Location of Economic Geography and Development of the Southern Border Provinces

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ABSTRACT

The purpose of this article is aimed to conduct the SWOT analysis (strengths, weaknesses, opportunities, threats) of the economic geographic location of the southern border provinces and to estimate the attributes of the economic geographic location of the southern border provinces. Methodologically, performing estimation by ten industry experts from southern border provinces, establishing a SWOT and estimating the attributes of the economic geographic location of the southern border provinces, primary data regarding the indicators of the material potential, the economic potential of the economic geographic location, complex infrastructure, priority analysis of factors, rating scores from 1 (minimum) to 5 (maximum), and determine the indicators of the weight of the considered direction to estimate the attributes of the economic location, calculating each indicator for different values with the sum of the ranks and the weight coefficient to consider in the fact the Kendall Rank Correlation Coefficient. The results revealed that the attributes of the economic geographic location of the southern border provinces, the indicators of the material potential, the economic potential of the economic geographic location, the complex infrastructure have been in a weak direction. In the SWOT analysis of the economic geographic location, it was found that the economic development of the southern border provinces has contributed to the small enterprise development, and meanwhile, weaknesses and factors are hindering the industrial development among the local entrepreneurs, such as inadequate investment in regional financial systems, insufficient development of transport infrastructure, lack of transformation labor resources, lack of scientific databases in the support of the production and commercial activities, poor economic competitiveness, lack of product development and management standards in the line with the foreign countries, etc, thereby consequently that the economic geographic location of the southern border provinces was fallen short of the increase in the profit as expected by the establishment as well as competitive pricing for the products.

KEYWORDS: Economic geographic location ,Southern Border Provinces , SWOT-analysis ,Kendall Rank Correlation Coefficient

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1.Introduction. Thailand's economic geographic location is presumed to induce a development hub of the region concerning the country's location and Thailand has been proposed as the trading and investment hub of the ASEAN Economic Community. However, with the economic geography location, despite located at the intersection of regional transport, it does not mean an automatical formation of the commercial center of transport but importantly resulting in the change of the spatial relationship between the host of the region's economy and external factors that may affect the regional development. The one spatial relationship may affect another area. The economic geography location is naturally determined by the distance relationship between objects under external conditions. If the circumference of economic geographic location changes over time, it may result in the economic potential of such a respective location. For example, the movement of trade routes in Europe in the eighteenth century from the Mediterranean to the Atlantic, leading to a decline of blossoming to Venice, Genoa, and Florence. However, the economic recovery began for the first time in Spain and Portugal, Netherlands, France, England, and Northern German.[1] The important question raised, "how can space and time change its geographic location in the way that meets the best position such as an extended influence of the external environment in utmost benefit?". The geographic location predetermines the various respects of spatial development and the regional location in the regional labor setting that is required to develop strategies for socio-economic development and regional planning. "Economic geographic location" is referred to the "antecedent attribute" that determines the competitive advantage (disadvantage) of the existing area regardless of social activities[2]. The economic geographic location, therefore, determines the territory or boundary of the chosen objects indicating the relationship between such object and environmental surroundings[3] , depending on the extent of the economics, and most importantly is the relationship with natural resources and labor, the market, distribution, and sales, as well as the likelihood of industrial cooperation with various objects, transport security and environmental situations that reflect the potential of the respective object. Thus, the economic geographic location comprises many features that should be taken into account, for examples, assessment of economic geography as the relationship of a region/city and external object (both by natural and fabricated in the process of human economic activity) which is economically important to the area[2]. Economic geographic location contributes to sustainability. "Economic geographic locations are complex and genetic links between areas that matter presently, or may become essential for the economic development of the area as well as the physical formation such as countries and regions for the structure of the area ... As a system of the space and time relationship, moreover, it is dynamic ... geographic location. Economy geographic location deals with culture, geopolitics, geographical position, and military"[4], and has been employed to create strategies for the region's economic and social development and schemes. Space planning after the selection of geopolitical and economic geographic location will have a consequential effect. A critical component of an economic geographic location is also transport geography, industrial geography, leisure geography, etc. In the context of current post-industrial economic development, it may include the institutional factor and productivity, and new features of the economic geographic location are, for example, financial geography and innovation geography.

