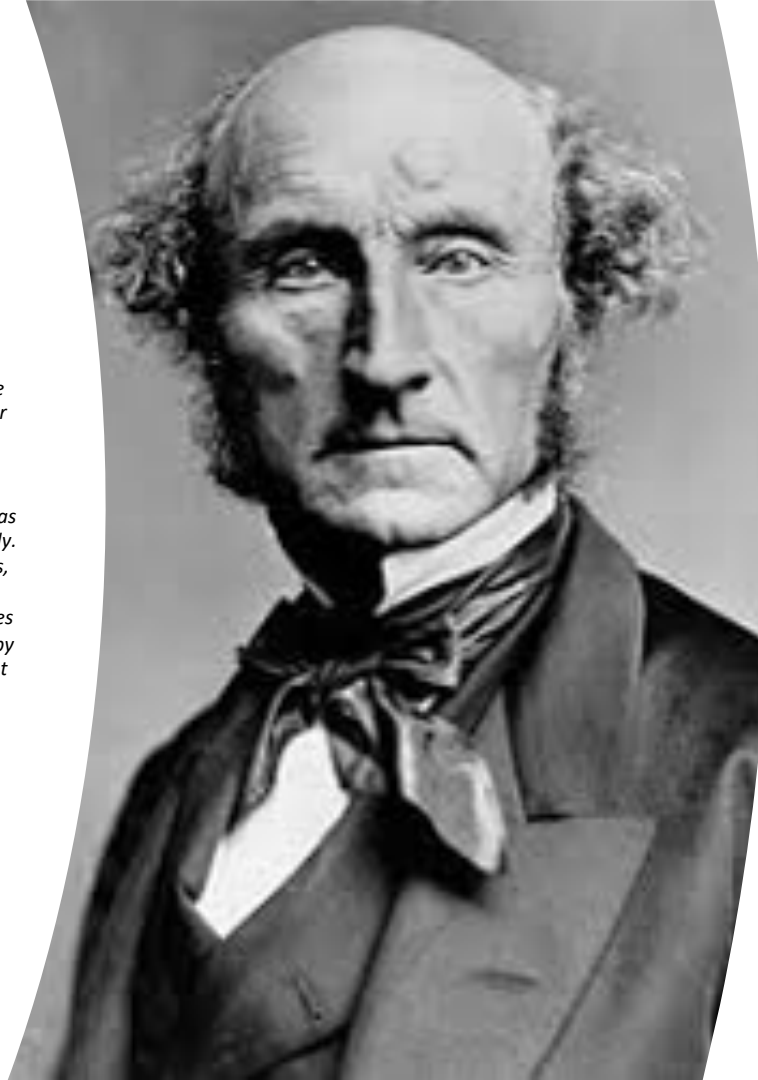
Thailand and ASEAN are geographically located close to each other; also their relations, both social and cultural dimension was longest running and reestablished recently via GMS, Act-East, BRI, etc. The key question is why the trade value between these emerging economies was still at a low level.



To answer the question, we have to look back to the theory of International trade on Reciprocal Demand.

Reciprocal Demand

John Stuart Mill stated the Theory of Reciprocal Demand in his famous textbook, the principles of political economy as *“The produce of a country exchanges for the produce of other countries, at such values as are required in order that the whole of her exports may exactly pay for the whole of her imports. This law of International Values is but an extension of the more general law of Value, which we called the Equation of Supply and Demand ... The value of a commodity always so adjusts itself as to bring the demand to the exact level of the supply. But all trade, either between nations or individuals, is an interchange of commodities, in which the things that they respectively have to sell constitutes also their means of purchase: the supply brought by the one constitutes his demand for what is brought by the other. So that supply and demand are but another expression for reciprocal demand: and to say that value will adjust itself so as to equalize demand with supply, is in fact to say that it will adjust itself so as to equalize the demand on one side with the demand on the other (Principles, pp. 592-593).”*



- **In other words, in international trade, it is not supply and demand that interact, but demand and demand. That is, a trading equilibrium is a reciprocal equilibrium in which one country’s demand for another country’s products (and willingness to pay for them with its own) matches with the other country’s demands for the products of the first.**
- Demand Driven International Trade and Investment Policies

Reciprocal Demand

- **In order to promotes an increasing in Thailand and Indo-Pacific trade as its potential, the demand of each countries is an important issue we could better learnt.** The demand always consist of the two components, Wants and Ability of Pay. Although Thailand and ASEAN member states are middle and low-income developing countries, but with the economic growth rate of the country in Emerging Economies, the purchasing ability of the three parties are more likely to increase successively.
- What we need to learn more is “Wants” or the preferences of each parties. Hence, People-to-People Connectivity with a closer Socio-Cultural linkages is the key.



