

***International Development in the Greater Mekong Sub-Region (GMS) and Its  
Impact on East West Economic Corridor (EWEC)***

Pittaya Suvakunta, Thammasat University, Thailand

The Asian Conference on Asian Studies 2015  
Official Conference Proceedings

**Abstract**

Following the post-Cold War era in 1992, when the Mekong region countries, established an Asian Development Bank (ADB) for the development of their economies, societies and cultures. One of the projects, in the Mekong region The development of East-West Economic Corridor (EWEC) linking with Vietnam, Laos, Thailand and Myanmar, for the purpose of trade, investment and tourism by linking the Pacific Oceans and Indian Oceans. This article attempts to tentatively answer which stakeholder countries will gain and which impacts from the EWEC, will act to strengthen the relationship of the countries on mainland Southeast Asia, which is consistent and linked to cooperation in the GMS and ASEAN Economic Community (AEC) as well as the countries in the GMS as a base for manufacturing, marketing and logistics for the Important Geo-Economics in Southeast Asia.

Keywords: International Development, the Greater Mekong Sub-region (GMS), Impact, East West Economic Corridor (EWEC)

**iafor**

The International Academic Forum

[www.iafor.org](http://www.iafor.org)

## **Introduction**

The International Development country in the Mekong region in the post-Cold War established cooperation throughout the Greater Mekong Sub-region (GMS) on 1992. With assistance from Asian Development Bank (ADB) to create unity, stability and prosperity of the countries in GMS. (<http://www.adb.org/countries/gms/main>) Including economic, social and cultural potential to GMS countries in the regional competition, both as the country's manufacturing base and market distribution of the region. (<http://adb.org/sites/default/files/pub/2010/gms-action-plan-east-west.pdf>) and the development of the Greater Mekong Subregion, Ministerial Meeting of GMS 8<sup>th</sup>, 1998 in Manila. Have imposed economic corridor is divided into 3 main. (1) East-west Economic Corridor (EWEC) (2) North South Economic Corridor (NSEC) and (3) Southern Economic Corridor (SEC). (ADB,2010)

A key turning point was to determine the structure of the East West Economic Corridor (EWEC) which links the area from Vietnam through the Laos Bridge, the Second Thai–Lao Friendship Bridge (Mukdahan-Savannakhet) into Thailand, Friendship bridge Thailand - Burma and the Burmese. Also known as a route between the Pacific and Indian Oceans. The total distance of 1,450 kilometers, to serve geographic relationships of mainland Southeast Asia. (Wiemer, C. 2009)

This article on International Development in the GMS and its impact on EWEC hopes to answer that question. Why is the international development in GMS along the EWEC and such developments affecting the EWEC area including the international development in the sub-Mekong region within the framework of the ASEAN Economic Community in 2015, ([www.mfa.go.th/internet/document/740.doc](http://www.mfa.go.th/internet/document/740.doc)) to contribute to the economic liberalization of Myanmar, Thailand, Laos and Vietnam, aiming to promote the development of equality among the countries along the EWEC in the future.

## **Framework for International Development in GMS on the EWEC**

International Development along the EWEC will cover four countries, including Myanmar, Thailand, Laos and Vietnam. The goals of the EWEC are (1) to enhance connectivity of the corridor areas by reducing cross-border transactions and transportation costs; (2) to increase competitiveness through economies of scale offered by cross-border investments that based on value-adding processes and take advantage of the comparative advantages of different areas within the corridor; (3) to empower the private sector by promoting joint financial, technological, marketing, production, and other collaborations in the EWEC areas; and (4) to reduce poverty, support development of rural and border areas, and increase the earnings and provide employment to the low-income groups. (ADB,2010)

The Flagship Projects: There are 12 flagship projects classified under two broad categories of transport and other infrastructure, and managed under various forums or working groups:

A. Core Transport (1) East–West Transport Corridor (2) Water transport development (3) Railway development (4) Air transport development (5) Cross-border facilitation in the movement of people and goods (6) Human resource development for the transport sector

