Essay on July 22th 2019

CLMVT has contributed to the large part of ASEAN economy, 28.04% of the total Asean's GDP. With the large availability of labour, 132.48 million labour force, CLMVT has become a strong force in driving the Asean economy to its greatness. These countries rely heavily on the foreign direct investment (FDI) to accelerate their economy. For instance, South Korea is the largest investor in Myanmar, accounted for 48% of the country FDI. South Korean companies invested in raw materials and transportation. It can be seen that such a developed country like South Korea utilised their resources advantage from Myanmar to facilitate a growing natural-resources-reliance technology— smartphones, smart televisions, and so forth.

The trend of FDI in Asean countries has changed as the time and level of development shifted towards a technological-integrated economy. Instead of inserting money into the economy, the becoming-number-one-economy, China, has invested drastically in connecting countries with its establishment of the Belt and Road initiative. It will create a trade route from Europe, China and Asean countries with its high-speed railway. Personally, I'm convinced that a literal connection will not only provide economic prosperity for the countries that the rail passed, but also the opportunity to trade with one of the largest economies in the world, EU community. For certainty, a more connection will enhance the wellbeing of the developing economy in Asean dramatically. Especially, for countries whose connection with China is already established. Despite the convenience of Belt and Road initiative, Asean itself must be well-prepared for the inevitable development. The logistics aspect in countries that is lacking in the infrastructure should step up their efforts.

Essay on July 23rd 2019

Myanmar, a country with a long history and a friendly neighbour of Thailand. The country are ruled in parliamentary government where military sector has a voice on which president is to be elected. Despite, the very-similiar-to-socialist government, Myanmar has accepted more and more of the female members into their male-dominated cabinet. In 2009, the proportion of female senators is only slightly above 4% . On the contrary, in the 2015 election, the number of senators in the cabinet accounted for 13%, in the range of 6 years difference. Personally, I'm convinced that electing a personale representing the citizens doesn't have to reserved for one-sex only. The capability and ability should be analysed at its face-value, not sexes. Myanmar has done extraordinarily well in open up their cabinet to accept more of female senators representing the voice of its citizens.

Economically, the country has a decently high GDP for a few years straight. While, its private consumption has remained unchanged, the military spending is one of the highest among its neighbours. It can be seen that the military control over the country has a valid reason for private investors to invest in Myanmar. Foreign Direct Investment (FDI) of Myanmar never has been a straight line; the FDI of Myanmar shows a drastic level of uncertainty in its economy. In my opinion, this can be changed by the government. As of 2019, many economic reforms has incentivised many investors to situated and invested their production and capital in Myanmar. On the contrary, If they desired to boost their economy forwards, the military involvement and spending shall be cut, and returning the voice to its people. With its abundance in natural resources, Myanmar can grow at a faster pace just like Vietnam did.

Essay on July 25th 2019

Asean through the integration and border trade sprung interest among the Asean members.

In particular, the Asean Economic Community (AEC) has many areas to be understood.

There are five fields of products traded among AEC : Goods, Services, Investment, Labour and Capital. The areas that interested my curiosity is goods. Firstly, despite the efforts to eliminate the tariffs between AEC countries, the non-tariff barriers remain a hurdle— quota for example. It can be interpreted as a work in progress. Most goods are traded internationally where goods demanded in Vietnam being transported from Thailand through the border of Thailand and Laos then eventually reach Vietnam. The Asean peninsula allowed the interconnected trading route to facilitate consumers from AEC, but those geographically impediment countries like Indonesia and Brunei faces a massive logistics cost. Not only that, but also the money transfer between border endure a financial barricade. In my opinion, governments in AEC shall seriously resolve this unresolved issue by negotiation. Especially, the countries that frequently traded like Thailand and Vietnam should utilised the fintech to facilitate its people in trading cross border.

China, the prosperous and eye-catching economy, has experienced a dramatic history of repression of its citizens. From the country of the worst man made famine in history, to the world's leading economy. With technology like cashless payment, 5G, and logistics, expansion is the only option for China to grow sustainably. With in Belt and Road Initiative (BRI), having Thailand representing as a hub of SEA will facilitate all goods flows from AEC to as far as Europe. In my opinion, this will definitely post advantageous for AEC. Not only, the goods produced will be transported easily, the labours and tourists flowing will be at unprecedented.

Essay on July 26th 2019

Urbanization have proven to be effective ways to allow the increment of the standards of living of the population to happen. Business entities, government institutes, and well money to be made. Most of the sectors available in the urban area are mostly services sectors and tertiary sectors selling finished goods produced in the outer-urban area. Many countries in CLMV have been facing an increasing rate of urbanization. Doi Mei revolution in Vietnam has led the citizens of Vietnam to be far wealth off due to the free-market-based socialist system; FDI sprung as well as the business entities requiring numerous workers for a newly opening roles. This certainly attracts people to move into the city, but this surely come with the cost. Countries in CLMV facing this unprecedented migrating rate of workers in rural areas into the city without properly organised rules or residents. In my opinion, spreading the development to various port cities or perhaps big city could ensure the evaluated equality among few difference cities. This is because the decentralisation has proven effective in manufactured betterment for people in port cities like Manchester in the United Kingdom.

Moreover, the infrastructure cost could be understood as obstacles for developing nations. Mostly mountainous areas, Laos PDR is one particular example of difficult-reaching roads and transportation into highland. However, the figurative barricade could be viewed as blockage, for Laos to sustainably grow into forerunner emerging countries like Thailand, the emphasis on the government budget should be aimed at providing adequate infrastructure for its people. Accessible to the basics needs rurally, the migration could be mitigated. The rural city could then develop itself into a big city that attracting other rural-city-workers as well.