Analysis of the construction of sports and cultural heritage corridors for ethnic minorities in the context of the "One Belt, One Road" strategy

Youfeng Wang*
Oxbridge College, Kunming University of Science and Technology, Kunming, China
*Corresponding author e-mail: wangyoufeng@kmust.edu.cn

Abstract. Minority sports cultural heritage is an important part of China's traditional ethnic culture, for which the construction of heritage corridors is crucial, playing an important role in protecting cultural resources and promoting regional economic development. This paper examines this in depth and discusses the construction of the heritage corridor in relation to the actual situation of the Yunnan-Vietnam Railway minority sports culture.

Keywords: One belt and one road, heritage corridors, Ethnic minorities, sports and culture.

1. Introduction
The cultural landscape chain along the Yunnan-Vietnam Railway is undergoing gradual disappearance due to socio-economic development and cultural changes, gradually losing the harmonious coexistence of historical memory and the natural base constituted by the unique way of life. The construction of the Yunnan-Vietnam Railway National Sports Cultural Heritage Corridor breaks the thinking of individual protection of scattered cultures and re-examines the national sports cultural resources along the railway from a holistic cultural perspective, taking the Yunnan-Vietnam Railway as the vein, linking the sports cultures of various nationalities and unifying the planning with the spatial concept of heritage protection. From the protection of the cultural value of a single ethnic sports project, the focus has shifted to the entire cultural landscape of the ethnic densely populated areas along the Yunnan-Vietnam Railway, realizing a cross-level and cross-dimensional spatial maintenance system to recreate the prosperity of the regional zonal ethnic cultural landscape. It is of great significance to the promotion of the "One Belt, One Road" strategy and the development of traditional national culture in China.

2. Introduction to the "One Belt, One Road" strategy
The "One Belt, One Road" strategy was first proposed by President Xi Jinping in September 2013, involving more than 60 countries in Asia, Europe and Africa, with the aim of achieving cooperation and interoperability between China and countries along the routes, building a good platform for regional cooperation between China and neighboring countries, and having close links with China's historical "Silk Road", injecting infinite vitality into the original trade cooperation, which can not only promote China's rapid socioeconomic development, but also lay a good foundation for achieving the
goal of "two hundred years" and the great rejuvenation of the Chinese nation. In essence, the "One Belt, One Road" strategic concept is to a large extent in line with the requirements and characteristics of China's own domestic and foreign affairs strategy, which not only promotes cooperation between China and the countries along the route, but also fosters the formation of long-term, mutually beneficial economic and trade relations, complementary resources and mutually beneficial development among countries. This strategy is an inheritance of the Chinese people's national culture and fully demonstrates the spirit of openness and tolerance; in the process, it does not engage in closed-door xenophobia, egoism, restriction of development or interference in the internal affairs of other countries, and all activities are based on voluntary, independent, harmonious and cooperative efforts.

3. Heritage Corridor Concept
The "heritage corridor" is a new concept and approach to the study of linear landscapes with special collections of cultural resources that has emerged rapidly in the United States in the last two or three decades. The emergence of the concept of heritage corridors is mainly aimed at preserving regional traditional culture and is an urgent need for the development and transmission of cultural resource heritage. The concept of heritage corridor not only includes culturally significant rivers and canals, roads, railway lines and their surroundings, but also refers to appropriate measures for the overall landscape, grafting individual heritage from "point" to "surface" regionalization to form a green corridor with important historical and cultural significance.

Cultural heritage corridor-type resource is a complex resource integrating culture, tourism and economic development, and the establishment of minority sports cultural heritage corridor is an important complement to the overall cultural heritage corridor. The Yunnan-Vietnam Railway Ethnic Minority Sports and Cultural Corridor is multi-ethnic, cross-border and cross-administrative. It builds a multi-ethnic identity and a broad base of cultural identity. For a people and even an entire country in the cultural stability and maintenance of national sentiment while driving the integration of multiple enterprises.