B. Other Infrastructure (1) Development of electric power grid (2) Promotion of regional energy cooperation arrangements (3) Telecommunications backbone development (4) Tourism development (5) Economic corridor initiatives (6) Initiatives of the Ministry of Economy, Trade and Industry (ASEAN–METI), Economic and Industrial Cooperation Committee (AMEICC), and Working Groups on West–East Corridor Development

The path along the EWEC have linked the cities of Mawlamyine-Myawaddy (Myanmar) Mae Sot-Phitsanulok-Khon Kaen-Kalasin-Mukdahan (Thailand) Savannakhet- Dansavanh (Lao People's Democratic Republic)-Lao Bao-Dong Ha-Hue-Da Nang (Viet Nam) a crossing point three points (1) the border: Myawaddy, Myanmar (Burma) - Mae Sot (Thailand) (2) crossing point Mukdahan (Thailand) - Savannakhet (Laos) and (3) the border Dansavanh (Laos) - Lao Bao (Vietnam).



Figure 1 East–West Economic Corridor Nodes

The link between GMS countries along the EWEC areas that focus on the availability of routes. Associated with infrastructure improvements, such as Thai-Burmese Friendship Bridge, Thailand - Laos Friendship Bridge, And the border with Laos – Vietnam, to save time, reduce risk, cost, support trade and employment of people in the area. (ADB,2010) The point at Mawlamyine in Myanmar to the west and Danang in Vietnam to the east in both cities, there is a major port. Mawlamyine port, Dawei port, and Danang port. Which in affect link the Indian Ocean and the Pacific Ocean.

### **Relationship between countries on the EWEC**

Myanmar, Thailand, Laos and Vietnam had a relationship for a long time. Sometimes there is a close relationship. But sometimes there are relationships that are far apart. Which is the result of political and economic development, and each country has a different political system, economic development model, and the level of development. Meanwhile, there is a point in the development along the EWEC, which is one of 12 projects developed with high priority (Flagship Programs) (ASEAN Office, 2007) to develop infrastructure to facilitate trade and investment, Tourism Promotion and is considered one of the nine economic corridor (Economic Corridors) within the framework of cooperation GMS. (<http://www.mfa.go.th/business/1092.php>.)

The geographic area of the EWEC has underlined the road cut through the middle of the GMS and the transition from the Transport Corridor Economic Corridor by adding to a plan to expand cooperation for more coverage, and facilitation of trade and transport. (Banomyong, R. 2010) Investment in EWEC prepared in the form of special economic zones, to encourage private sector participation in the development

of agriculture and agribusiness, Energy development and telecommunications Support the tourism sector, transportation and infrastructure construction and so on.

The countries on the EWEC have created special economic zones, (Ishida, M. 2008, and ITD, 2010) Special Economic Border Zones, economic zones and estates as follows:

Myanmar: Myawaddy Special Economic Zones was trading leverage the ASEAN Economic Community (AEC), which is opposite to Mae Sot, Tak Province, (<http://www.gotomanager.com/news/details.aspx?id=86735>.) supported by the Industrial Estate Authority of Thailand, Assisted by Exports of goods and design center. Myawaddy special economic zones have unlimited cheap labor in Myanmar, and a source of electrical power from Mae Sot. (Due to power shortages Myanmar) and also look forward to the textile industry from Thailand's Mae Sot relocated to Myanmar. So as to attract migrant workers from Myanmar to Thailand to work on it, however, the development of special economic zone has not progressed as much.

Thailand: Mae Sot Special Economic Zones, Mae Sot District, Tak Province, which lies west of Thailand to Myanmar, Policies of the government of Thailand to serve as a base for manufacturing and exports, such as textiles, ceramics and furniture, etc. In connection with the Myawaddy special economic zone, this features a twin city border trade. This work has been supported by the Department of Economic Affairs, Foreign Ministry, And the Industrial Estate Authority of Thailand. We have studied the possibility to set up Logistics, Small and Medium Enterprise (SME). Including the development of the Mukdahan special economic zones, which is attached to the Lao PDR., by focusing on the Agricultural processing, Production appliances, Parts, motorcycle, and agricultural tools, as a production base for exports to Laos and Vietnam.