Economic geographic location include the characteristic features: 1) the historical nature of the economic geographic location that may depend on changes under the influence of various factors, 2) the natural potential (likelihood) of the economic geographic location that delivers, but not predetermined the development opportunity, 3) a distance of the economic geographic location that allows optimizing the logistics plan which substantially affects the direction of the external economic and social relations of the region where the transport geographic location constitutes the most important component of the economic geographic location because it is related to the important transport routes.[5] Transport geography determines the country's transportation linkage properties with countries, including specific data of the country's transportation system development. Besides, it is meant to socio-historical, geopolitical, and socio-economics which in terms of content and character depend on the conditions of the social, political, economic, and socio-cultural development of that area, for instances, Belgium and Netherlands have made advantages of the geographic location of these countries in the form of "the base of the transfer" at the junction of the ocean and the routes leading deep into Europe. The proximity to economic giants such as Germany, Britain, and France enable Belgium and Netherlands to get the most out of the international labor zoning. Amsterdam Rotterdam, a well-located city, becomes an important transport hub because it is a port city where large quantities of cargo are transported from one type to another type of transport, becoming a geopolitical location factor that has led to its growth and the prosperity of the city. The utilization of location with geographic values delivers efficient production, reduced costs, and faster production. The production adding potential value at the most efficient costs is a basis for competitive advantages in the context of globalization.[6] An understanding of an economic geographic location: economic region can be identified by resource methods as a set of economic actions,[7] referring to the link between goals and methods concerning the peculiarities of action by self as an element of economic action, limited resources, and the possibility of alternative consumption of resource. Identifying the economic region is an abstract economic landscape of dynamic resource allocation that is dependent on location and market conditions.[8] Also, the economic region places importance on the economic relations arising from the resource distribution. Meanwhile, awareness of the overall stability of such a viewpoint, it should be noted that the resource approach focuses on resources as the source and purpose of economic relationship has not reflected over characteristics inherent in the economic area.

Geographic location refers to the proximity of a given country to the seas and oceans, however, the world trade route through trade relations to countries is very useful. This definition describes only specific cases of the economic geographic location, both from an object point of view. (overall country) and from the convenience of economic relations[9] between the economies of the southern border provinces of Songkhla, Satun, Pattani, Narathiwat, and the center of the fisheries, seafood, international shipping industry. The unique characteristics of the economic geographic location of the coastal region of the southern border provinces help prevent congestion transport and stabilize seafood. Raw material base in agricultural products, Songkhla, as the only integrated and economic center of the east coast with a population of more than 1 million, plays an important role in the

formation and distribution of traffic flow. Songkhla has previously served as a transportation, distribution, export, and import hub, and has been the most important participant in foreign trade activities and through international secondary or commodity products. It is evaluated that it has been famous in the nonboring regions for the economic center and large markets in the seaside products. (cheapest marine freight). So, the port has been actively developing due to the direct port activity and the location of the import-related industry, or the supply of products for export, the border position in case of proximity to economically developed countries (became a source of investment), and the connection that is higher in the economic potential of the regional object.

The opportunity and readiness of the southern border provinces region to be integrated into the cross-border cooperation model have been of particular importance. It's said that the ″growth triangle″ depends on the different production factors, but under the consolidated endeavors that may bring the supplementary active effects. For example, ″Triangle of "Sustainability, Stability, Security (3S Initiative)″ with the economic development in three districts, including Nong Chik District, Pattani District, Su-ngai Kolok District, Narathiwat Province, and Betong District, Yala Province as the model city with a special zone development, the private sector investment and employment and income generation to nearby areas, increase in safety areas. Nong Chik District promotes the processing of agricultural products into OTOP products, improving the Pattani Port and Su-ngai Kolok Road, and setting up the free trade zone, constructing the second Kolok Bridge, examining the suitability of the distribution center, warehouse, factory, exhibition center, etc. Betong District develops the complete tourisms and innovative tourist attractions, including the quality development of the electrical systems and other infrastructure systems and the "triangle of sustainability, stability, security" prototype city project.[10] However, the economic geographic location cannot determine the strategy of earning a share in the global marketplace (except for corporations that have specialized in the processed seafood industry, where most of their raw materials are imported from overseas). Since the absence of the direct investment of the multi-national corporations (MNC), but government investment and domestic companies, initiating direct cooperation management, data flow, transport infrastructure, as well as the incorporation effect makes it possible to limit the economic geographic attributes based on the fact that all sorts of economic activities have been translated into local production in all every component in the production chain, companies, economic activities. It is ″rational″ in a particular area that the economic geographic location assigns a set of spatial relationships of the establishments, population settlement, regions and countries, and groups of countries to external objects of economic significance for the respective group of countries[11]