4. Overview of Yunnan-Vietnam Railway Yunnan Section and problems in the construction of the heritage corridor.

4.1. Overview of the Yunnan-Vietnam Railway Yunnan Section
The Yunnan-Vietnam Railway is a railway linking Southeast Asia with China. Kunming prefecture level city and capital of Yunnan province in southwest China and Vietnam coastal defense Port (via Sino-Vietnamese port estuaries), the first railroad in southwest China for the metre gauge railway. The railway is a north-south railway. The Yunnan-Vietnam Railway (Yunnan section) starts from Kunming North Station and finally arrives at the border with Vietnam at Hekou County, passing through 54 stations and passing through 12 areas inhabited by 12 ethnic minority groups, namely Yi, Hui, Miao, Bai, Lisu, Zhuang, Dai, Hani, Buyi, Yao, Lahu, Brown, etc., 12 counties and cities, connecting six states. There are large cultural differences and many sports.

4.2. Problems in the construction of heritage corridors
(1) The Yunnan-Vietnam Railway Dian section crosses 12 minority populated areas (Yi, Hui, Miao, Bai, Lisu, Zhuang, Dai, Hani, Buyi, Yao, Lahu, and Brown), 12 counties and cities, and connects six prefectures. The Yunnan-Vietnam Railway (Yunnan Section) begins at Kunming North Station and passes through 54 stations before finally arriving at the border with Vietnam at Hekou County. Just to divide the heritage corridor into seven sections is obviously challenging.

(2) There are long distances to travel, inadequate funds, and difficulties in communication due to being an ethnic minority area when conducting fieldwork. The task is more difficult for widespread festivals that require personal involvement in experience and field research.
(3) From the current practical point of view, the protection of sports cultural heritage in ethnic areas is mainly carried out and managed by the Tourism Bureau, the Cultural Bureau and other departments. There are still a lot of deficiencies in management, not paying enough attention to the construction and management of national sports cultural heritage corridors, and not formulating a cultural resource management system, lacking perfect rules and regulations, resulting in a lot of problems still existing in terms of resource types, cultural conditions, and the number of resources, causing cultural resources to be destroyed, related documents and materials to be lost, cultural types to be reduced, and even some on the verge of disappearing.

4.3. Significance of the construction of the Yunnan-Vietnam Railway Cultural Heritage Corridor

(1) The "One Belt, One Road" strategy has brought certain opportunities for China's regional economic development and cultural heritage, and the Yunnan-Vietnam Railway mainly connects China and Southeast Asia, which is an important gateway for contact and cooperation between the two regions. The construction of the Yunnan-Vietnam Railway Cultural Heritage Corridor can comprehensively investigate and analyze the overall situation of ethnic sports culture along the railway in the context of developing regional cultural resources, and promote the diversified development of ethnic culture in China on the basis of protecting sports culture in ethnic minority areas.

(2) The construction of the Yunnan-Vietnam Railway Cultural Heritage Corridor has made integrated thinking and holistic protection of cross-regional diversified cultural heritage resources and natural ecological resources, promoted and integrated ethnic sports and cultural landscapes along the railway line, and at the same time provided an experiential cultural tourism line that integrates leisure, tourism and sightseeing as a representative of the railway line, providing a new model for promoting consumption and stimulating the socio-economic development of ethnic areas.

(3) The construction of the Yunnan-Vietnam Railway Cultural Heritage Corridor, in essence, helps to build a diversified national heritage protection model, enhance the identity and pride of ethnic minority people in local sports culture, and build national self-confidence. In the process, it is necessary to collate data on the sports culture of ethnic minorities in the Yunnan-Vietnam railway belt, thus providing a strong basis and a rich cultural impetus for the promotion of China's "One Belt, One Road" strategy.

5. Strategies for the Construction of Yunnan-Vietnam Ethnic Sports and Cultural Heritage Corridor under the "Belt and Road".