The development of industrial estates in Thailand. The Thai government has invested in infrastructure development in Mae Sot, Tak province, and Mukdahan province. The development of special economic zones to link neighboring countries and is the gateway to trade with Myanmar, Laos and Vietnam. By Friendship Bridge Thailand - Lao 2 is driven to invest in industrial estates, and the establishment of distribution centers. And the establishment of distribution centers is assigned to the manufacturing and processing of agricultural products including rubber industrial targets (with the manufacture of latex, smoked rubber sheet, and processing of rubber products), ethanol (with sugar can bagasse from sugar residue to produce ethanol for export), and an area to gather, and distribution of products such as agricultural goods and industrial goods.

Laos PDR.: Savannakhet special economic zone, The Lao government has created Savan-Seno Special Economic Zone (SASEZ), Total area is 3, the first county near the Friendship Bridge Thailand - Lao 2 will focus on service businesses such as hotels, restaurants and casinos. The company's Thai Airport Ground Services (TAGS) joint venture 70 percent of the remaining 30 percent is invested by the government of Laos. The second area is focused on transportation, a joint venture between Japan, Laos, and Thailand, and is the third area of the industrial estate, to base the production exported to the country on the Mekong region. (<http://www.thailog.org/en/journals-and-articles/1867--east-west-economic-corridor-ewec--.html>)

Lao government to focus on developing areas of the country due to EWEC “Land Lock” is “Land Link” by pushing the development of special economic zones in Savannakhet area. The approved benefits to investors, but it still lacks an investor to participate in the construction and development costs. They have not yet developed the necessary infrastructure for investment. The government promotes projects such as construction and extraction of natural resources and so on.

Vietnam: The Vietnamese government has set up the Lao Bao special economic zone (LBEZ) along with developing infrastructure and providing benefits. The incentives for foreign investors interested in investing, Danang Industrial Zone (DIZ), and Industrial Zone, (A joint venture between the private estates, and Vietnam). Situated on the border of Lao Bao and Dong Ha. These estates were built to capitalize on the area EWEC. And to accelerate the development of the industrial possibilities, and Danang harbor, Investors from Thailand invest in Super Horse, cold beverages and manufacturing automotive components. Encouraging factories in Vietnam to enter the market, have deployed a promotional tour to interest businesses in Hue, which is a World Heritage historic.

Encouraging cooperation between countries in the GMS has helped economic development throughout the EWEC to proceed quickly facilitating trade, investment, development and energy sources. The growth of tourism, Human Resource Development, and environment protection. This is expected to help increase their chances for growth in employment, quality of life improvement and to reduce poverty of the local people in the surrounding area.

### **Impact on EWEC under AEC**

International Development in the GMS has built roads and other transportation facilities, trade, and investment on EWEC to help alleviate poverty. (<http://www.dtn.moc.go.th/>) The company hopes to expand opportunities for people to access employment, Markets, and creating opportunities for people to earn more, whether in manufacturing or entering into labor contracts. However, our survey found that no information has shown clearly that facilities that are created have contributed significantly to reach their workplace, and commercial markets, or contribute to poverty reduction. It also does not appear to be the educated of the population in the affected areas of economic opportunity took the opportunity to use it as an escape from poverty, which is the hope of the EWEC in any way. (A report for consideration by Greater Mekong Sub-region's 15th Ministerial Meeting June 19, 2009 Cha-Am, Thailand)

Impact on the social and cultural development is being watched by The Asian Development Bank (ADB) as a leader in the development of the Mekong to specify that, "Poorest countries will benefit most from the linkage path EWEC" because of the passage of goods and services. So that, in fact to have more impact, there are differences that occur between those investors who receive benefits. With a poor country is not very useful. Negatively impact on the borders factors more on doing business illegally. Environmental problems, transnational crimes are all factors of which can have an impact on urban EWEC mostly.

