

# Research on the construction of minority people's sports cultural heritage corridors under "the Belt and Road" strategic background

Youfeng Wang

*Oxbridge College, Kunming University of Science and Technology, Kunming, Yunnan, China*

**ABSTRACT:** This thesis discusses the necessity and concrete measures of constructing minority people's heritage cultural corridors. Under the new period background of "The Belt and Road", all-around protection shall be provided for the sports cultural heritage preserved by minorities. This thesis suggests to reflect the important value of sports cultural heritage by constructing corridors, and to arouse people's awareness of protecting such heritage. In current state, related departments have included the unique sports cultural heritage of minorities into integral regional heritage preservation. This measure can essentially help build a diversified national heritage preservation pattern and enhance minority people's sense of identity and proud on local sports culture. Based on the above, this thesis comprehensively applies document analysis, field investigation, and other methods to explore and analyze concrete measures of constructing minority people's heritage corridors. It also pursues corresponding improvement measures in combination of the global background of "The Belt and Road".

**Keywords:** "the Belt and Road" strategic background; minorities; sports cultural heritage; corridor construction

## 1 INTRODUCTION

In current state, "the Belt and Road" has brought precious opportunities of cultural development and economic development to places along the path while manifesting the significance of heritage preservation. Some national minorities do not only preserve precious folk-custom heritage, but also own unique sports culture. Such sports culture makes up an important category of cultural heritage in essence. Among all domestic railway lines, Yunnan-Vietnam Railway forms the passageways and gateways between mainland China and many Southeast Asian countries, and thus occupies a critical position<sup>[1]</sup>. From status in quo, related departments are making efforts to accomplish overall development and reuse of Yunnan-Vietnam Railway. Inheritance and preservation of sports culture along the path of "the Belt and Road" are also involved herein. For a long time, minorities have maintained their unique sports cultures which are necessary to inherit and improve, so as to ensure the public can generate corresponding sense of identity at the most extent. Under the mental guidance of protecting sports culture and inheriting cultural heritage, related departments have started to build preservation corridors of cultural heritage in recent years, in order to entirely

get integrated into the new period strategy of "the Belt and Road".

## 2 RESEARCH BACKGROUND

### 2.1 New period background of "the Belt and Road"

In September, 2013, Chairman Xi Jinping proposed the overall strategy of constructing "the Belt and Road". This macro-strategy is in direct relation with the construction of the Silk Roads. Speaking in a global view, "the Belt and Road" construction can establish new platforms for surrounding regions to interact and gradually promote multilateral and bilateral mechanisms on this basis. Thus it can be seen that if all industries plan to comprehensively promote trade cooperation in the new period, they cannot succeed without the guarantee of "the Belt and Road". The above measures can be taken to add vigor and enrich trade connotation<sup>[2]</sup>. "The Belt and Road" accords with the basic purposes of diplomatic strategies and can provide platforms for each country. In the meantime, it can also provide opportunities for countries along the way to develop reciprocal economy and trade and accomplish resource complementarity. With

the precondition of constructing macro-strategy, each country can participate in economy and trade cooperation following this new trend, and thus can have a better chance to update and continue the coordination with each other.

Cultural heritage corridors are precious heritage resources. Such resources have mixed features and closely combine local economy, tourism development, and cultural inheritance. For a long time, ethnic minorities have inherited and maintained their unique folk-custom culture involving diversified sporting events. It thus can show that cultural heritage corridor construction shall cover the core of minority people's sports culture to supplement the massive structure of heritage corridors. With the guidance of "the Belt and Road", construction of Yunnan-Vietnam Railway involves characteristics of different nations and countries, and thus can provide a multilevel platform for cultural interaction and trade communication. Yunnan-Vietnam Railway can play a vital function of liking national memory for different nations which is helpful to enhance national identity and arouse resonance of cultural heritage. Thus it can be seen that there is indispensable inner connection between the construction of Yunnan-Vietnam Railway and that of cultural heritage corridors. Both shall be integrated into the entire background of "the Belt and Road"<sup>[3]</sup>.