5.1. Rational delineation of protected areas

Cultural heritage resources are an important part of building a heritage corridor. The theme of the corridor varies from region to region. For example, in ethnic minority areas, the theme of the sports culture corridor is ethnic minority sports culture. There are many ethnic minorities along the Yunnan-Vietnam Railway, including the Hani, Miao, Brown, Yao, Dai, Hui, Bai, Yi, Zhuang and other ethnic groups, which is a gathering place of ethnic minorities in China, and this sports cultural heritage also has a certain diversity and richness of characteristics. In order to build a better heritage corridor, it is necessary to divide the protection area according to the theme of regional ethnic sports cultural heritage. Before this, the relevant departments must conduct a comprehensive analysis and investigation of the development history, historical context and cultural characteristics of the sports and cultural heritage along the Yunnan-Vietnam Railway, and actively and correctly grasp the cultural connotation. Then set up the corresponding cultural theme, according to the actual situation to divide the spatial scope of the corridor and the area, and accurately determine the different heritage points of the corridor, laying a good foundation for the subsequent construction of the corridor. In this process, the cultural heritage corridor should be divided into seven areas, namely Kunming, Yiliang, Shilin, Mile, Kaiyuan, Mengzi, Pingbian and Hekou, according to the size of the stations of the Yunnan Narrow Gauge Railway Schematic Map, and then the ethnic minorities, names of traditional sports, ethnic festivals and festive sports activities in each area should be sorted out separately, as Table 1:
Table 1. The ethnic minorities, names of traditional sports, ethnic festivals and festive sports activities

| Region | Mainly inhabited minorities | Traditional sports | Ethnic festivals and sports events |
|--------|-----------------------------|--------------------|-----------------------------------|
| Kunming prefecture level city and capital of Yunnan province in southwest China | Yi, Hui and Bai ethnic groups | Martial arts, aqueduct, dance | Bacchanalian whip, floral dance, dragon boat paddling, running, and going around the forest. |
| Yiliang or Yiliang county in Honghe Hani and Yi autonomous prefecture, Yunnan | Yi, Hui, Miao. | Martial arts, dance | Peacock Fist, Lu Sheng Fist |
| Stone Forest | Yi, Miao and Zhuang ethnic groups | Martial arts, dance | Wrestling, racing, bullfighting. |
| Mile county in Honghe Hani and Yi autonomous prefecture, Yunnan | Yi, Dai, Miao, Hui | Racing, dancing, martial arts | Lights, Flower Dance, Dragon Boat Race, Elephant Boxing |
| Kaiyuan county level city in Honghe Hani and Yi autonomous prefecture, Yunnan | Hmong or Miao ethnic group of southwest China | Martial arts, dance | Lu Sheng Quan, Sang Jiu |
| screen margin | Yi ethnic group | Horseback riding, archery, dancing | Horse racing, flower dances. |
| estuaries | Yao ethnic group of southwest China and southeast Asia | Martial arts, dance | |
| Mengzi county in Honghe Hani and Yi autonomous prefecture, Yunnan | Yi, Miao and Zhuang ethnic groups | Horseback riding and archery, martial arts, dancing | Horse racing, wrestling. |

5.2. Analysis of the components of cultural heritage corridors

In the process of building a national sports cultural heritage corridor, the first thing to do is to analyze the corridor components, which is an important prerequisite for the construction of the corridor. For some cultural heritage corridors with trans-regional characteristics, the heritage elements must be correctly defined and evaluated to ensure the rationality of the construction of cultural heritage corridors from the root. After defining its constituent elements, setting up special regional cultural heritage points, creating a perfect heritage corridor protection system, and fundamentally avoiding problems caused by unclearly defined constituent elements.