Software Connectivity = Another Important Challenge

- Untapped international trade and investment potential caused by the remained non-utilized trade agreements as well as hidden Non-Tariff Measures.
- Exchange rate volatilities as well as the lack of banking and financial services in the areas also big challenges for trade and investment.
- Seamless institution/software connectivity especially on TFs (such as customs clearance procedure, immigration procedure, standard and commencement, etc) and the creation of more appropriate business environment are most required to unlock these potential.

Trade Facilitations: TF

- Thailand marks the highest number of NTM measures in the ASEAN Community.
- Thailand's NTMs cover all imported items. The numbers for both the simple average and weighted average methods of calculation for NTM Import Coverage Ratios stand at 100%.
- Thai NTMs are most frequently employed by the Ministry of Public Health, Ministry of Agriculture and Cooperatives, Ministry of Industry, and Ministry of Commerce, respectively.
- NTMs are most frequently used on food stuffs, vegetable products, and animal products .

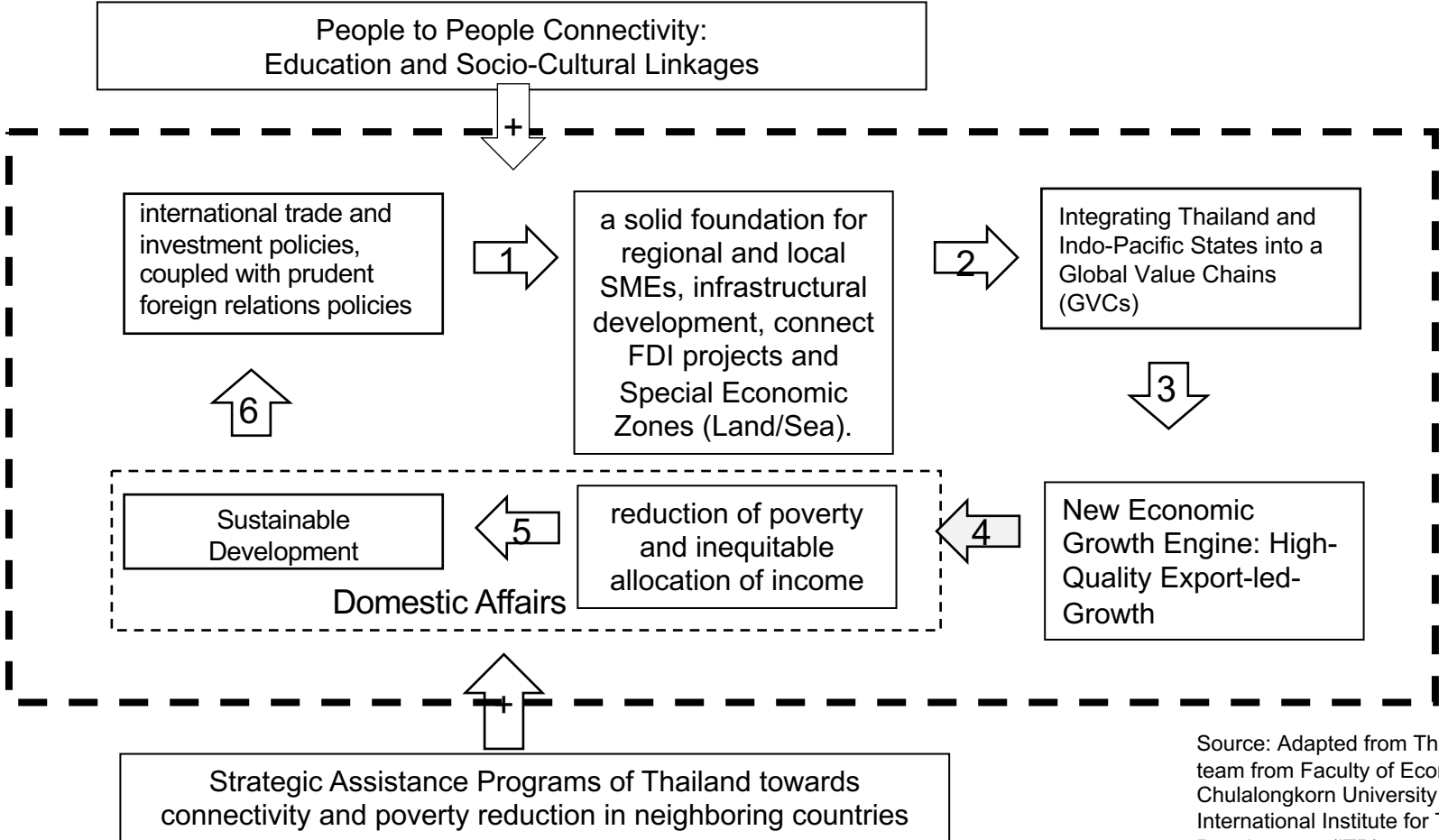
Table 2.3. NTMs by Type and by Country in ASEAN, 2015

