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“Tourism Cooperation of BCIM Countries give Awareness about Education & Good Lifestyle”

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ABSTRACT

With the deepening of economic cooperation between Bangladesh, China, India and Myanmar, the level of tourism cooperation in the region is gradually improving. In order to further build a regional tourism community in the post-epidemic era, it is necessary to make a global and holistic analysis of the spatial layout of tourism in the region. Combining the perspectives of geographical space, economic drive and social mobility, this paper puts forward that tourism resources, tourism industry, the development degree of tourist destinations and tourist sources are the four core elements that affect the spatial layout of regional tourism. Based on this, the overall spatial layout of tourism cooperation between Bangladesh, China, India and Myanmar is constructed from the micro and macro levels, namely, the micro layout with urban units as the core and the macro system with inter-city networks as the center. By 2020, the micro-layout of the four regions is as follows: the dispersed structure of Yunnan Province, China, centered on central Yunnan (Kunming-Yuxi), northwest Yunnan (Tengchong-Dali-Lijiang-Shangri-La) and south Yunnan (Jinghong-Mengla); The northeast of India has Kolkata as the main core, and Gaya in Bihar and Guwahati in Assam as the sub-core. Bangladesh's dual-core structure centered on the capital Dhaka and Chittagong; Myanmar's axis structure with "Yangon-Mandalay" as the core axis. The micro layout centered on urban unit provides the basic unit for the macro system at the regional level, which makes the tourism spatial layout of Bangladesh, China, India and Myanmar show the following characteristics: two mature tourism interactive networks, India-Bangladesh and China-Myanmar, are the central circle, and several secondary tourism interactive spaces, such as China, India, China, Bangladesh and India and Myanmar, are its organic components and important supplements. Finally, this paper also provides policy suggestions for optimizing the spatial layout of Bangladesh-China-India-Myanmar tourism cooperation from the perspectives of security governance, facilities upgrading and China-India cooperation.

Introduction

Tourism spatial layout is a topic related to geographical space. This paper mainly discusses the macroscopic differentiation pattern and microscopic distribution pattern of tourist destinations in geographical space. Intuitively, the spatial layout of tourism involves two key words: tourism and spatial layout. Tourism itself is a concept with many directions that can't be understood separately (tourism as an action or tourism as an abstract concept), and it must be linked with related concepts to accurately locate it. This paper mainly uses the term "tourism" to refer to a series of concepts including tourist destination, tourism industry and tourists, rather than the behavior or action of "tourism". "Spatial layout" can be clearly defined as geographical distribution pattern, which can be understood from the geographical spatial structure, that is, the combination or coupling relationship of related elements in a specific region (Jicheng, Hui, Chenghu, & shan, 2000). Therefore, the "tourism spatial layout" has both the geographical attributes of exploring the geographical pattern and the economic and social attributes of the relationship among tourist destinations, tourism industries and tourists. In this sense, the connotation of "tourism spatial layout" also indicates the main factors that affect the spatial layout of tourism, namely, tourism resources based on the perspective of geographical space, the development degree of tourism industry and tourism destination from the perspective of economic drive, and the tourist source factors that reflect the perspective of social mobility.

Related factors affecting the spatial layout of tourism

Tourism resources and tourism spatial layout

"Tourism resources" is an academic term originated in Chinese academic circles, and its counterpart in foreign academic circles is "tourist attraction". At present, the academic circles think that the common feature of both of them is to refer to tourist activities that are attractive to tourists,

such as natural scenic spots, cultural attractions, theme parks and so on (Jufeng, & Xinhui, 2014). Essentially, the academic circles pay more attention to the geographical attributes of this concept, which can be subdivided into natural tourism resources and humanistic tourism resources. Tourism resources, as the geographical objects of tourism activities, are indispensable elements of tourism activities. Without tourism resources, tourism activities will lose their objects. Current research has shown that tourism resources and their attraction play a fundamental role in shaping the spatial layout of tourism (Stéphanie, Virginie, Francis, & Jean-Marc, 2016).

The most attractive tourism resources will reshape the regional tourism spatial layout

When a certain tourism resource in the region reaches the optimal level due to the scarcity, popularity, service ability and other indicators, it will become the most attractive tourism resource in the region. At this time, the spatial Polarization Effect comes into play. This tourism resource will gather the surrounding social resources such as capital, talents and tourists in the tourism location, so as to maintain and expand its attraction. However, due to the wide audience and wide influence, the tourism carrying capacity of the original region has been unable to adapt to the rapid development of tourism resources, so it is necessary to re-plan the regional space and layout. This role is often marked by the expansion or transformation of the space where the tourism resources are located to the periphery. Bevilacqua, & Casti, (1989) geographers of the University of Padova, Italy, took Veneto in the northeast of Italy as an example to analyze how tourism resources shape the spatial layout of tourism in this area. In Veneto, the main tourist resources are the coast (Adriatic coast, Garda lake coast), mountains and rivers (Cadore mountains, Ampezano region and Aziago plateau), historical and cultural centers (Verona, Vicenza, Padua and Venice) and geothermal (hot spring resorts in Abano, Monte Groto and Recoro). Among them, the sunny,

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comfortable and pleasant coast is the most attractive tourist attraction for foreign and surrounding tourists, with nearly 20 million tourists every year. In order to expand the coastal influence, the coastal landscape of northeast Italy developed along the coastline in a strip shape. At the same time, in order to increase the tourist space, many reclamation activities were carried out in the coastal areas, which further extended the tourist space to the ocean area (Bevilacqua, & Casti, 1989). The original land tourism space centered on the coastal coast in the Weito area has developed into an amphibious spatial pattern of organic combination of land and sea under the impetus of coastal resources.