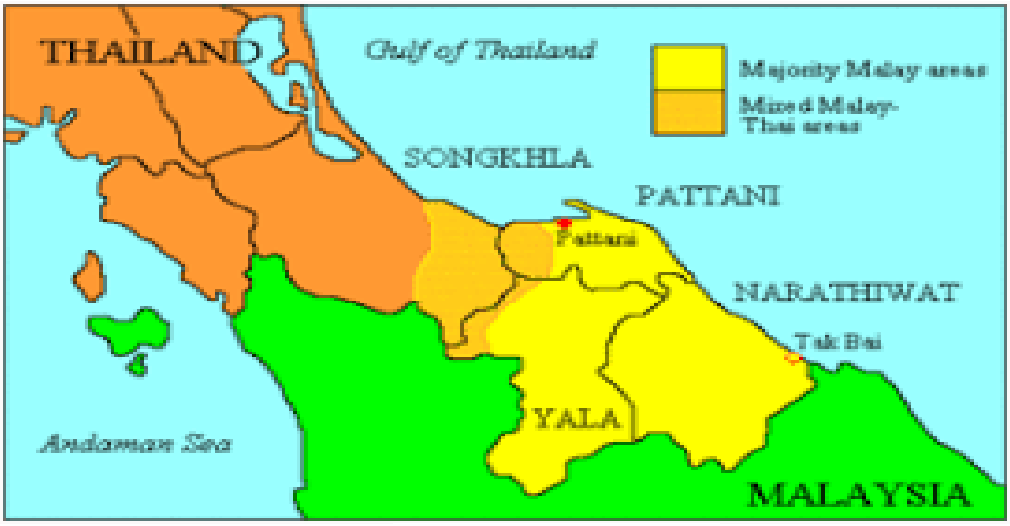

Figure 1. Southern Border Provinces[12]

The economic geographic factors are important to the development of the coherence of trade routes. The economic corridor represents the development of the infrastructure of the international transport corridor. The reduction of aquatic animal resources to the number of fishing vessels (MSY value) does not guarantee resource restoration. The ability to carry out export and import procedures to ensure that the transportation of the establishment has specialized facilities that can be represented by railways, ports, transport infrastructure, airport and so on in terms of influence on the development of the local port, it is one of the most incentive objects that can become the backbone for area development. Due to the numerous industry and service-related activities, from the perspective of the work division of Songkhla Port, shipping containers are the most attractive. Songkhla can be called a southern monopoly for shipping containers. Naturally, Songkhla Port supports more than 90% of container shipments in the south. Due to its geographic location, developed infrastructure, and the fact that it is for many imports as a destination as the economic center of the developing South, which may be newly driven for development due to meeting the planned indicators.