## 2.2 Cultural heritage corridors

In early last century, America firstly established the basic theories of heritage corridor. After that, relevant theories of heritage corridor have obtained rapid development as a whole. From the perspective of basic theories, heritage corridor integrates unique cultural resources and provides views and ideas of linear landscape. Therefore, heritage corridor shall involve railway lines, roads, canals, and other transportation facilities of certain regions. The above facilities all contain deep cultural connotation. In a generalized range, heritage corridor may also involve global regional landscape and can become important passageway full of cultural connotation and historical connotation<sup>[4]</sup>. Compared with normal cultural routes, construction of heritage corridor can help create a new win-win pattern and cover a broader range of heritage preservation.

In current situation, all the regions are making efforts to broaden the overall construction scale of heritage corridors. The corridors thus have constituted a unique means and method of protecting historical civilization in this new period. Such measures are especially applicable to diversified transregional heritage preservation as heritage corridors can connect cultural heritage spots and provide a pattern to protect transregional sports heritage. Heritage corridors can break through the simplified heritage preservation pattern and apply global heritage protection<sup>[5]</sup>. If heritage corridor can be used to accomplish global pro-

tection for cultural heritage constituted by sports culture, the coverage of traditional pattern can be broadened while folk culture, sports culture heritage, and local natural landscape can be closely integrated. To sum up, construction of heritage corridors can essentially conform to the idea of providing global heritage preservation and heritage development.

## 3 RESEARCH METHOD

In October, 2014, an overall exploration of "the Belt and Road" background and the current state of cultural heritage preserved by minorities was made. This exploration concluded the unique living condition and cultural connotation of minorities by deeply investigating the national minorities regions along the railway and with the precondition of field research. The investigation involved all-around firsthand experience and field study of the habitations and completed later-period arrangement and analysis in accordance with relevant documents, so as to conclude the great value of constructing cultural heritage corridors in preserving sports cultural heritage.

Before officially starting the above subject research, this thesis obtained comprehensive understanding of primary data. Sports culture should constitute an important category of intangible heritage, and thus needs synthetic preservation. In the meantime, actual construction of cultural corridors should closely combine characteristic folk culture. According to the target and goal of cultural heritage preservation, this thesis conducted overall exploration and analysis of the value and significance in constructing heritage corridors, and then selected proper measures to protect and inherit sports culture by adjusting to local conditions.

## 4 IMPORTANT VALUE OF HERITAGE CORRIDOR CONSTRUCTION

In modern times, Yunnan-Vietnam Railway occupies an important position in transportation industry as it has been built for a comparatively long period and connected mainland China with the Southeast Asia. In general, Yunnan-Vietnam Railway includes Kunming-Hai Phong Railway and two important sections in Vietnam part. Without our territory, Yunnan-Vietnam Railway passes through the Jinsha River, the Red River, and the Pearl River, closely connecting the above important river systems. Speaking from the perspective of climate zones, Yunnan-Vietnam Railway contains three main ones as a whole: subtropical dry-wet plateau monsoon climate, south subtropical sub-humid climate, and tropical mountainous monsoon rainforest climate. It passes through 12 concentrated areas inhabited by ethnic minorities, 12 cities and counties, and connects 6 *dizhou* (administrative region division unit used in ancient China). Along the

whole railway, there are historical villages and towns full of flirtatious expression, French-style residential areas, and ancient architectural buildings. Hence, the breath-taking minority scenery on both sides of the railway can constitute unique landscape patterns and featured cultural patterns<sup>[6]</sup>.

Within the domestic coverage area of Yunnan-Vietnam Railway, there is a featured cultural landscape chain and the view in Yunnan section is extremely beautiful. Therefore, current situation described above can reflect the feasibility and necessity of constructing heritage corridors. In recent years, various featured folk-custom sceneries along the railway have disappeared technological progress and economic development. The particular historical memory held by native people has gradually faded away. Thus it can be seen that all-around heritage preservation is in urgent need to apply proper measures and rebuild symbiotic harmonious environment<sup>[7]</sup> for the regions along Yunnan-Vietnam Railway.