The differentiated characteristics of tourism resources make the spatial structure of regional tourism show obvious hierarchical distribution

The role of the most attractive tourism resources in space is mostly limited to the surrounding areas of the resources. From the perspective of the whole region, the differentiated tourism attraction generated by different tourism resources will form a distinct and polarized tourism spatial structure, which is also the most important way for tourism resources to shape the spatial layout of tourism. At the same time, influenced by the terrain conditions, location distribution, attraction level and other factors of different regional tourism resources, the regional tourism space with hierarchical distribution will further show a differentiated spatial distribution pattern, among which the main distribution types are aggregation, dispersion and uniformity. Taking the spatial distribution of China's A-level tourism resources as an example, A-level tourism resources are first influenced by China's three-level topography, which forms the hierarchical characteristics of increasing tourism resources step by step in the three-level ladder, with more in the east and less in the west. Among them, the number of tourism resources in the third step in the east is much larger than that in the first and second steps, and nearly half of the tourism resources in the

third step in the east are distributed around coastal plains and low hills below 500 meters above sea level. Therefore, the overall spatial layout of China's A-level tourism resources is decentralized, as is the first and second level, while the spatial layout inside the third level ladder in the east is aggregated. Secondly, the A-level tourism resources are evenly and symmetrically distributed around the major rivers (Zhu, Hong, & Xiaoliang, 2008). As a great river civilization developed from the Yellow River and the Yangtze River, ancient China attached great importance to rivers and regarded them as the birthplace of civilization, so the spatial distribution of a considerable number of tourism resources with historical and cultural heritage was closely related to rivers. For example, on both sides of Songhua River in Heilongjiang Province, on both sides of the middle and upper reaches of the Yellow River passing through Qinghai, Gansu and Shaanxi, and on both sides of the Pearl River flowing from Yunnan to Guangdong, there are approximately equal number of tourism resources, while on both ends of the "cross-shaped" region formed by the combination of the vertical range of the Beijing-Hangzhou Grand Canal starting from "Beijing-Hangzhou" and the horizontal range of the middle and lower reaches of the Yellow River starting from "Zhengzhou-Dongying", nearly a quarter of Class A tourism resources are also evenly distributed. Worldwide, the spatial layout of tourism is also affected by tourism resources and shows hierarchical characteristics. In Belgrade, the capital of Serbia, its tourism spatial layout is characterized by concentrated center and scattered surroundings, because the main tourism resource of this city is the historical and cultural landscape near the city center (Sanja, & Radmila, 2021).

The tourism space and its layout structure change with the historical changes of tourism resources

Tourism resources are not fixed, and its connotation may change dynamically. This fundamentally depends on the development of

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society and the change of human cognition (Guoliang, & Yang, 2002). With the development of society, human activities are constantly expanding, and the transformation of the objective world by human beings is becoming more and more in-depth. When some geographical spaces which were not originally tourism resources are attractive and become the objects of activities, they may be considered as having tourism value by human beings, and then transform into tourism resources. For example, in the primary stage of social development level, it is generally considered that natural tourism landscapes far away from cities and towns, such as mountains, rivers, dense forests, etc., are the main tourism resources. With the improvement of social development level and the expansion of human activities, rural idyllic scenery, the characteristics and customs of ethnic minorities, and commercial streets in the city center are all recognized as tourism resources with tourism value, especially humanistic tourism resources with cultural elements are becoming more and more popular in more developed areas. In addition, the unique characteristics of some regions due to special changes will also be accepted by human beings and given their tourism value. Ruhr-gebiet, the former German heavy industry base, has become a popular “industrial wind” tourist attraction after transformation, which is a typical case (Sonja et al., 2014). Similarly, there are “Motor City” in Detroit, USA, “War memory” tourism development in Hiroshima and Nagasaki, Japan, and “Disaster style” landscape in Chernobyl, Ukraine, etc. Therefore, the spatial layout of tourism in a certain region has also changed due to the historical changes of tourism resources, and its trend is often from the early scattered point-like spatial layout based on natural tourism resources to the central agglomeration and surrounding scattered spatial layout with both natural and cultural tourism resources as the supplement.

The tourism industry and tourism spatial layout

Tourism industry is based on the economic perspective to analyze the related factors that affect the spatial layout of tourism. The geographical distribution and development level of its components, such as accommodation industry, catering industry, travel agency industry, leisure and entertainment industry, will have a direct impact on the spatial layout of tourism. The tourism industry developed on the basis of tourism resources largely determines the audience range and influence radius of tourism resources. If there is a lack of high-level tourism industry, even if the basic conditions of tourism resources are superior, their radiation range will be very limited, while other tourism resources with insufficient basic conditions may exert agglomeration benefits and replace the original tourism center. This makes the spatial pattern of tourism in a certain region shift to the center and change the hierarchical structure. As far as the degree of influence is concerned, the geographical distribution and development level of tourism industry are the two most important factors.

The geographical distribution of tourism industry will have a fundamental impact on the spatial layout of regional tourism.

The geographical distribution of tourism industry is similar to that of tourism resources, both of which make the spatial layout of tourism show hierarchical characteristics on the premise of changing tourism attraction. For example, as one of the important pillars of tourism, the tourism accommodation industry influences the spatial layout of tourism through site selection. Joel, & Heather, (1990). Of the University of Toront and Heather A. Haveman of Cornell University analyzed the location strategy of Manhattan Hotel Industry and its influence on tourist space. They pointed out that the hotel’s two site selection strategies to avoid excessive competition or enhance agglomeration effect not only had a direct impact on the hotel management, but also

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indirectly affected the regional tourism spatial layout by leading the distribution of the accommodation industry. The first strategy is to stay away from the more mature areas of tourism and accommodation, but to open up markets in less competitive areas. This will provide high-quality accommodation services for the previously uncompetitive tourist destinations and help to form a decentralized tourism spatial layout. The second strategy is to build more hotels in the mature areas of its industry, enhance the agglomeration effect of its own industry and maintain the market share. This will further strengthen the uneven distribution of resources in tourism space and enlarge the gap of tourism levels (Joel, & Heather, 1990). Douglas, (1978). Pearce of the University of Canterbury investigated the relationship between the geographical distribution of leisure and entertainment industry and the spatial pattern of tourism from the perspective of tourism product supply. By investigating the industrial structure and geographical distribution of newly developed tourist resorts in France, he believes that the reason for the rapid development of emerging tourist resorts lies in the fact that the French government pays attention to the provision of leisure and entertainment industries and facilities in tourist resorts, such as the establishment of various boating facilities in coastal areas and the active development of skiing and skating industries in snow mountain resorts (Douglas, 1978). The leisure and entertainment industry has greatly enriched tourism activities, so that emerging tourist resorts do not need to go through a long period of development and accumulation, and thus can quickly become a new pole in the tourism spatial pattern.

The development level of tourism industry determines the gathering center of regional tourism spatial layout.