Country	Total (number)	SPS (%)	TBT (%)	Export-related Measures (%)	Others (%)
Brunei Darussalam	516	31	56	9	4
Cambodia	243	15	50	29	7
Indonesia	638	20	51	12	18
Lao PDR	301	13	30	27	30
Malaysia	713	36	47	10	7
Myanmar	172	44	24	20	12
Philippines	854	27	42	17	13
Singapore	529	24	59	9	7
Thailand	1630	48	34	8	9
Viet Nam	379	37	37	17	8
Total/average	5,975	29	43	16	12

ASEAN = Association of Southeast Asian Nations; Lao PDR = Lao People's Democratic Republic; NTM = non-tariff measure; SPS = sanitary and phytosanitary; TBT = technical barriers to trade.

Source: Authors' calculation based on the 2015 ASEAN-ERIA-UNCTAD Database.

Diagram I: Interlinkages between International Trade to a Sustainable Development



Source: Adapted from The Research team from Faculty of Economics, Chulalongkorn University and International Institute for Trade and Development (ITD)

Joint Development Agreement: JDA

- Narrow Definition of JDA: Mainly focus on Gas & Oil Exploration and Utilization. Temporary arrangement by nature.
- Legal Perspective: UNCLOS Article 74.3, 83.3, 142
- Broader Definition:
 - Join Development Agreements in additional to a boundary line (Australia-Papua New Guinea, China-Vietnam)
 - Join Development Agreements in an absence of boundary line (Australia-Indonesia, Cambodia-Thailand, Cambodia-Vietnam, Malaysia-Thailand, Malaysia-Vietnam, Joint Fishing Zone in East Asia)



Provisions of JDA

- Creation of a Joint Development Zone
- Identifications of Resources: Fishery, Tourism, Logistics, Environment, Water and Waste Management, etc.
- State Intervention and Creation of Joint Entities: either central government or local government or PPP with SPV
- Revenue Sharing and Management of Natural Resources
- Access to Operations
- Financial Terms and Taxation of Offshore Activities
- Employment and Training of Personnel
- Health and Safety
- Prevention of Pollution and Protection of Marine Environment
- Safeguard of Third Party Rights
- Unitization and Natural Resources Clauses
- With/Without Prejudice Clauses
- Applicable Law and Settlement of Disputes
- Entry into Force and Duration

Environmental (Curses of Natural Resources), Human Security and Sustainable Development as a Driving Force of Cooperation

Fishery and Tourism Cooperation as a Starting Point
Overfishing, IUU, Sustainable Tourism

UNCLOS (Article 122, 123) as a Framework for Ocean Good Governance

Transformation of Ways of Thinking as a Foundation to Lead Policy and Research Direction

Piti Srisangnam, PhD

- Director for Academic Affairs, ASEAN Studies Center, Chulalongkorn University
- Assistant Professor, Faculty of Economics, Chulalongkorn University
- piti.s@g.chula.edu, +66814443944