The border positions as earlier discussed are currently predetermined to include regions in the world economic relations system. However, the time taken for transport from one regional center to another by land public transport could be regarded as an indirect indicator of the inclusion and bridging of neighboring regional gaps. If economic integration benefits both partners, it will strive to build a transportation infrastructure that helps reduce transit times. A clear example is the Singapore-Malaysia-Songkhla-Bangkok high-speed rail line, which increases the bridging of the gaps and results in the intensity of socio-economic contacts between neighboring regions. Since the container shipment is mostly interesting, Songkhla Port supports all container shipments and remaining containers through neighboring ports due to its economic geographic location. The infrastructure developed in the non-support area for continuous importing from the destination as the southern economic hub for the southern border. In the past, the labor segmentation in the domestic markets was rubber, palm, and seafood primarily. However, the competitiveness of rubber tends to decline, which has to do with

artificial demand in the world market, especially the United States and China, meanwhile, palm products, if there is trade liberalization, it is expected that palm from Indonesia will be sold that we are not complete on price (13:21 baht per kilogram)[13].

Spatial differences analysis under the industrial location conditions and the existing state manufacture expertise is basically the absolute advantages arising from climates, availability of natural resources, geographical location, concepts, development, transportation infrastructure, population, education level, etc. If a foreign country offers certain goods at a lower price than we produce, of course, we may purchase and import from foreign countries. Linking a labor segmentation level to market size has relied on the transport infrastructure [14], leaving the processed seafood industry struggled with raw material supply and production technology by adding yield value to compete with other countries in the region. However, government has no guarantee in the support to a competitiveness enhancement. Also, delivering purchase collateral and foreign exchange concordantly with the actual market price (different exchange rates at banks and markets and agents are required to open up the network) cause transaction costs and reduce the Indonesia resourcing capacity. However, it still lacks the economic location analysis and estimation of the economic geographic location of the southern border provinces.

2. Proposed Techniques / Algorithms. The estimation conducted by ten industry experts from the southern border provinces in the preparation of SWOT.

2.1Step 1) Data collection.Writing down questions for the SWOT analysis of the economic geographic location of the southern border provinces. The questions comprise two parts: the internal and external environment, the questionnaire contains approximately 30 items, using basic questions for the SWOT analysis.

2.2 Step 2) SWOT Analysis to identify the strengths and weaknesses of the economic geographic location of the southern border provinces, all collected data (answers) are sorted by the following variables. Evaluating the selected variables, and all strengths and weaknesses identified from the perspective of the individual factor influence and the valuation by the institutional investors, technocrats, professional community for strength that makes it different from the competitors. Additionally, the significance of the indicator assessment was put into the generalization. The strength is 'most important', a total score 2 or 3 signifies the 'least important'. At the result of the examination, the insignificant variables are excluded whereas the critical variables are given an incremental rating. Given the strengths are determined, then taken into account in compiling the ranking of business growth opportunities, the importance of participation in increasing the satisfaction of the establishment investors, technocrats, the professional community towards the location of the local economic geography.

2.3 Step 3 SWOT Analysis: Taking into account the strengths, weaknesses, opportunities, and threats for the economic geographic location of the southern border provinces, a set of determined strategic alternatives are taken into the consideration for development strategy of the economic geographic location of the southern border provinces. Thus, conclusions and recommendations are

drawn from the SWOT analysis,priority analysis of factors, rating scores from 1 (minimum) to 5 (maximum), After then, taking into account the indicators of the weight of the considered direction which are used to estimate the attributes of the economic area are determined. To do this, calculating each indicator by the different values and the sum of the ranks and the weight coefficient, consider Kendall's rank correlation coefficient, using the following formula (1):

$$W = \frac{12S}{m^2(n^3 - n)} \quad (1)$$

m – the number of experts in the group

n – the number of factors

S – the sum of the squares of the rank difference (deviation from the mean)

$$S = \sum_{i=1}^{n} (\sum_{j=1}^{m} R_{ij})^2 - \frac{(\sum_{i=1}^{n} \sum_{j=1}^{m} R_{ij})^2}{n} \quad (2)$$

$$S = \sum_{j=1}^{n} (\sum_{i=1}^{m} Aij - \frac{1}{2} m(n+1))^2 \quad (3)$$

If W <0.2 – 0.4 indicates the expert's opinion in a weak direction of the relationship, but if W> 0.6 – 0.8 indicates the expert's opinion in a strong direction of the relationship, then presents a solution focusing on the efforts under the framework of the strategy implementation

3. Experimental Results

3.1 to conduct the SWOT analysis (strengths, weaknesses, opportunities, threats) of the economic geographic location of the southern border provinces and

3.1.1Basic data for the indicators of raw material potential

1) Natural resource potential (X_1)

2) infrastructure (X_2)

3) economic potential (X_3)

4) acceptance of investors and the local population (X_4)

the number of factors X=4.

the number of experts in the group m=10.