The development level of tourism industry is related to its service level, popularity, innovation ability, sustainability and other indicators, while

the role of tourism industry development level in tourism spatial layout is closely related to economic theory. The tourism industry with a higher level of development can give full play to its own advantages, accumulate favorable conditions and enhance the attraction of tourist destinations, thus making it an important pole in the spatial layout of tourism. Once there is a development gap, the tourism industry with insufficient economic benefits will be affected by the market mechanism, and it will be difficult to give full play to its own advantages due to the loss of market attraction, which will reduce the attraction of surrounding tourist destinations and affect its position in the spatial pattern of tourism. Ainhoa, & Isabel, (2006) of the Universidad Public University in Navarra, Spain, and Isabel Gutierrez of the Universidad Carlos III de Madrid demonstrated the influence of the development level of Spanish tourism industry on the spatial layout of Spanish tourism. They measure the development level of the tourism industry from the development scale, agglomeration degree and local economic level of the tourism industry, and find that the distribution of the tourism industry in different regions is not balanced, and the tourism industries with higher development level and larger development scale are more concentrated in coastal areas and around big cities such as Madrid and Barcelona, which is basically consistent with the agglomeration center of Spain's tourism spatial layout (Ainhoa, & Isabel, 2006). In addition, in 1960s, under Franco's dictatorship, Spain's tourism industry continued to slump, and its spatial layout of tourism also showed the structural characteristics of no center. The high consistency of the two spatial layouts also proved the positive correlation between the development level of tourism industry and the spatial layout of tourism (Joan, & Turismo, 1974). Wilbur Chung, Arturs Kalnins and others analyzed the effect of tourism industry development level on tourism spatial layout from the perspective of tourism accommodation industry agglomeration degree.

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They think that in the tourist destinations where large hotels and small hotel chains gather, the tourism and accommodation industry is superior to other regions in service level and innovation ability due to industrial agglomeration effect and competition effect, which promotes the promotion of the service popularity of the tourist destination and further makes it a center in the tourism spatial layout (Wilbur, & Arturs, 2001).

The degree of development of tourist destinations and the spatial layout of tourism

Tourism resources and tourism industry do not operate in a vacuum but need to rely on a specific social environment to play its role. The development degree of tourist destination focuses on this. Instead of discussing the elements that have direct interaction with tourism activities, such as tourism resources and tourism industry, it turns to the socio-economic development environment behind the location of tourism resources and tourism industry to explore the influence of socio-economic development degree on the spatial layout of tourism. On the whole, there is a close positive correlation between the development level of tourist destinations and the degree of tourism spatial agglomeration, that is, the higher the development level of tourist destinations, the higher the level of tourism spatial hierarchy, the more obvious the polarization degree and agglomeration effect, and on the contrary, it is at the bottom of the tourism spatial structure, located at the edge of the spatial layout, with obvious dispersion.

The relationship between tourism development degree and tourism spatial layout is the most significant in China's tourism spatial pattern, because China has divided more than 9,800 A-level tourist attractions into five grades according to the natural conditions, service level, facilities level and other indicators. By observing the geographical distribution of five grades of tourist attractions and the socio-economic development of their places, we can intuitively analyze the relationship between tourism

development degree and tourism spatial layout. At present, the research shows that the A-level tourist attractions are mainly concentrated in the economically developed areas of China, such as the eastern coastal areas and the surrounding areas of the central and western capital cities. The A-level tourist attractions in these areas account for about one third of the total number of tourist attractions in China. Among them, in the spatial pattern of tourism, the ultra-high-density gathering areas (that is, the number of tourist attractions is more than 100) are mainly distributed at the border between Jiangsu, Zhejiang and Shanghai in the center of Beijing, the high-density gathering areas (that is, the number of tourist attractions in the range of 70-100) are mainly distributed in the western part of Shanghai, the central and southern parts of Jiangsu Province and the northeast of Zhejiang Province, and the low-density areas (that is, the number of tourist attractions in the range of 20-40) are mostly distributed in the western and northwest parts of China. Secondly, the aggregation degree of A-level tourist attractions is also closely related to the convenience of large-scale urban agglomerations and transportation infrastructure. Large urban agglomerations such as Beijing-Tianjin-Hebei, Yangtze River Delta and tourist attractions in areas with more convenient transportation infrastructure such as Hong Kong, Zhuhai and Macao have long occupied the central position in China's tourism spatial pattern (Ting, Lu, & Zhi-Zhong, 2020). Some studies have also analyzed the relationship between the development degree of tourist destinations and the spatial layout of tourism from the perspective of the geographical layout of transportation infrastructure, because the distribution of transportation infrastructure can also intuitively reflect the development level of specific regions. (Javier, 2001) took the geographical pattern of Madrid-Barcelona-France border high-speed railway as an example to evaluate the influence of high-speed railway on the regional tourism spatial pattern of Europe, France

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and Spain. From the perspective of the spatial layout of tourism at the European level, the new railway line connects the main cities in Spain with the heart of Europe, so that the former can be integrated into the regions with a higher level of development in Europe, which can promote the development of tourism in Spain, and then change the center-periphery pattern with France, Germany and Italy as the center and the Iberian Peninsula and Eastern Europe as the periphery to a certain extent. From the perspective of tourism spatial layout at the national level, more developed transportation facilities will further promote the flow of regional capital, talents and resources, and those big cities located at the nodes of the transportation network will gain greater advantages, which will further aggravate the tourism level gap between Spain and France, and the polarization effect will also be enhanced (Javier, 2001).

Tourist source and spatial layout of tourism

Tourist source refers to the tourist actors that the tourist destination can attract, and it mainly influences the spatial layout of tourism by the regional sources of the tourist actors. The regional sources of tourist destinations can be divided into three types: centralized or single, balanced and pluralistic. Their effects on the spatial layout of tourism are not static, but there are time differences. When the source of tourists is relatively single, it will enhance the influence of tourist destinations in the spatial pattern in the short term, but in the long-term development, the single structure will be more susceptible to other factors and reduce the stability of the travel rate, thus affecting the position of tourist destinations in the spatial pattern. However, the multi-structure of tourist sources also has the problem of insufficient stability. Because the tourist sources are too scattered, long-term and stable tourism benefits cannot be formed. Only a more balanced source structure can promote the stable development of tourist destinations. For example, Nanyu et al. demonstrated the importance of stable tourist

source by analyzing the dynamic tourist market in Gansu, Shaanxi, Xinjiang, Qinghai and northwest Ningxia. Among the regional sources of tourist sources, tourists from Japan, Europe and the United States account for about one third of the tourist market. Although this relatively concentrated tourist market structure has promoted the tourist attraction of northwest China in a short period of time, it is easily influenced by the political relations and economic activities of the tourist countries. When Sino-Japanese relations cool down and European and American economies continue to decline, there is a risk of losing international customers in northwest China (Yu, & Yang Yong-chun, 2011). Other researchers also selected Guilin and Xinjiang Autonomous Region as cases to analyze the influence of their international and domestic tourist structure on the spatial layout of tourism (Ma, Mulan, & Robert, 2012). Generally speaking, although the tourist source is not the decisive factor affecting the spatial layout of tourism in a specific region, the analysis of the tourist source structure is helpful for us to construct a more reasonable spatial pattern of tourism from a dynamic perspective.