The roads are good at keeping in touch through traditional transport methods. Causing changes in all aspects of people effected, both positive and negative. In addition, the

road has increased commercial activity, and more frequent trips. The negative effects include eating and leisure pursuits, they progress to a level that creates problems, the smuggling, human trafficking, and prostitution. Which is the counterpart to the development of the tourism industry, and the impact on the health and social system.

ADB study found a direct link between economic development and expansion of disease problems. Especially HIV / AIDS in the action plan of the EWEC is planning a campaign to educate local people about the outbreak of cross-border travel. A report on a study of 2008 people living in the EWEC in Laos and Vietnam, found that 59 percent of the Lao People's recognized and were aware of the outbreak. But consider them more vulnerable to disease, While 41 percent understand that the risk of sexually transmitted diseases, and other digestive disorders. The people in Vietnam, 51 percent agreed that they have the right to travel across the country even if they are infected. The local people were given information about the disease as well. Resources partly from the media and local health center EWEC. (<http://www.indochinapublishing.com/research/pdf/eastwes.pdf>)

The aim is to reduce the disparity between the levels of development of the country along the EWEC and to support the development of rural and border areas. By increasing employment and generating revenue for the low-income group. And focused on the migration of people along the EWEC especially along the border to help rural people, the various tribes, and give women the opportunity to work with the channel. Also receive social assistance, by increasing knowledge and access to social services, such as depictions of acquired immunodeficiency syndrome (HIV / AIDS) in the area of transportation along the EWEC prevention and treatment of infectious diseases in the community at risk, improving health-oriented environment, and reducing the number of diseases. In addition to a include the conservation of natural resources and the awareness of the environment.

The Bank of Thailand (BOT) has analyzed the strengths, weaknesses, opportunities and threats to the development of the Mekong and the impact the project area EWEC follows. (<https://www.bot.or.th/>)

Strengths: (causing spatial development, The Special Economic Zone, and industrial estates, the development of roads to link the Mekong region, and improving the quality of life of the population.)

Weaknesses: (degradation of natural resources, the flow of migrants, the spread of communicable diseases, Illegal trade, the imbalance of income, and poverty).

Opportunities: (Economic Development, increasing trade, and investment activities, the employment increase, and Tourism)

Threats: (political posts, creating balance in the distribution of income, spread prosperity, and development are equally)

The foundation of international development on the EWEC, contributing to economic growth, the government of Myanmar, Thailand, Laos and Vietnam, the four countries of policy cooperation and trust each other to develop. Meanwhile, there are powers outside the region, such as Japan and China are also helping to develop. Either in the form of loans, the grant of aid to the development and training of personnel, in order to stimulate the growth both social and economic.

Support the development of the community and the city on the EWEC. The goal of the project is Economic growth of the area, the development of public transport as well as infrastructure such as roads, electricity, and water supply and so on. Which have a beneficial effect on the quality of life of people in the urban and the rural. Along the route from the coast of Vietnam, Rural areas in Laos, Central Thailand, and the Myanmar border, with the growth of the manufacturing sector, according to the trade along the trade route, and the establishment of economic zones along the EWEC, and also the expansion of urban areas. Especially, in Vietnam such as Hue, Da Nang and Dong Ha, As a result, the movement of manpower, workers into the region's economy while traveling across the border along the EWEC, make it easy and quickly. After the development of transportation facilities, the development of transport and regulations relating to cross border.

International development has led to the development of economic, social and cultural communities, and cities Along the EWEC. When developing rapidly creeping into the community and the city. Would be directly affected, by the economic development that is not entailing an imbalance in the distribution of population in the area, Because the area that EWEC cuts through does not have the population of the 4 countries in balance, Partly because the incoming stakeholder interests or economic opportunity that arises is the major powers from outside the region or transnational. This makes the benefits often fall to the rest of the region over the community.