- Dr. Piti Srisangnam holds a Ph.D. degree in Economics from the University of Melbourne (Australia), and an M.A. degree in International Economics and Finance from Chulalongkorn University (Thailand). He has been teaching International Economics and Microeconomics for bachelor and master degree students at Chulalongkorn University since 2002.
- He has been Deputy Director for Academic Affairs of the Centre for European Studies from 2010 to 2012 and Deputy Director for Academic Affairs on the ASEAN Studies Center in 2012, both at Chulalongkorn University, before he became Director of the Center in 2013.
- He has published several papers in journals, e.g. on the economic development in Southeast Asia, on trade in services among ASEAN member states, on regional economic integration of ASEAN and of the European Union, and on the economic reform and SME development in Thailand.
- Apart from academic works, he also hosts 3 ASEAN related radio programs and manages Japanese Restaurants “Sachinomi” at Central Plaza Rama 3 in downtown Bangkok.



References

- Allison T. (2001). Myanmar shows India the road to Southeast Asia, Asia Times, 21 Feb 2001. Retrieved at <http://www.atimes.com/reports/CB21Ai01.html#top5>
- Bhatia, Rajiv. (2015). India--Myanmar Relations: Changing Contours. Routledge, pp:10
- Chaturvedi, Medha. "Indian Migrants in Myanmar: Emerging Trends and Challenges." Ministry of Overseas Indian Affairs. New Delhi, pp: 11. Retrieved at <https://www.mea.gov.in/images/pdf/Indian-Migrants-Myanmar.pdf>
- Bhaumik Subir (2007) Explaining India's silence over Burma. BBC News, Calcutta, 26 September 2007. Retrieved at http://news.bbc.co.uk/1/hi/world/south_asia/7013975.stm.
- Economist Intelligence Unit (2012). Myanmar: White elephant or new tiger economy? The Economist Intelligence Report. April. 2012. Retrieved at https://www.eiu.com/public/topical_report.aspx?campaignid=Myanmar12
- Economist Intelligence Unit (2014). Still Making it: An Analysis of manufacturing labour costs in China. The Economist Intelligence Report. 2014, pp:6. Retrieved at https://www.eiu.com/public/topical_report.aspx?campaignid=ChinaManufacturing
- Egreteau, Renaud. "Burmese Tango: Indian and Chinese games and gains in Burma (Myanmar) since 1988." Emerging China: prospects for partnership in Asia (2012). PP:271.
- Embassy of India, Bangkok. Retrieved at <http://www.indianembassy.in.th/pages.php?id=123>
- Erlanger S. (1988) Years of Isolation Produced Intensely Poor Nation, New York Times, 24 July 1988. Retrieved at <http://www.nytimes.com/1988/07/24/world/years-of-isolation-produced-intensely-poor-nation.html>
- Hindu Business Line (2004). India Thailand sign pact for Early Harvest Scheme, The Hindu Business Line, dated 31 August 2004. Retrieved at <http://www.thehindubusinessline.com/2004/08/31/stories/2004083102860600.htm>
- Hussain, Zakir. Historical background of Indians in Thailand. 1982, p:60.
- Kondapi, C. Indians Overseas: A guide to source materials in the India Office Records for the study of Indian emigration, 1830-1950, pp: 20. Retrieved at <https://www.bl.uk/reshelp/pdfs/indiansoverseas.pdf>
- Masali, Anupama Devendrakumar (2016). "Intra-Industry Trade in Manufacturing Supply Chain: An Empirical Assessment of the India-ASEAN Case." International Journal of Supply Chain Management 5, no. 2 (2016), p:30.