Spatial Layout of Tourism Cooperation among BCIM Countries

Since the "Kunming Initiative" and the construction of BCIM Economic Corridor for more than ten years, the level of tourism cooperation among Bangladesh, China, India and Myanmar has been developing continuously, the tourism cooperation relationship has become increasingly close, and the circulation of tourism products has become more rapid. This promoted the BCIM Cooperation Zone to initially form a tourism cooperation pattern with Bangladesh, Yunnan Province of China, northeast India and Myanmar as its core.

At present, there are several types of specific descriptions of tourism spatial layout in academic circles: First, the spatial layout based on the overall system perspective. Glenn, & Edward, (1997). believe that the spatial pattern of tourism

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refers to the relationship and combination of tourism resources, tourism industry and other factors in a specific space, and its system consists of nodes (tourist attractions), channels (traffic routes) and regions (administrative regions) (Glenn, & Edward, 1997). Liu Mingjian and Huang Meng also pointed out the node and channel factors in the system, and added the "network" factors of the mutual positional relationship among the individual components in the region and the "system" of comprehensive resources, markets, policies, economy, environment and other elements (Liu, & Meng, 2005). Second, the spatial layout based on the perspective of internal structure. Douglas, (1987). Pearce believes that a country's tourism spatial layout can be divided into three levels according to its scale: local level, regional level and national level. (Douglas, 1987), Dianne, (1999) further subdivided the internal structure of regional spatial layout into single node form, chain node form and multi-node form according to the size and change of attraction and influence range of tourist destinations (Dianne, 1999). Third, spatial layout based on micro-perspective. Some scholars take specific areas such as cities and rural areas as research objects, and explore the main components and various forms of regional internal spatial layout. Wu Chengzhao pointed out that sightseeing spots, theme parks, tourist traffic lines and tourist distribution centers in urban tourism are the constituent units of urban tourism spatial layout. According to the number and geographical distribution of constituent units, urban tourism spatial layout can be divided into five categories: single-core mode, multi-core mode, ribbon mode, network mode and combination mode (Chengzhao & Wu, 2005).

Based on the current academic research, this part analyzes the overall spatial layout of tourism cooperation between Bangladesh, China, India and Myanmar from micro and macro levels: micro layout with urban units as the core and macro system with intercity networks as the center.

Specifically, from the perspective of geographical spatial distribution, the two levels are the hierarchical composition of "point-line-surface"; From the perspective of structure, the two levels are also the mutual relationship between "unit" and "system". At the same time, each level is influenced by tourism resources, tourism industry (including tourism accommodation industry, leisure and entertainment industry, tourism retail industry, etc. development degree of tourist destination (composed of economic development level, transportation infrastructure, etc.), source of tourist sources and other factors, and it will show a differentiated sub-spatial layout.

Micro-layout of tourism cooperation: urban unit and its pattern

Cities are the most attractive centers of tourism in BCIM Tourism Cooperation Zone. They are not only the core of tourism agglomeration effect within each country, but also the main nodes of regional tourism cooperation, tourism transportation and interactive network. In order to have a comprehensive and multi-level perspective on the spatial layout of tourism cooperation between Bangladesh, China, India and Myanmar, it is necessary to first clarify the spatial layout of tourism within each cooperation country and analyze the status of urban units and their tourism advantages as micro and basic components of the BCIM tourism cooperation zone.

Tourism spatial layout and urban units in Yunnan Province, China

Yunnan Province is the core province that deeply participates in BCIM cooperation zone, and many tourist cities in Yunnan Province are the basic units of BCIM tourism cooperation circle. According to the latest Catalogue of Grade A Tourist Attractions in Yunnan Province (as of May 2021) and Statistical Yearbook of Yunnan Province (2020) published by Yunnan Provincial Department of Culture and Tourism, there are 426 national Grade A tourist attractions in Yunnan Province, including 9 Grade A scenic spots, 114

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Grade 4A scenic spots, 218 Grade 3A scenic spots, 73 Grade 2A scenic spots and 12 Grade 1A scenic spots. The specific distribution of each city is as follows:

According to the number distribution of A-level scenic spots in various cities of Yunnan Province, Baoshan, Wenshan, Honghe, Kunming, Yuxi and other cities in central China have more tourism resources. The spatial layout of tourism in Yunnan Province presents the following characteristics:

First, the tourism space is distributed as a whole, and there is agglomeration effect in some areas. Judging from the number of scenic spots above 3A level, their geographical distribution is quite uneven. There are quite a number of scenic spots in northwest Yunnan with Baoshan-Dali as the core, central Yunnan with Kunming-Yuxi as the core and southeast Yunnan with Wenshan-Honghe as the core. Among them, Kunming and Lijiang are the most scenic spots in 5A level, and Honghe is the most scenic spot in 4A level, which is geographically scattered around. At the same time, in the direction of northwest Yunnan and central Yunnan, a gathering area with the central city as the node has been formed. For example, among the 79 scenic spots in Baoshan City, one third of the scenic spots are located in Tengchong, a historical and cultural border city bordering Myanmar, and one half of the scenic spots in Dali Prefecture are concentrated in Dali and its surrounding areas. Kunming and Yuxi, which are located in central Yunnan, also have the characteristics of small-scale central agglomeration.

Secondly, the central pole of tourism spatial distribution is northwest Yunnan, and the geographical distribution is influenced by multiple factors. Combining the number distribution of scenic spots above Grade A in various cities of Yunnan Province (Table 1) with the development of tourism in various cities of Yunnan Province (Table 2), we can find that the central pole of tourism spatial distribution in Yunnan Province is

not affected by a single factor, and the cities with the most tourism resources are not necessarily the areas with the highest economic development level and tourism development level at the same time. For example, in Lijiang, where the level of economic development is not prominent, although it occupies two 5A-level tourist attractions, its tourism resources are not rich. However, this does not affect Lijiang's attraction to a large number of tourists at home and abroad, which is largely due to the historical and cultural attraction of Lijiang. Old Town of Lijiang in Lijiang City was listed as a World Cultural Heritage by UNESCO in 1997. This area is also the meeting point and cultural melting pot of Tibetan, Han, Bai and Naxi cultures. World-renowned popularity and splendid history and culture make Lijiang a central pole of northwest Yunnan and even the whole Bangladesh-China-Myanmar cooperation zone (Rose, 2017). This is especially true in Diqing Tibetan Autonomous Prefecture, where the number of scenic spots is equal to that of Lijiang, and the level of tourism income is much lower than that of Lijiang, but it ranks fourth in the province in terms of accepting overseas tourists, which can only be explained that Diqing has Shangri-La, the seat of 5A scenic spots no less than Old Town of Lijiang. In Kunming, the provincial capital, its position as the center of tourism space is influenced by the level of economic development and tourism resources. In addition, there are airports in several areas with great tourist attraction in Yunnan Province, and the aviation industry is relatively developed. By 2014, there were 12 civil aviation airports in Yunnan, with an airport density of 3.0/100,000 square kilometers, which was significantly higher than the national level of 1.9/100,000 square kilometers (Haiyun, et al, 2017). These airports are located in Kunming, Lijiang, Dali, Shangri-La, Tengchong and other tourist center cities, which play an important role in promoting the tourism development of cities. Based on this, the center of spatial distribution of tourism in Yunnan Province is greatly influenced