While, economic liberalization under the AEC (2015), causing an influx of people from rural to urban areas or the economy. So Thus, a shortage of labor in the countryside, And followed by social issues, such as the expansion of transnational crime, The spread of communicable diseases, or social problems Considered one of the countries in the GMS has lost to swap with the discourse on "development" that is important to many countries and the focus should turn to realize. With the goal of economic development to the quality of life of people in the GMS, while also need to review how the development is proceeding may not be the way of the development of GMS people in need.

### **Analyze the impact of international development on the EWEC**

International Development in the GMS and the east - west economic corridor (EWEC) has analyzed the impact of the GMS, both in terms of economic and social benefits to the community on the EWEC to contribute to the development community on the EWEC, (ITD, 2010) as follows:

#### **Myanmar**

Myawaddy province, the establishment of the Myawaddy special economic zones. (Industrial estates, Distribution center, and tax-free) for development along the EWEC, with the development of the road construction Mae Sot - Myawaddy - foothills Tenasserim (0-18 km), Thailand a grant to create a path Mae Sot - Myawaddy a distance of 18 kilometers of the Road Construction foothills Tanintharyi - Gore's record distance of 40 kilometers. Which is still limited in transportation, can travel daily by switching on a single channel. Due to the narrow road and the traffic is not convenient enough. Then enter the town drunk Mawlamyine. This remains a problem in the construction and financing of the operation. The attitude of foreigners to stay to support the project, Myanmar's internal political problems, and minorities in

Myanmar. It could not be linked to the Indian Ocean truly. While deepwater Dawei, which is far from the harbor to the south Mawlamyine about 300 kilometers, which is linked to Europe, Africa, Middle East and South Asia. (<http://www.logisticsdigest.com/artical/logistics-insight/item/4285-dawei-port.html>.)

#### Thailand

Tak: Consider the EWEC Tak area to the west end of the Port Mawlamyine. Which is not yet fully developed as the eastern end of the Danang harbor. (Ishida, M. ,2008) Economic activities need to be considered in conjunction with the airing of Myawaddy in Myanmar. The Myawaddy border has launched a special economic zone that is connected to a special economic zone in Mae Sot. The economic activities in line with the market based on border trade, and growth of an industrial area, the use of foreign workers, the natural and cultural tourism as a supplement. There are tourists traveling to Thailand in Myanmar through border Mae Sot - Myawaddy. And Friendship Bridge Thailand – Burma, Has increased, but there are limitations such as transport, regulations crossings, relations between Thailand – Burma, and unrest in Myanmar.

Phitsanulok and Khon Kaen: Which is a province in Thailand on EWEC border area. Phitsanulok has a geographical advantage. Since Phitsanulok is located on the intersection between the EWEC, a "bridge economy" (Land Bridge). Linking the east to the Pacific Ocean countries such as Japan, Korea, and China to the Western Hemisphere, the Indian Ocean to the Gulf of Martaban in Myanmar, cut the North-South Economic Corridor (NSEC), which links China, Laos, Myanmar, Thailand into Malaysia and Singapore. Makes Phitsanulok well known as that "Intersection of Indochina" to a central link of economic relations with its neighbors. Khon Kaen is a center for education which can support the education of students in the neighboring countries of Laos and Vietnam has potential educational financial benefits.

Mukdahan: As a gateway between Thailand, Lao and Vietnam, economic activity that occurs on the border between Thailand and Lao PDR., Laos and Vietnam over the west coast of Thailand and Myanmar. By a group of investors of Thailand, started to invest in Lao PDR, and travel between the three countries, mostly to overnight stays in Mukdahan to await the opening of border checkpoints across Thailand - Lao PDR. Laos. In the morning, through the Road Savannakhet City to Da Nang, Vietnam. The publicity tour is 1 day, eat 3 meals in 3 countries there is breakfast at Thailand. Lunch at the Lao PDR.. Vietnam and dinner The Friendship Bridge Thailand - Lao 2 legalized growth, and in line with the growth of Vietnam's economy.