After a long period of historical evolvement and cultural change, minorities have kept sports culture with their own features. This sports culture has already become an indispensable cultural category in their daily life. In order to protect this unique sports culture fundamentally, it is necessary to break through scattered heritage protection with the help of heritage corridors. Consistent folk-custom culture can be integrated on this basis. This shows that objectively speaking, protecting the sports culture inherited by ethnic minorities cannot lack cultural heritage corridors and concrete construction shall be detailed into spatial planning. While constructing heritage corridors, related departments should be able to connect the fragmentary cultural heritage along the corridors and make sure integrate the heritage spots into the consistent concept of space. In the meantime, preservation centers shall be rebuilt in the concentrated areas inhabited by minorities. With the above preconditions, multilevel heritage corridors with multiple dimensions can be constructed and will help make minority people's unique sports culture more prosperous without gradual disappearance of sports cultural heritage.

## 5 PURSUE OF IMPROVEMENT MEASURES

From current situation, although the places have already started trying construction of cultural heritage corridors, the above measures haven't been truly improved as heritage corridor construction may involve complex systematized engineering. Thus, heritage scope shall be clarified and corridor themes shall be clearly limited. With the precondition of comprehensively analyzing cultural context, deep control of each cultural connotation related to heritage corridors must be fully provided<sup>[8]</sup>. For example, there are many conservation targets along the Yunnan-Vietnam Rail-

way, it is necessary to take proper measures to complete arrangement and investigation, so as to provide accurate definition for each key heritage spot. Only by selecting appropriate construction measures adjusted to local conditions can we avoid manifesting cultural heritage in a generalized or grammaticalized state and guarantee construction of transregional heritage corridors can be started from perspective of globality.

### 5.1 *Abundant tourism resources*

After long-term historical development, minorities have maintained their unique sporting events. Therefore, such events full of folklore characteristics can be used to develop tourism in this new period. Featured cultural attraction of minorities can be supplemented on this basis. During concrete construction of heritage corridor, great efforts shall be made to fully develop tourism resources related to sports culture<sup>[9]</sup>. Minority people's sports culture based on sporting event experience can form precious tourism resources by self, and thus can inherit and maintain unique local folk-custom sports. Folk-custom events have strong attraction and can help draw more tourists' attention to visit. Hence, the most fundamental sense of identity can be enhanced if folk-custom sporting events can be properly integrated into the whole process of heritage corridor construction.

The Yunnan-Vietnam Railway passes through the Yi nationality, the Hui nationality, the Bai nationality, the Miao nationality, the Lisu nationality, the Zhuang nationality, the Dai nationality, the Hani nationality, the Bouyei nationality, the Yao nationality, the Lahu nationality, the Bulang nationality and 12 concentrated areas inhabited by ethnic minorities with distinct cultural diversities and numerous sporting events. According to the author's statistics, there are 192 national sporting events along the Yunnan-Vietnam Railway. The Yi nationality and the Miao nationality along the Yunnan-Vietnam Railway like bullfight. National sporting event such as "Bullfight Tour" can be developed. Activities related to "bullfight" can help create experiential tourism with national sports culture. Related department can design unique tourism activities each year to ensure the tourists can experience the sports culture atmosphere contained in heritage corridors. The mutual integration of heritage corridors and tourism activities can help deepen the basic connotation of sports culture and guarantee tourists can obtain all-around relaxation and joy. Meanwhile, organization of multi-layered sports tourism activities can also help increase local income and ensure people there will be able to realize the goal of acquiring wealth.