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by the level of tourism resources, the development level of tourism industry, tourism attraction, historical and cultural accumulation and other factors, forming urban units centered on Kunming, Lijiang, Dali, Shangri-La and Tengchong. The spatial layout of urban units is also decentralized, which are distributed in central Yunnan (Kunming-Yuxi), northwest Yunnan (Tengchong-Dali-Lijiang-Shangri-La) and south Yunnan (Jinghong-Mengla), but they also gather in northwest Yunnan.

The spatial layout of tourism in Northeast India and its urban units

The Indian part of the BCIM Tourism Cooperation Zone is centered on the northeast of India. This paper specifically discusses Assam, Nagaland, Meghalaya, yabang, Manipur, Mizoram, Tripura, West Bengal and Sikkim. According to "india tourism Data (2020)" released by Tourism Bureau of India, the situation of domestic and foreign tourists in the tourism industry of northeast India in 2019 is as follows:

According to the situation of domestic and foreign tourists in the tourism industry of northeast India in 2019, West Bengal, Bihar, Jharkhand in the east and Tripura in the east have great advantages in attracting overseas tourists. At the same time, combined with the distribution of world heritage sites in northeast India, there are three world cultural heritages in this region: Maha Bodhi Temple Complex at Bodhgaya in Bihar and Nalanda Mahavihara in West Bengal, and the mountain railways of India; Three world natural heritages: Kaziranga National Park in Assam and Manas Wildlife Sanctuary, Sundarbans National Park in West Bengal, and a cultural and natural dual heritage: gangtok National Park in Sikkim. Based on this, its tourism spatial layout has the following characteristics:

First, the agglomeration effect of tourism space is remarkable, showing the uneven distribution of dense in the west and sparse in the east. This is closely related to the relatively high level of economic development and tourism

development in the eastern region. Kolkata, the third largest city in India in East West Bengal, was once the capital of British India. At the same time, it has the main international airport in the region. Its economy and transportation level are among the top in India, and its tourist attraction and influence are enormous. Bihar, on the other hand, has the world-famous Buddhist holy place Bodhgaya and the Buddhist University Nalanda Temple, which is closely related to the development of Buddhism in Yunnan and Buddhists in history, and its profound history and culture is an important factor for its great tourist attraction (Geary, & David, 2008). In contrast, although Assam in the west has two natural heritages, the first one is limited by the level of transportation and tourism services, and its tourism attraction needs to be improved, so its agglomeration ability in spatial layout is weak.

Secondly, the center pole of tourism spatial distribution is Kolkata, the eastern city, with Gaya in Bihar and Guwahati in Assam as sub-cores. Northeast India has a complex terrain, and the transportation industry has become an important factor to communicate with the outside world, so the central pole is also closely related to the development of transportation. As the estuary of the Ganges Delta, Calcutta not only has relatively developed shipping and transportation, but also has complete transportation such as sea transportation and railway transportation. It is not only the largest seaport in eastern India, but also the estuary of landlocked countries Nepal and Bhutan. Kolkata has developed into the world heritage tourist routes such as Sundelburns National Park (the world's largest mangrove landscape) and Indian mountain railway (Das, & Sudipta, 2014). As the transportation center of BCIM tourism cooperation zone, it plays an increasingly significant role. Gaja in Bihar and Guwahati in Assam both have international airports to Myanmar and Nepal. Guwahati is also the largest railway hub in northeast India, with direct trains to Kolkata and Bangalore. Both of

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them are rich in world tourism resources and important tourist transit stations connecting China, Myanmar, Bangladesh and India (Debashis, et al., 2019).

The spatial layout of tourism in Bangladesh and its urban units

As the transit point of China Unicom India and Myanmar, Bangladesh is the southern hub of BCIM Tourism Cooperation Zone. Tourism is one of the fastest growing industries in Bangladesh. This industry has achieved sustained economic growth in the past five years and made significant contributions to Bangladesh's GDP (Shelamony, 2020). From 2016 to 2019, the number of tourists in Bangladesh showed a positive growth trend. According to World Bank data, in 2014, the number of inbound tourists was 134,000. By 2020, it is expected to receive 360,000 tourists, while the actual number of tourists will be 168,000. Although the growth rate slowed down due to the epidemic, it still has great growth potential (World Bank Data, 2021). Bangladesh is rich in natural, cultural, religious, archaeological and other tourist attractions. Combined with tourism resources and their distribution, the spatial layout of tourism in Bangladesh shows the following characteristics:

First, the spatial layout of tourism presents a dual pattern of great attraction in the south and relatively small in the north. Because it is located at the confluence of Ganges River, Jamuna River and Megner River in South Asia and in the north of Bay of Bengal, Bangladesh is rich in coastal tourism resources. Khulna, Barisal and Chattogram in the south are the main input places for overseas tourists. Khulna District is home to Historic Mosque City of Bagerhat and the Sundarbans National Park, two world heritages, accounting for two-thirds of Bangladeshi heritages, with both cultural and natural landscapes. Chattogram has a long history, developed land, sea and air transportation and extremely convenient and rich coastal natural landscape. Cox's Bazar, located in the north of Chattogram, is one of the most famous and longest natural beaches in the

world and one of the most visited attractions in Bangladesh. In northern Bangladesh, Rajshahi is the main tourist attraction, with famous Buddhist temples and archaeological sites with strong historical flavor. Among them, the Ruins of the Buddhist Vihara in Paharpur is one of the world cultural heritages. The site was built in the 8th century AD, and its influence of Mahayana Buddhist temples, religious carvings and other styles are more famous than Cambodia (Bangladesh Parjatan Corporation, 2021).