The effects of the EWEC areas in Thailand, border provinces are affected differently than other areas, Due to migration from neighboring countries into trade unions in Tak and Mukdahan. Which are both legal and illegal. It also contributes to the impact on the social and cultural issues, such as, illegal migrants, the spread of drugs in the community, and human trafficking, as well as, the relationship between local people and migrants, such as including labor relations between capitalists and workers, the security and safety standards for Phitsanulok and Khon Kaen, social and cultural issues there are not many. This is because the provinces have no real close neighbors, so there is no problem with immigrants, Illegal immigration, and drug problems like Mae Sot, or Mukdahan province.

#### Laos



Savannakhet: Found that there were people who came in the province of Savannakhet area added to the tour, and do business. It is known that the EWEC a result, many travelers coming through the Savannakhet area, travel to Vietnam. These travelers have little opportunity to spend time in the province Savannakhet area, to shop or eat because attractions are few in Savannakhet area tourists are not much of an economic influence. Most tourists who cometake a walk around the town, the old buildings built since it was a colony of France, temples, and The Dinosaur Museum. There is also cultural tourism (local food, and ethnicity) tourism and natural history such as Ho Chi Minh trail.

Social impact varies on the project area, The EWEC area has resulted in Savannakhet I field a city; Multicultural Villagers lose arable land, and lifestyle of ethnic groups. It also has educational exchanges. The Lao people are leaving to study in neighboring countries. In addition, the area EWEC is beneficial to agriculture in terms of the commitment (Contract Farming) of Laos. Resulted in the migration of people coming into the concession area for planting crops, Investment, and moving freely within the AEC which foreign investment, has caused problems such as environmental issues, Contaminants from mining, and the reduction of forest areas. This has a direct impact on the living conditions of people in the area.

#### Vietnam

Vietnam is a country that is along the EWEC has seen a positive impact on the trail more than any other country. As can be seen from the number of foreign tourists increased dramatically after extending along the EWEC, There is also a source of economic EWEC conveyor inputs of Vietnam, copper and wood from Laos. However, Vietnam still can't fully benefit from such a path. Due to the path that is not in good repair, limiting the speed limit on a journey in Vietnam.

The effects of the AEC per province in Vietnam along the EWEC is found to have encouraged investors from ASEAN member countries, to invest in Lao Bao Special Economic Zone, Quang Chi, Hue, and urban / industrial area in the city of Da Nang. The form of investment in each area may be different. The goods will be sent out to the members of ASEAN, Due to the elimination of barriers of trade, tax and non-tax. Meanwhile, it will have to compete in the offering up of the production of the member countries of ASEAN.

Considering the special economic zone of the 4 countries along the EWEC is a Myawaddy special economic zone in Myanmar, Mea Sot Special Economic Zone and Mukdahan special economic zones (Thailand), Savan Seno Special Economic Zone (PDR. Laos), and Lao Bao Special Economic Zone (Vietnam), the Lao Bao Special Economic Zone, There seems to be a breakthrough in the economy over the next 4 because of its proximity to the port of Danang. It is an opportunity to transport goods to East Asia. For Savan Seno Special Economic Zone, although investors will ship along Route 2 is exported to the Laem Chabang port of Thailand, and the port of Da Nang in Vietnam. But the investment is still insufficient due to lack of infrastructure and skilled workforce. And in parts of Myanmar has set up a Myawaddy special economic zone and investors from Thailand to increase investment in the area.

International Development in the GMS has guided the views and ideas of development cooperation, and liberalization under the AEC to link GMS countries in which the benefits of economic development to meet the needs of people and a lot of interest, and causing economic cooperation, Political cooperation, and Foreign Policy.

The use of the EWEC area while continuing the game of GMS countries to focus on development assistance, the economic incentives, Human Resource Development, and cultural exchanges, etc.

### **Conclusion**

International Development, Thailand, Myanmar, Laos and Vietnam, previously had a relationship of economic, social and cultural, even in the post-Cold War conflicts and different political ideologies. The usurpation of some natural resources, but it is an area with a high economic potential. If the partnership will be beneficial to the country on the path of the four countries of the EWEC production, utilization of mineral resources, energy, trade, investment, and tourism and so on.