### 5.2 *Organization of diversified cultural activities*

Diversified sport activities can be conducted annually according to different heritage corridor themes. Excellent national sports culture can be inherited by di-

versified cultural activities. For example, festival sporting events have drawn more attention from the public in recent years. Such featured sport activities can be helpful to build cultural relations and inherit extraordinary culture. Heritage corridors connect folk-custom villages and thus it is possible to conduct diversified festival sporting events accordingly on this basis and build a featured cultural festival chain. For example, ethnic minorities can host Tuoluo Festival or Huashan Festival in accordance with their own situation every spring, so as to bear the weight of national spirit. With the promotion of festival sporting events, local people can obtain the added economic income from festivals and improve the competitiveness of heritage corridors as featured cultural resources<sup>[10]</sup>.

### 5.3 Close cooperation among departments

The key factor in developing heritage corridors shall lie in close coordination among the departments. Generally speaking, each department has certain responsibilities of constructing the corridors and its benefit may get involved to a certain extent. If balance among the complex relations cannot be achieved, it is very likely to impose influence on the overall effect of cultural corridor construction. Therefore, department shall keep close communication with each other during the practice of heritage corridor construction, making efforts to improve the comprehensive benefits of corridor construction with the precondition of their interaction. Driven by related department, radiated development effect on the regions from the heritage corridors shall be guaranteed and related industries of all the regions shall be integrated. If there is any divergence or conflict, related departments shall commit to negotiating and eliminating contradictions.

## 6 CONCLUSIONS

In the following years, macroscopic strategies and development goals should be set according to “the Belt and Road”. In face of this new trend, many industries have realized the long-term influence that “the Belt and Road” will bring to them and have started exploring proper patterns to preserve their heritage on this basis. Due to the influence of strategic impact, all regions are also making efforts to protect their precious cultural resources. In essence, minority sports

belong to the category of unique cultural resources which has its own evolvement modes. The construction of cultural heritage corridors can help improve minority people’s cultural consciousness and closely combine cultural practice of the new period. During practice related to corridor construction in the future, related departments shall also closely integrate heritage preservation and sports culture development, so as to guarantee realization of goals and targets with industry collaboration at the most extent while bringing more charm and attraction to the unique sports culture of minorities.

## REFERENCES

- [1] Wang, J., Wang C.S. & Gu, S. 2016. Investigation on construction of minority people’s sports cultural heritage corridors under “the Belt and Road” strategic background. *China Sport Science & Technology*, (04): 38-43.
- [2] Zhao, F.X., Cheng, C.Y. & Gao, J.K. et al. 2017. Research on digital protection of scattered minority people’s sports cultural information resources under “the Belt and Road” background. *Journal of Wuhan Institute of Physical Education*, (01): 5-11.
- [3] Shang, M. 2016. Research on the development path of the development path of national education at Yunnan frontier under “the Belt and Road” strategic background. *Journal of Lanzhou Institute of Education*, (07): 48-49.
- [4] Zhang, Q.B. & Tang, C. 2016. Theoretical innovation research on frontier information science under “the Belt and Road” strategic background. *Journal of Information*, (10): 32-36.
- [5] Xiao, W. & Pan, J.D. 2016. New route for cross-straits economic and trade cooperation under “the Belt and Road” strategic background. *Taiwan Studies*, (02):60-66.
- [6] Ji, Q.H., Xue, Y. & Xue, Y. 2016. Innovation and entrepreneurship connotation, problems and analysis of comprehensive universities in Heilongjiang under “the Belt and Road” strategic background. *Economic Research Guide*, (27): 140-142.
- [7] Mi, H. 2015. “Walking Out” of private enterprises in Ningbo province under “the Belt and Road” strategic background. *Ningbo’s Economy* (cqhc.cn), (03):17-19+4.
- [8] Xia, C.L. 2015. Research on opportunities in China’s economic cooperation under “the Belt and Road” strategic background. *Productivity Research*, (10): 12-16.
- [9] Yuan, M. & Qin, F. 2016. The future of Chinese urban and rural planning under “the Belt and Road” strategic background. *Planner*, (02): 5-10.
- [10] Jiang, S.L. 2016. Discussion on the establishment of international trade dispute settlement mechanism under “the Belt and Road” strategic background. *Journal of Yunnan University (Law Edition)*, (01): 76-81.