Secondly, the center pole of tourism spatial distribution forms a dual-core structure centered on the capital Dhaka and Chittagong. Dhaka is not only the capital of Bangladesh, but also one of the largest cities in South Asia. Its central agglomeration and radiation function are very strong. There are not only cultural landscapes such as Lalbagh Fort in the Mughal Empire and Ahsan Manzil in the British colonial period, but also many streets, buildings and mosques built in the 19th century, which are very historic (Dipa et al., 2017). However, due to historical development, the internal transportation system of Dhaka is relatively backward, which seriously restricts the development of its tourism industry (Robert, 2016). Therefore, Chittagong has become the first choice for overseas tourists to enter Bangladesh. Chittagong is the largest port and second largest city in Bangladesh and the center of domestic waterway transportation network. As port transportation shares part of the pressure, its transportation is relatively more convenient and developed, and Bangladesh Railway General Administration is located in Chittagong. In addition, Chittagong International Airport also has flights to Kolkata, Yangon, Bangkok and other South and Southeast Asian countries, which is one of the key transit points in BCIM Tourism Cooperation Zone. Based on this, Bangladesh's tourist city unit takes Dhaka and Chittagong as the center, and realizes the radiation effect to the surrounding areas through the complementary of tourism resources and tourism transportation.

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The spatial layout of tourism in Myanmar and its urban units

As the largest country in Indo-China Peninsula, Myanmar is the main country where BCIM Tourism Cooperation Zone is integrated into the South Asian subcontinent and radiates Indo-China Peninsula. This department selects the number of hotels and guest rooms in Myanmar cities (see Table 4) in the tourism data released by the Ministry of Tourism and Accommodation of Myanmar in 2020 as the measurement standard, so as to analyze the development of tourism and accommodation industry in Myanmar, and explore its tourism spatial layout and urban unit status.

First, Myanmar's tourism spatial layout is characterized by "center gathering-surrounding dispersion". It can be seen from the number of hotels and rooms in various cities in Myanmar that a large number of hotels have developed in Mandalay, the capital of Myanmar, and the central cities of Myanmar (Bagan, Nay Pyi Taw, Pyin Oo Lwin, Kalaw and Taunggyi), accounting for six of the top ten hotels, which shows that Myanmar's tourism and accommodation industries are mostly concentrated in the central part of the country. As a Buddhist country and the birthplace of Hinayana Buddhism in Southeast Asia, Myanmar's tourism resources are mostly related to Buddhist temples and sites, and Myanmar's domestic world cultural heritage is mainly located in the central region, such as Bedeneau (Maguire Province) and Srisatra (Bago Province) of the Pyu Ancient Cities, among which the ancient Buddhist city of Bagan is close to the capital (Myo, 2019). Therefore, the development of Myanmar's tourism industry is mostly concentrated in the central part, and the spatial layout is also centered on the Buddhist cities in the central part. Around the center, there are relatively scattered sub-center tourist destinations with their own characteristics. Due to the numerous mountainous areas in the north, the complicated ethnic situation and the perennial stronghold of the anti-government armed forces, the degree of tourism development is very low; In

the south, Yangon is the dominant city, which is related to its being the largest city in Myanmar and convenient transportation. The East and West Departments rely on unique tourism resources to attract overseas tourists. For example, in the west, Ngapali is famous for its pleasant beach scenery, and it even attracts the high-end accommodation brand [Hilton Ngapali Resort & Spa \(Mark, 2015\)](#). Nyaung Shwe in the east has rich history and culture of Shan nationality, as well as beautiful and quiet Yinlai Lake in the east of Myanmar.

Secondly, the center of Myanmar's tourism spatial distribution takes Yangon-Mandalay as the core axis. Although Myanmar's tourism resources are mainly Buddhist cities in central China, especially Mandalay, the capital, Yangon, as the largest city in Myanmar, is still the central city of Myanmar's tourism space with its development advantages. First of all, Yangon is an international seaport, connecting 12 domestic inland shipping and international shipping. It is also the main hub of national railway network and highway lines and an important transfer station for Southeast Asian airlines (Kojima et al., 2015). Yangon International Airport not only flies directly to most central cities in Asia, such as Kunming, Shanghai and Kolkata, but also to many domestic tourist destinations, such as Bagan, Mandalay and Ngapali. In addition, as the old capital of Myanmar, Yangon is also rich in tourism resources, and its Shwedagon Pagoda in Yangon complements Mandalay Mountain in Mandalay and Mahamuni Pagoda in Mandalay. Therefore, the combination of Yangon and Mandalay makes these two central cities give full play to their own advantages and agglomeration effects, and become the core cities in the south and southeast of BCIM tourism cooperation zone.

The macro layout of tourism cooperation: intercity network and regional system

Judging from the tourism resources, development degree and influence of tourism industry of the central cities in various regions, that is, the basic units of the BCIM Tourism Cooperation Zone, the central cities have the

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characteristics of radiating influence around, connecting the transportation network inside and outside, and being closely connected with other centers, etc., all of which are important prerequisites for interaction between centers. When the interaction between centers is expressed in some form, the micro-level "unit" begins to rise to the macro-level "network". Therefore, by analyzing the tourism cooperation model and transportation network based on the tourist center cities of various countries, we can basically show the overall regional pattern of tourism cooperation between Bangladesh, China, India and Myanmar.

First of all, according to the tourism data of the four countries, this department sorted out the number and proportion of tourists from Bangladesh, China, India and Myanmar among overseas tourists from various countries to analyze the tourism links among different regions. In Yunnan Province of China, compared with Southeast Asian countries, India is not the main source country, and the number of inbound tourists is only about 1% every year. Despite the lack of data from Myanmar, the number of inbound tourists from Thailand is at least 1% higher than that of India, while the number of inbound tourists from Bangladesh may be lower than that of India. This situation shows that Yunnan Province is not a major tourist destination among India, Myanmar and Bangladesh. According to Indian data, Bangladeshi tourists account for one fifth of the total number of overseas tourists, and are one of the main tourist sources in India. Since 2018, a quarter of tourists from South Asia to India have come from Bangladesh. This is closely related to the liberalization of travel arrangements signed between India and Bangladesh. Both sides have further relaxed restrictions on various types of visas, including multiple entry within five years, and the extension of short-term medical visas (Riya, & Bhumika, 2020). This shows that at the sub-regional level, India and Bangladesh have formed a very close tourism cooperation relationship. Finally, according to Myanmar data,

Chinese tourists have an absolute advantage in the total number of tourists outside Myanmar, and nearly one third of the tourists come from China, which indicates that tourism exchanges between China and Myanmar are also very frequent, but China's unilateral export is the main one.