From the development of international transport, to link roads to the economy of the region (GMS) as a hub of continental Southeast Asia, Linked to the Pacific and Indian Oceans. Consistent with the framework for cooperation in the GMS, ASEAN Economics Community, and expanded trade opportunities, and investment between all that will lead to economic liberalization between ASEAN and China, South Korea and Japan (ASEAN + 3).

Meanwhile, the cooperation in economic development on the EWEC is something that many countries would like to contribute to. Raising the level of economic development of the country, creating income and wealth, and the quality of life of the nation. Meanwhile, it is undeniable that the negative impact of social and cultural, changes in the way of life of individuals, communities, such as the disparity of development, Illicit Trafficking Migrants, Human trafficking, and environmental issues, including the inability to tackle poverty. However, countries in the GMS have a chance or hope that the development of the country. To avoid negative impact protection than it is as well to take advantage of investment and development related to technology. The Strategic Review Measures taken to Along with creating a surveillance system that was more closely in the future.

## References

ASEAN Office, Department of Foreign Trade, (2007), "Economic Corridor and economically important routes in the Greater Mekong Subregion (GMS)", October, <http://logistics.dpim.go.th/webdatas./articles/ArticleFile1653.pdf> (Retrieved May 2, 2015)

Asian Development Bank, (2010), "Strategy and action plan for the Greater Mekong Subregion East–West Economic Corridor", Mandaluyong City, Philippines: Asian Development Bank.

Banomyong, R. (2010), "Benchmarking Economic Corridors logistics performance: a GMS border crossing observation", International Network of Customs Universities, World Customs Journal, Volume 4, Number 1, March pp. 29-38

Development of economic cooperation in the Greater Mekong Subregion (GMS) <http://www.mfa.go.th/business/1092.php>. (Retrieved May 2, 2015)

"Dawei Port, the trade routes of the New World", 25 May 2010.

<http://www.logisticsdigest.com/artical/logistics-insight/item/4285-dawei-port.html>. (Retrieved May 2, 2015)

"East West Economic Corridor: Strategy and Action Plan", A report for consideration by Greater Mekong Sub-region's 15<sup>th</sup> Ministerial Meeting June 19, 2009 Cha-Am, Thailand, p.60.

Institute of the International Trade for Trade and Development (ITD) (2010), Research project, "Analysis of the effects arising from the establishment of the ASEAN Economic Corridor East – West", Bangkok, Thailand.

Ishida, M. (2008), "GMS Economic Cooperation and Its Impact on CLMV Development", in Sotharith, C. (ed.), Development Strategy for CLMV in the Age of Economic Integration, ERIA Research Project Report 2007-4, Chiba: IDE-JETRO, pp.115-140.

Masami Ishida, (2009), "Special Economic Zones and Economic Corridors", ERIA Discussion Paper Series, pp. 1-24.

"Mae Sod is changing", Magazine, 360 May 2010, <http://www.gotomanager.com/news/details.aspx?id=86735>. (Retrieved May 2, 2015)

Wiemer, C. (2009), "Economic Corridors for the Greater Mekong Subregion", EAI Background Brief No. 497, 19 September.

Website:

<http://www.adb.org/countries/gms/main> (Retrieved May 2, 2015)

<http://www.thailog.org/en/journals-and-articles/1867--east-west-economic-corridor-ewec--.html> (Retrieved May 2, 2015)

<http://www.dtn.moc.go.th/> (Retrieved May 2, 2015)

[www.mfa.go.th/internet/document/740.doc](http://www.mfa.go.th/internet/document/740.doc) (Retrieved May 2, 2015)

<http://www.indochinapublishing.com/research/pdf/eastwes.pdf> (Retrieved May 2, 2015)

<https://www.bot.or.th> (Retrieved May 2, 2015)

<http://adb.org/sites/default/files/pub/2010/gms-action-plan-east-west.pdf>

<http://www.mfa.go.th/business/1092.php>. (Retrieved May 2, 2015)

**Email address:** [pittaya.lin@gmail.com](mailto:pittaya.lin@gmail.com)