Table1. *The matrix rank of the indicators of the material potential, analyze the importance of the available factors studied*

factors N	Experts(M)										∑	X^2
	M_1	M_2	M_3	M_4	M_5	M_6	M_7	M_8	M_9	M_{10}		
X_1	4	4	5	5	3	2	4	2	1	3	33	1089
X_2	2	3	5	3	2	3	2	3	3	1	27	729
X_3	5	4	4	4	1	2	1	2	2	1	26	676
X_4	3	2	5	3	4	3	3	3	4	4	34	1156
∑	14	13	19	15	10	10	10	10	10	9	120	3650

Analyze the importance of the available factors studied. In this example, the factors of importance are distributed as follows:

Table2. *Factor distribution by importance*

factors	1	2	3	4
∑	33 N_1	27 N_2	26 N_3	34N_4
rank	2	3	4	1

1)economic development in assessing the quality of a region's economic area where raw material orientation is rendered by which it is identified by the experts as an indicator of the economic potential and spatial perception by population and investors.

$$N^1 = \frac{1}{33} = 0.030 \qquad N^2 = \frac{1}{27} = 0.037$$

$$N^3 = \frac{1}{26} = 0.038 \qquad N^4 = \frac{1}{34} = 0.029$$

To do this, calculating each indicator by the different values with the sum of the ranks, which is necessary to adjust the content of the ranking number based on the weighting factor, sort the results in numbers from maximum to minimum, adding by the weight of each number and the sum, 1

Table3 *.The size of some of the ranks and the weight coefficient .*

Indicators	the size of some of the ranks	weight coefficient
N_3	0.038	0.1
N_2	0.037	0.2
N_1	0.030	0.3
N_4	0.029	0.4

$$S = \sum_{i=1}^{n} (\sum_{j=1}^{m} R_{ij})^2 - \frac{(\sum_{i=1}^{n} \sum_{j=1}^{m} R_{ij})^2}{n} \qquad (2)$$

$$S = \sum_{j-1}^{n} (\sum_{i-1}^{m} Aij - \frac{1}{2} m(n+1))^2 \qquad (3)$$

from the formula S = 3650 - 120 ^{2} / 4 = 50 from the formula(3)

S = (33 - 30 ^{2}) + (27 - 30) ^{2} + (26- 30) ^{2} + (34 - 30) ^{2} = 50

Consider, in fact Kendall's rank correlation coefficient the formula (1)

$$W = \frac{12S}{m^2(n^3 - n)}$$

W = (33 * 50) / (100 * (64 - 4))
= 0.275

If W <0.2 - 0.4 indicates the expert's opinion in a weak direction of the relationship, but if W> 0.6 - 0.8 indicates the expert's opinion in a strong direction of the relationship

, then presents a solution focusing on the efforts under the framework of the strategy implementation.

3.1.2Basic data for the indicators of the economic potential of economic geographic location

1) the integrated economic development (X_1)

2) production potential(X_2)

3) capital investment(X_3)

Table4. *A matrix rank regarding the economic potential of a geographic location*

factors N	Experts(M)										Σ	X^2
	M_1	M_2	M_3	M_4	M_5	M_6	M_7	M_8	M_9	M_{10}		
X_1	1	2	5	3	1	1	2	2	1	2	20	400
X_2	2	2	4	3	2	2	3	3	2	3	26	676
X_3	2	1	4	3	2	2	1	3	2	1	21	441
Σ	5	5	13	9	5	5	6	8	5	6	67	1517

The importance of factors studies in this example, the factors distribution by the importance are as follows:

Table 5. *Factor distribution by importance*

factors	1	2	3
Σ	26 N_2	21 N_3	20 N_1
rank	3	2	1

Economic development to estimate the attributes of the region's economic areas, the integrated economic development, production potential, capital investment based on the obtained sum of ranks(Table6), determining the indicators of the weight of the considered direction used to estimate the attributes of the economic area calculating each indicator by the different values and the sum of the ranks, the size of the sum of the ratings and the weight coefficient.

$$N^1 = \frac{1}{26} = 0.038 \qquad N^2 = \frac{1}{21} = 0.047$$

$$N^3 = \frac{1}{20} = 0.050$$

To do this, calculating each indicator by the different values with the sum of the ranks, which is necessary to adjust the content of the ranking number based on the weighting factor, sort the results in numbers from maximum to minimum, adding by the weight of each number and the sum, 1

Table6. *The size of some of the ranks and the weight coefficient .*

Indicators	the size of some of the ranks	weight coefficient
N_3	0.050	0.2
N_2	0.047	0.3
N_1	0.038	0.5

from the formula(2)

S **=1517** - 67 ^{2} / 3 = 20.67

from the formula (3)

S = (20 - 22.33) ^{2} **+ (26** - 22.33) ^{2} **+ (21-** 22.33) ^{2} **=20**.67

Kendall's rank correlation coefficient

W = (20 * 20.67) /(67 * (27 - 3)) = 0.25

If W <0.2 - 0.4 indicates the expert's opinion in a weak direction of the relationship

3.1.3 Basic data for the indicators of the complex infrastructure

1) Transport infrastructure(X_1)

2) data infrastructure (X_2)

3) consistent resource allocation(X_3)

Table7 *.Ranking matrix, an indicator of complex infrastructure*

factors N	***Experts(M)***										Σ	X^2
	M_1	M_2	M_3	M_4	M_5	M_6	M_7	M_8	M_9	M_{10}		
X_1	3	2	4	4	3	3	2	3	3	2	29	841
X_2	2	2	5	3	2	1	3	1	2	2	23	529

X_3	3	2	4	2	2	2	1	2	2	2	22	484
Σ	8	6	13	9	7	6	6	6	7	6	74	1854

The importance of factors studies in this example, the factors distribution by the importance are as follows:

Table 8.*Factor distribution by importance*

factors	1	2	3
Σ	29 N_1	23 N_2	22 N_3
rank	1	2	3

Economic development in assessing the attributes of regional economic areas by transport infrastructure, data infrastructure, and consistent resource allocation, raw material potential of economic potential, the integrated economic development based on the obtained sum of the ranks(Table9), determining the indicators of the weight of the considered direction used to estimate the attributes of the economic area. To do this, calculating each indicator by the different values s and the sum of the ranks.

$$N^1 = \frac{1}{29} = 0.034 \qquad N^2 = \frac{1}{23} = 0.043$$

$$N^3 = \frac{1}{22} = 0.045$$

To do this, calculating each indicator by the different values with the sum of the ranks, which is necessary to adjust the content of the ranking number based on the weighting factor, sort the results in numbers from maximum to minimum, adding by the weight of each number and the sum, 1

Table9 *.The size of some of the ranks and the weight coefficient* .

Indicators	the size of some of the ranks	weight coefficient
N_3	0.045	0.1
N_2	0.043	0.2

N_1	0.034	0.3

from the formula (2)

S =1854- 74 ^{2} / 3 = 28.67

from the formula (3)

S = (29 – 24.66) ^{2} + (23 - 24.66) ^{2} + (22- 24.66) ^{2}= **28**.67

Kendall's rank correlation coefficient

W = (29 * 28.**67**) / (74 * (27- 3)) = 0.46

If W <0.2 - 0.4 indicates the expert's opinion in a weak direction of the relationship

Table10*.SWOT analysis of the economic geographic location of the southern border provinces*