Secondly, considering the transportation network, there is a high degree of consistency between the tourism interactive network among different regions and the tourist source countries. In Yunnan, China, Kunming has established sister city relations with Kolkata, India, Chittagong, Bangladesh, Yangon and Mandalay, Myanmar, among which the number of sister cities with Myanmar is the largest, and the transportation network is the most perfect. Not only central cities such as Kunming and Xishuangbanna have opened direct flights, but also border areas such as Baoshan and Dehong have developed several cross-border transportation lines. In 2019, in the choice of land for overseas tourists to enter Myanmar, 713,000 tourists entered through the China-Myanmar border, accounting for 29% of the total number of visitors, while only 68,000 people entered through the India-Myanmar border (Ministry of Hotel & Tourism, 2020). In Yunnan, southwest Yunnan, bordering Myanmar, Tengchong has built the Yunnan-Myanmar transportation network with 16 border passages such as the national port Monkey Bridge Port as the center, autonomy, Yunnan Beach and Danza as the axis. At the same time, Tengchong Airport will also open international flights to Yangon, Kolkata and other places, forming a land and air transportation network with Tengchong as the center and facing India, Bangladesh and other countries. Between India and Bangladesh, the two sides have not only established a more relaxed and free tourist visa relationship, but also have a port transportation network that China and Myanmar lack, and the traffic conditions are more convenient. Kolkata, the central city in northeast India, Dhaka and Chittagong, Bangladesh, are excellent seaports in South Asia with complete

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port transportation system. In addition, India and Bangladesh also share a World Natural Heritage sundarbans Park, which has a large number of mangroves, rare animals like the Royal Bengal Tiger, and various vegetation, reptiles, birds and mammals, and is of great tourism cooperation value (Abu Naser, 2013).

The overlap between the number of tourist countries and the development of regional transportation network shows that the regional tourism spatial layout is centered on two mature tourism interactive networks, namely "India-Bangladesh" and "China-Myanmar", which are distributed in the northwest and southeast directions of BCIM tourism cooperation zone, and have strong attraction and influence. In addition, Yunnan Province of China and India have also developed tourism cooperation in different regions, forming secondary tourism interactive spaces such as China-India, China-Bangladesh, India-Myanmar, etc., which have become an organic component and important supplement of BCIM tourism cooperation system. For example, based on the large number of Buddhists in Yunnan, India has attracted Chinese tourists by developing Buddhist pilgrimage tourism in recent years, and deepened people's understanding between the two places through religious exchanges. According to the researchers' statistics in 2010, among the foreign tourist destinations that go to India to participate in Buddhist tourism, the number of Chinese Buddhist tourists accounts for 13% of the total number, second only to Thailand and Nepal, and it is the country that mainly participates in Buddhist tourism in India (Madhu, Himanshu, & Gaurav, 2010). At the same time, China and India also established the China-India Development Forum in 2010, and China also plans to donate US\$ 1 million to repair the nalanda university in Bihar (Shirish, & Yan, 2021). Yunnan will strengthen its tourism exchanges with India and Bangladesh by building a transportation network and tourism cooperation mechanism. At present, Yunnan has formed an international aviation hub

with Kunming as its core, which is combined with airports in Dali, Lijiang, Tengchong and Jinghong to form an aviation network facing South Asia and Southeast Asia. Kunming-Dhaka, mangshi-Mandalay and other routes are the first choice for tourists from the four countries. At the same time, Kunming, Yunnan Province is also committed to building tourism mechanisms such as the leisure tourism circle around Yunnan and the international tourism circle between Bangladesh, China, India and Myanmar, so as to give play to the radiation-driven role of central cities.

Promoting and upgrading of the spatial layout of tourism cooperation

At present, based on the good trend of closer cooperation and frequent personnel exchanges in BCIM Economic Zone, the BCIM Tourism Cooperation Zone has initially formed a well-founded spatial pattern. The inner flow of the tourism center circles of India-Bangladesh and China-Myanmar is becoming increasingly frequent, and the degree of tourism cooperation is constantly improving. Secondary tourism cooperation zones such as China-India, China-Bangladesh and India-Myanmar are also developing rapidly. However, in terms of the number of tourists, the tourism exchanges between China and India, China-Bangladesh, Bangladesh-Myanmar and India-Myanmar are still in the primary stage, and there is considerable tourism potential and tourism cooperation space on the whole. In addition, with the constant variation of novel coronavirus and the insecurity of cross-border flow, cross-border tourism and regional tourism cooperation have been hit to varying degrees, and the sustainable development of tourism cooperation between Bangladesh, China, India and Myanmar is facing severe challenges. Therefore, in order to promote the optimization and upgrading of the spatial layout of tourism cooperation between Bangladesh, China, India and Myanmar, and build a closer tourism cooperation relationship and regional tourism community (Yang, & Zhang, 2020). Countries should focus on the following

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relationships:

Attach great importance to the relationship between cross-border security governance and tourism cooperation.

Cross-border security governance includes the control of cross-border floating population, the crackdown of cross-border crimes, cross-border health and security cooperation, etc. Effective cross-border security governance is an important guarantee for developing regional tourism cooperation. At present, under the influence of the continuous spread of novel coronavirus, cross-border flow can easily lead to regional spillover and linkage deterioration of epidemic situation, which seriously affects the development of cross-border tourism. Therefore, the core security of regional tourism cooperation is concentrated in the field of cross-border public health security. Take Bangladesh as an example. As of June 2021, there were 897,000 confirmed cases and more than 14,000 deaths in Bangladesh. Most tourists from neighboring countries have cancelled their plans to travel to Bangladesh, and airlines around the country have cancelled their flights one after another (Santus, & Shohel, 2020). In terms of the number of tourists, Bangladesh originally predicted that the number of tourists would exceed 360,000 in 2020, but the actual number of tourists was only 168,000, a negative growth of 47.9% compared with 2019. (Sraboni, 2021). This has dealt a severe blow to Bangladesh's tourism industry, with the occupancy rate of hotel accommodation industry in various places being less than 30%, which is almost at a standstill. India's international tourism industry is also facing difficulties. According to the statistics of Pranab Sacquard, chairman of the Indian Association of Tour Operators, the number of international tourists decreased by more than 67% in the first quarter of 2020 alone (Amit, 2020). Although China has effectively controlled the epidemic situation, the strict control of entry and exit has also kept the number of tourists in Yunnan in a low level, and the border between China and

Myanmar still needs to deal with the problems of smuggling and imported cases from abroad. Therefore, in order to strengthen the tourism cooperation between Bangladesh, China, India and Myanmar in the post-epidemic era, it is necessary to promote the establishment of a regional public health system based on medical cooperation among the four countries, and to form normalized epidemic prevention measures in tourist destinations, such as daily disinfection, health assessment of inbound tourists, dynamic monitoring of tourists' itinerary, etc. Only through joint cooperation and normalized epidemic prevention can we form effective cross-border public health governance and escort cross-border tourism.