References

- Muqbil Imtiaz, 2012. Exclusive: The Challenge of Changing India's Image in Thailand. Renuka Narayanan, the First Director of India Cultural Centre in Thailand, 2010-2012. <https://www.travel-impact-newswire.com/2012/09/exclusive-tackling-the-challenge-of-changing-indias-image-in-thailand/>
- Myint-U, Thant., 2011, Where China meets India: Burma and the new crossroads of Asia. Macmillan, pp: 27
- Poolthupya, Srisurang. (2008) "Indians in Thailand." In *Rising India and Indian Communities in East Asia*. Eds. Kesavapany, K., Mani, A., Ramasamy, P. Singapore: Institute of Southeast Asian Studies, 2008, p:676
- Shanmugan, P. "An Early Tamil Brahmi Inscription from Thailand." *Journal of the Epigraphical Society of India* 22 (1996), p: 101.
- Skilling, Peter. (2011) "Buddhism and the Circulation of Ritual in Early Peninsular Southeast Asia." In *Early interactions between South and Southeast Asia: reflections on cross-cultural exchange*, edited by Manguin, Pierre-Yves, A. Mani, and Geoff Wade, Vol. 2. Singapore: Institute of Southeast Asian Studies, 2011, p:317-380.
- Srisangnam P. and Sermcheep S. (2011) *Geographical Simulation Analysis for ASEAN, China and India Case Study on Logistic Enhancement in Thailand. The Japan External Trade Organization (JETRO)*.
- Srisangnam P. (2013) *ASEAN-India Strategic Partnership: Socio-Cultural and Development Cooperation*. In: *Dynamics of ASEAN-India Strategic Partnership. Proceedings of the Second Round Table on ASEAN-India Network of Think-Tanks (AINTT)*. 10 September 2013. Vientiane, Lao PDR http://www.ris.org.in/images/RIS_images/pdf/2nd%20AINTT%20Proceedings-complete-web.pdf
- Srisangnam P., Charoenseang J., Traiwittayangoon P. and Boonkerd K., 2016. "Trade and investment opportunities under the Thai-India Free Trade Agreement and ASEAN-India: A Case Study of Uttar Pradesh", *International Institute for Trade and Development, Bangkok, Thailand*. (in Thai)
- Thongkhohal Haokip, "India's Look East Policy: Its Evolution and Approach," *South Asian Survey*, Vol. 18, No. 2 (September 2011), pp. 239-257
- Vitayakul T., 2016, "ON KHAEK AND CULTURE". <http://www.bangkok101.com/on-khaek-and-culture/>

References

- Khurana, Gurpreet S. , (2007) 'Security of Sea Lines: Prospects for India-Japan Cooperation', Strategic Analysis, Volume 31, No. 1, p.139 – 153
- "Confluence of the Two Seas", Speech by H.E. Mr. Shinzo Abe, Prime Minister of Japan at the Parliament of the Republic of India, August 22, 2007, Ministry of Foreign Affairs (MOFA) of Japan website, at <http://www.mofa.go.jp/region/asia-paci/pmv0708/speech-2.html>
- David Scott (2012) "India and the Allure of the 'Indo-Pacific'", International Studies, 49(3&4), p.1-24, Sage Publications, London
- 'Defending Australia and its National Interests', Defence White Paper 2013, Department of Defence, Australian Government, May 13
- *David Brewster. "Dividing Lines: Evolving Mental Maps of the Bay of Bengal. Retrieved 21 September 2014"*
- Donna Miles, 'Locklear Calls for Indo-Asia-Pacific Cooperation', US Department of Defence News, 8 Feb 2013, at <http://www.defense.gov/news/newsarticle.aspx?id=119243>, Retrieved 16 May 2015
- [http://mea.gov.in/bilateral-documents.htm?dtl/28560/United States and India Prosperity Through Partnership](http://mea.gov.in/bilateral-documents.htm?dtl/28560/United_States_and_India_Prosperty_Through_Partnership)
- กรมเจรจาการค้าระหว่างประเทศ กระทรวงพาณิชย์, ความตกลงการค้าเสรีไทย-อินเดีย ก้าวแรกของการเปิดการค้าเสรี (2004)
- กรมเจรจาการค้าระหว่างประเทศ กระทรวงพาณิชย์, สรุปสาระสำคัญข้อตกลงการค้าเสรีอาเซียน-อินเดีย (2008)
- กรมเจรจาการค้าระหว่างประเทศ กระทรวงพาณิชย์, ความตกลงการค้าเสรีอาเซียน-อินเดีย (2014) ISBN 978-616-7722-29-0
- ความตกลงการค้าเสรีอาเซียน-อินเดีย, ศูนย์ข้อมูลข่าวสารอาเซียน <http://www.asean thai.net/asean-knowledge-detail.php?id=1311>.
- <Http://www.thaifta.com>
- <Http://www.thaiembassy.org>