Strengths	Weaknesses
1. The cargo passage between the southern border through the Indian Ocean provides the shortest route, its geopolitical position is proximal to the main economic partners in the ASEAN region 2.Approaching the Pacific Ocean where aquatic biological resources and the availability of breeding sites are available. 3.state attention to the south coast development, existence of the suitable agricultural land as well as the groups of enterprises that are potential growth point of the regional economy . 4.Existence of the suitable agricultural land 5. As well as the groups of enterprises that are potential growth point of the regional economy 6.An incremental understanding of leaders and populations are necessitated to changes the market environment to guarantee the survival and development of the fisheries , meat, and food processing industries linked in the southern border provinces. 7. It has qualified personnel with many years of experience in the fishery, meat and seafood processing capabilities 8.Academic resource of high potential for development.	1. The infrastructure depreciation and lag, including the underdeveloped financial infrastructure and finance, and the ineffectiveness of large-scale and rapid solutions on funding new industrial equipment. 2. Bad demographic situation and labor market tensions, the short-term growth of the shortage of skilled and highly qualified workers in the industry and the outflow of young workers. 3. The imbalanced development of the area. 4.Lack of the capacity of own electricity generation, costly electric power, and high shipping costs. 5. Shortage of high-quality personnel 6. Poor innovation development , low-level Product processing, , weak academic research funding, resource privatization and competitive technology, a lack of scientific databases to support production and commercial activities. 7.Ability of small market size of the region, weak brand development of the industry, the product linkage has not to be recognized in the world market. 8.The financial and institutional support are restricted due to subsidies from regional budgets and a lack of government money management. 9.A lack of systematic approaches to solving critical

	industry problems, and efforts to tackle more complex problems. Depending on the departmental development, it is usually a project without priority arrangement, non-unified effort of administrative resources redistribution. 10.Weak development of own production network trade, and financial sector
Opportunities	Threats
1.Changing the market conditions through the complex mechanisms in social and economic development (southern border provinces) 2.Transition to the regional position that is conducive to business lifestyle and investment, attracting large-scale investments for fleet and industrial infrastructure improvements connecting to transport 3.Adopting the innovation along with fleet upgrades and connected industrial infrastructure and transport and integration into international transport and logistics systems. 4.Adopting a labor segmentation strategy and enhancing labor segmentation based on stable price and logistics. 5. The further focus of the aquatic products processing development is the deepsea destination to explore the exploitation of new areas of fishing with onboard processing as well as solving labor crises 6.Branding for regional traditional products, and promoting local manufacturers' products based on selling in the global market with the new logistics organization 7.Accelerating the rapid development of the southern border as central government's priority and expanding economic priorities to Indonesia. Malaysia and the Indian Ocean. 8. The growing demand for natural resources, energy, food in the countries of ASEAN, China, and the Middle East has increased the efficiency of regional relations and cross-border cooperation with China, China's role in the regional economy 10. Clustering industries and agricultures of the southern border into the world economy (achieving the international quality and products standards) 11. Environmentally friendly products production, domestic products and others	1.Reduced competitiveness in economic efficiency and attracting investment in the fishing industry, agriculture, food, shipbuilding due to technical issues and technological lagging as well as the growing lack of innovative approaches to solving manufacturing sector development problems, lack of cluster development mechanisms 2.The fragmentation of industrial structures threatened by financial bankruptcy, the primary agricultural sector survives with the government subsidies market occupation by foreign competition due to the lack of fishing industry protection by the government sector 3. Market occupation by foreign competition due to the lack of fishing industry protection by the government sector, low labor productivity, the loss of traditional markets for regional producers, or a decline in market share, a lack of developed cooperation among the regional organizations. 4.Reduced aquatic resource reserves compared to the growth of the fishing fleet 5. A lack of modern logistics infrastructure that moves resources from south to north and from south to neighboring countries 6. Lack of developing manufacture and repair capacity in most APAC countries is in China. 7. The low security of access to resources, credit on China's active policy and other foreign competitors to the southern border region to conquer the regional market for industrial and agricultural products and fisheries. 8. The strong influence of seasonal factors on agriculture,

	fisheries are unable to elicit its potential (including cross-border cooperation, agricultural activities, industry, logistics service, and finance) 9. strengthening the technical impact on the environment, state law changes after COVID-19 on hygienic imports and cross-border movement of goods, adopting measures to punish the yellow and red card for the fishing industry. 10. The investment attractiveness of the southern border region has declined compared to the nearest region. 11. Increasing competition between regions, narrowing the market for traditional products, reducing the regional attractiveness of competitive business types with a global focus.