Actively promote the coordinated development of regional infrastructure construction and tourism industry

Regional infrastructure is the foundation of regional tourism cooperation, and it is also one of the pillars to promote the high-quality development of local tourism industry. Regional infrastructure includes tourism transportation infrastructure, tourism industry infrastructure, development of tourist destination facilities, etc. Tourism facilities can not only promote the attraction and influence of tourist destinations, but also have a restrictive effect. Take "India-Bangladesh", the main cooperation zone in the tourism spatial pattern of Bangladesh, China, India and Myanmar, as an example. Although the tourism interaction between India and Bangladesh is very frequent and the number of tourists is huge, the tourism cooperation between the two countries cannot be further improved due to the lack of infrastructure construction. Specifically, the investment in public health care in India and Bangladesh needs to be improved, and the deep-rooted image of poverty and health risks hinders many potential foreign tourists from traveling to these countries. From the institutional level, some tourism industries in India and Bangladesh are controlled by the government, and

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bureaucracy leads to many problems in service, efficiency and quality. At the same time, restrictive visas for foreign tourists have also increased the processing process. For example, both Bangladesh and India require Australian tourists to hold visas, which usually have to be applied before travel. To visit the northeast of India, you need to apply for a special permit six months in advance, and restrict the visiting places. In contrast, neither Thailand nor the Philippines has this requirement (Clem, 1997). Therefore, to strengthen tourism cooperation between India and Bangladesh, it is necessary to improve the tourism industry effectively, improve the social medical level of tourist destinations and simplify the entry visa system, which is also instructive for the development of tourism cooperation between India and Myanmar, Bangladesh and China, India and Bangladesh.

Conclusion:

The micro layout centered on urban unit

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provides the basic unit for the macro system at the regional level, which makes the tourism spatial layout of Bangladesh, China, India and Myanmar show the following characteristics: two mature tourism interactive networks, India-Bangladesh and China-Myanmar, are the central circle, and several secondary tourism interactive spaces, such as China, India, China, Bangladesh and India and Myanmar, are its organic components and important supplements. Finally, this paper also provides policy suggestions for optimizing the spatial layout of Bangladesh-China-India-Myanmar tourism cooperation from the perspectives of security governance, facilities upgrading and China-India cooperation.

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Tables

Table 1: Distribution of the number of scenic spots above Grade A in various cities of Yunnan

STATE CITY	Province (Unit: one)					
	TOTAL	GRADE 5A	GRADE 4A	CLASS A	CLASS A	
GUARANTOR	79	1	9	41	19	9
WENSHAN	43	1	3	39	0	0
YUXI	35	0	5	20	10	0
RED RIVER	35	0	15	13	7	0
LINCANG	29	0	2	18	9	0
KUNMING	27	2	12	8	5	0
DALI	27	1	12	13	1	0
CHUXIONG	24	0	9	14	0	1
PU'ER TEA	20	0	6	12	2	0
QUJING	19	0	11	8	0	0
LIJIANG	19	2	7	4	5	1
DIQING	19	1	5	3	10	0
XISHUANGBANNA	18	1	12	2	2	1
ZHAOTONG	14	0	2	12	0	0
DEHONG	14	0	4	7	3	0
NUJIANG	4	0	0	4	0	0
TOTAL	426	9	114	218	73	12

Table 2: Tourism development of various cities in Yunnan Province (2019)

	Total tourism revenue (100 million RMB)	Number of domestic tourists (ten thousand visitors)	Number of overseas tourists (ten thousand visitors)
Kunming	2 733.61	18 494.59	149.44
Lijiang	1 078.26	5 293.87	108.49
Dali	941.95	5 206.51	93.52
Honghe	931.25	6 714.56	67.72
Xishuangbanna	827.95	4 704.00	71.14
Chuxiong	594.82	5 789.09	6.41
Dehong	564.07	2 879.45	66.27
Qu Jing	559.65	4 673.11	3.52
Yuxi	452.03	4 716.03	0.76
Puer	443.48	4 112.74	13.49
Baoshan	442.34	3 579.46	23.54
Wenshan	426.96	3 745.30	16.06
Zhaotong	364.27	4 385.99	0.20
Lincang	340.06	3 111.38	22.20
Diqing	265.76	2 110.08	91.77
Nuijiang	68.75	461.61	4.50

Table 3: Tourism reception in northeast India (2019)

	Number of domestic tourists (ten thousand visitors)	Number of overseas tourists (ten thousand visitors)
Assam	544.7	2.69
Nagaland	12.59	0.56
Megalaya	124.56	2.58
Manipur	16.76	1.36
Mizoram	16.38	0.22
Tripura	43.72	15.44
West Bengal	9236.6	165.61
Sikkim	142.18	13.33
Bihar	3399	109.31
Jharkhand	355.8	17.6

Table 4: Number of hotels and rooms in Myanmar cities (2020)

	Number of hotels (a)	Number of rooms (room)	Area
Yangon	481	25286	the south
Mandalay	276	11590	middle
Bagan	128	5270	middle
Nyaung Shwe	113	3714	eastern region
Nay Pyi Taw	79	5884	middle
Pyin Oo Lwin	70	1874	middle
Kalaw	66	1329	middle
Neapali	65	2045	the west
Tachileik	58	2547	eastern region
Taunggyi	45	1396	middle

Table 5: Analysis of overseas tourist source countries of China, India and Myanmar (focusing on Bangladesh, China, India and Myanmar)

An analysis of overseas tourist source countries in Yunnan Province, China				
	2018 (ten thousand visitors)	Ratio of total number of immigrants	2019 (ten thousand visitors)	Ratio of total number of immigrants
India	6.21	1.12%	6.07	1.03%
Bangladesh	/	/	/	/
Myanmar	/	/	/	/
Thailand	55.65	10.12%	55.47	9.46%
An analysis of India's overseas tourist source countries				
	2018 (ten thousand visitors)	Ratio of total number of immigrants	2019 (ten thousand visitors)	Ratio of total number of immigrants
China	28.17	2.67%	33.94	3.11%
Bangladesh	225.66	21.37%	257.77	23.58%
Myanmar	7.57	0.72%	8.68	0.79%
An analysis of overseas tourist source countries in Myanmar				
	2019 (ten thousand visitors)	Ratio of total number of immigrants	2020 (ten thousand visitors)	Ratio of total number of immigrants
China	74.97	38.83%	11.05	29.7%
India	4.84	2.5%	1.15	3.1%
Bangladesh	/	/	/	/

(Source: The author synthesized Yunnan Statistical Yearbook (2020), india tourism Data (2020) and Myanmar Tourism Data (2020).