In the process of constructing a corridor of indigenous sports cultural heritage of ethnic minorities on the Yunnan-Vietnam Railway, the project will be carried out by the Bureau of Culture, Sports and Tourism. The Bureau of Culture, Sports and Tourism will collect and analyze the documents, while the Tourism Bureau will conduct field research and collect the monuments, historical facts, religious beliefs and cultural concepts of the ethnic cultural heritage corridor in the region, in order to understand the important events and relevant documents in the ethnic region and to deepen the understanding of the sports culture in the region. These include festive sports, wrestling culture, campfire culture, and more, all of which are important components of the cultural heritage corridor.
5.3. Evaluate the value of cultural heritage corridors

In the process of constructing national sports cultural heritage corridors, it is also important to evaluate the value of the corridors scientifically and correctly, and by correctly evaluating and recognizing their value, it is beneficial to fully reflect the importance of national sports cultural heritage corridors. During the whole process, in order to fully assess the overall value, it is necessary to consider and analyze from various perspectives, such as the realistic perspective, historical perspective and future perspective, so as to achieve sustainable development of the local national sports cultural heritage. In addition, we should also pay attention to the actual needs and potential needs of the two perspectives, and actively analyze whether the cultural heritage corridor can meet people's actual needs, and evaluate its overall value on this basis. Otherwise, only a single value judgment will not only affect the scientific construction of the national sports cultural heritage corridor, but also destroy the historical context to some extent, which is not beneficial to the economic development of the national areas. At present, with the rapid development of socio-economic, Yunnan and Vietnam region national sports culture gap is gradually highlighted, which must do a good job of assessing the value of cultural heritage corridors, which has an important practical significance for the promotion of regional cultural development.

5.4. Develop plans for the construction of cultural heritage corridors

In our traditional national culture, sports culture occupies an important place, and its cultural heritage is also a valuable cultural resource. In the process of constructing the national sports cultural heritage corridor, scientific and reasonable planning and design must be carried out with reference to the actual situation, and the process must strictly follow the relevant principles, adhere to the requirements of the strategic development of the Belt and Road, and reasonably design the construction plan with reference to the actual situation, and determine the overall construction goals.

In the context of the "One Belt, One Road" strategy, great importance has been attached to interregional cooperation. In this regard, in the construction of the Yunnan-Vietnam Railway Cultural Heritage Corridor, it is also necessary to integrate the resources along the regional railway to rationally design construction plans, including the creation of a special regional sports cultural heritage museum, the establishment of a corresponding corridor consultation group, and combined with the actual development of a perfect heritage corridor protection management system, to fundamentally strengthen the protection of the national sports cultural heritage corridor.

6. Concluding remarks

In summary, with the "One Belt, One Road" strategy, the protection and management of cultural heritage and its application in ethnic areas have become more important, and the relevant departments must pay great attention to this. The construction of ethnic sports cultural heritage corridor on the Yunnan-Vietnam Railway will promote regional economic progress and the sustainable development of history and culture on the basis of the active protection of sports cultural resources in ethnic minority areas.

Acknowledgments

This work was financially supported by the project number: 2020J1227 Project funded by the Scientific Research Fund Project of Yunnan Provincial Education Department.

References

[1] Song Chunhong. Path analysis of the construction of the corridor of ethnic minority sports cultural heritage in the context of the "Belt and Road" strategy[J]. Sports World (Academic Edition), 2018, No.780 (06):79-80.

[2] Wang Jun, Wang Changsheng, Gu Song. Research on the Construction of Ethnic Minority Sports Cultural Heritage Corridors in the Context of the "Belt and Road" Strategy [J]. China Sports Science and Technology, 2016, (04):38-43.
[3] Li Dongying. Feasibility study on the construction of a traditional sports cultural heritage corridor on the Tea Horse Ancient Road in Yunnan and Tibet[J]. Cultural and Sports Goods and Technology, 2018, (20):55-57.

[4] Yan Yi, Li Xuejun. Research on the Protection and Development of Traditional Sports Cultural Resources of Ethnic Minorities in Xinjiang under the Vision of "Belt and Road"[J]. Journal of Nanjing Sports Institute, 2018, 001(05):15-23.