The results of the SWOT analysis should be divided into the following geographic location development strategies:

1 Changing the gross product structure into the in-dept processing in the realistic production segment.

2.Increase in production labor

3.Developing the infrastructure to support small and medium enterprises by adopting the innovation to the production clusters

4.Changing the ecological situation for the better.

5. Constructing convenient and connected transportation logistics infrastructure, especially domestic and international railways

4. Discussion and Conclusion . The southern border economic location has been of the development in a weak direction, although its geographic location has an advantage for freight routes, trade center, and seafood processing and agricultural products, it could not make its advantages out of the border geographic location for profitability and could not always make the best as resulted from the economic recession or very low growth. The lack of new production employment, social facilities, and infrastructure, poor development of regional and international integration, production of goods and services on spatial networks. Also, the ineffectiveness of state regulation and area development planning under the central government structure, the regional budget deficit, the isolated economic sectors at the state and regional levels, defectives regional policy and management, and other institutional factors, for examples, the potential of such elements of the economic geographic location of the southern border

provinces region have not been fully realized as an advantageous transportation position at the intersection of most important and future existing and future regions, especially international shipping, the border position and the geopolitical potential of the region, the possibility of external interaction and external economic attractiveness, which is determined by financial and economic sufficiency, critical natural resources, labor, scientific, educational and integration potential have not been employed effectively and adequately, and geographic location. Meanwhile, the most important influence on a state's economic growth is due to its geographic location. [15]The southern border provinces' position on the optimal route from the problem of compression of the Malacca Strait can enhance the efficiency of the infrastructure and economy as the most important transport hub on the restored Silk Road. At the same time, this region does not only become the area for serving the flow of goods in Asia but also it is the most important channel for information and cultural exchange.

Estimating the economic geographic location of the region makes it possible to identify the asymmetry of the determinants of the geopolitical and economic development vectors as well as the patterns and directions of their relationships, the participation of the southern border regions in solving economic problems gives impetus for economic development and increases the coherence of economic area. The inclusion in the regional system of international transport makes the area more attractive for investment. The preliminary conditions therefore have been established to realize better economic potential and quality of life. The international economic relations include the export of raw materials and complex systematic interactions affecting various industries, stimulating the creation of new goods and services, improving the quality of life of the population, the ability to execute the delivery of export and import process to ensure transportation inclusive of facilities, especially train routes, seaports, transportation infrastructure, airports and more. In terms of influence on the development of the port area, it is the most promising object that can become the backbone for the development of a particular area as its activities are related to many industries and services involved.

Thus, the economic geographic location of the southern border provinces has been influenced by both internal and external factors with a markedly increasing effect that changes its patterns and properties The economic geographical position predetermines the features of the economic geographic area. Therefore, the border positions of the southern border provinces are more closely related to the more developed countries, thereby creating conditions for regional integration in the world economic relations system. However, the influence of the factors of economic geographic position is indisputable, based on the perception of problems that impede the economic development of the area. Given the geographic position, a good economy cannot be a factor in economic development shortly. [16]Likewise, realizing the self-development potential of the area would be an economic interest which stimulates inclusion in the "Economic Corridors" network and trade routes will make the distance from transport routes significantly increase the economic geographic location, contributing to the economic development of the area and the well-being of the people.

The economic geographic location, if convenient, it is deniable that it is one of the most important conditions that represent the competitive position of the region. The competitiveness of the

regional economy is achieved through its competitive advantage through fundamental signs of competitiveness such as the presence of productive power as well as natural resources. The scientific potential at the application level, the achievement of technical advances in regional establishments, which generates general level technical and technological support for regional economic management. The degree of the intellectual development of residents will guarantee the future economic development of the region rather than the belief of the geographic location. In the case of the geographic location, it is identified that the geographic location of the southern border provinces has been in a weak direction, and there are still complex problems with economic development solutions.

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