

Critical Discourse Analysis of Brunei's English Mainstream Media Perceptions on the Laos-China Railway

Yunzhu He^{1,a,*}

¹*University of Electronic Science and Technology of China, Chengdu City, China*

a. 14702886473@163.com

**corresponding author*

Abstract: This study aims to comprehensively analyze the coverage of the Laos-China Railway project by mainstream media in Brunei and its impact on public perception. Utilizing web scraping tools such as Octoparse and Heritrix, this paper systematically collected relevant reporting data from two major English news platforms in Brunei, the Borneo Bulletin and Brunei News. Quantitative tools such as AntConc and Excel were employed to process and analyze the data, revealing the frequency, temporal distribution, and emotional orientation of the reports. The qualitative component utilized Critical Discourse Analysis (CDA) to delve into the language use, discourse structure, and implicit meanings within the reports, further exploring how the media shapes the social reality and public cognition of the Laos-China Railway topic. The findings indicate that Brunei media not only frequently and comprehensively report on the Laos-China Railway project but also cover the project's political, economic, environmental, and social implications from multiple perspectives. Additionally, the media coverage reflects a keen awareness of the project's potential risks and a positive appraisal of its developmental benefits. The novelty of this research lies in its mixed-methodological approach and unique perspective on public opinion cognition, providing insights for policymakers on public opinion guidance and project promotion, as well as offering a rich theoretical and methodological reference for the academic community.

Keywords: Laos-China Railway, Brunei Media, Public Cognition, Critical Discourse Analysis, Media Reporting.

1. Introduction

1.1. Research Background and Significance

Connectivity is a key component of the Belt and Road Initiative (BRI) and a core task in the construction of the ASEAN Economic Community. In recent years, the cooperation between China and Southeast Asian countries, prioritizing connectivity, has become one of the most acclaimed areas of joint development. According to statistics from The International Institute for Strategic Studies, there are 358 BRI projects co-built with Southeast Asian countries, with 161 of them being connectivity projects (including airports, bridges, roads, subways, ports, railways, telecommunications, smart cities, 5G, etc.), accounting for 45% of the total number of projects.

Over the past decade, the BRI has not only facilitated the development of infrastructure in Southeast Asia but also significantly enhanced regional connectivity. The BRI Infrastructure

Development Index and its reports from 2017 to 2022 indicate that Southeast Asia exceeds other regions covered by the BRI in terms of infrastructure development demand, development environment, and development enthusiasm. Key projects include the Laos-China Railway, the China-Singapore Connectivity Project, the Jakarta-Bandung High-Speed Railway, the East Coast Rail Link in Malaysia, the Phnom Penh-Sihanoukville Expressway in Cambodia, and the Line 2A of the Hanoi Metro in Vietnam.

Particularly, since its inauguration at the end of 2021, the Laos-China Railway has seen a continuous increase in its transportation capacity. From January to July 2023, the railway carried a total of 10.17 million passengers, an increase of 5.4 million passengers or 113.4% compared to the previous year. It also maintained high cargo transportation levels, with 11.1 million tons of goods transported in the first half of 2023, marking an increase of 94.7%, including over 2.5 million tons of cross-border goods, up by 172.2%. Additionally, the Laos-China Railway has formed a new model of international rail transport with the China-Europe Express Trains and the New International Land-Sea Trade Corridor. In July 2023, the launch of the "Lanmei-Rong Europe Express" established a "Golden International Passageway" connecting internally and radiating bilaterally, effectively boosting cross-border tourism and industrial development along the route.

Research indicates that the people of Vientiane highly recognize the railway, noting its positive impacts on improving transportation, increasing employment, enhancing living conditions, and fostering mutual understanding between the peoples of China and Laos. Currently, the construction of the Laos-China Railway is progressing steadily, but our understanding mostly comes from Chinese reports, with limited knowledge of domestic opinions in ASEAN countries. Brunei's mainstream media, an important carrier of official and social discourse in Brunei, reflects the domestic public opinion process concerning the railway, providing feedback on Brunei's national demands within the railway's construction. Studying Brunei's mainstream media's perception of the Laos-China Railway will provide references for promoting the in-depth and practical progress of the project.

This study aims to explore Brunei's English-language mainstream media's perception and reporting of the Laos-China Railway through Critical Discourse Analysis (CDA). This not only helps understand the actual impact and role of the Laos-China Railway within the region but also reveals Brunei's role and stance in the Belt and Road Initiative. Analyzing how Brunei's mainstream media reports on and content about this large-scale Chinese infrastructure project will help us comprehend the perspectives and underlying political and economic motives of different countries. This is crucial for constructing a more comprehensive and objective evaluation system for BRI projects.

1.2. Theoretical Framework

The critical aspect of Critical Discourse Analysis (CDA) manifests in how analysts use relevant theories to describe, interpret, and explain the relationship between the form and function of language[1]. The 'form' of language, tied to linguistic studies, encompasses grammar, morphology, semantics, syntax, and pragmatics. The study of language function primarily refers to how individuals achieve social communication effects within specific sociocultural contexts using language. In conducting CDA, analysts focus on two main areas: analyzing the correlation between language form and function, and explaining why, within sociocultural contexts, certain patterns of correlation between form and function are superior to others. Analysts also strive to understand how these advantageous patterns correspond between their forms and functions.

Exploring the relationship between language form and function, Gee[2] provides a detailed analysis. From the perspective of analyzing language form and function, we can elucidate the relationship between the two through the meanings of utterance types and utterance tokens. On the level of utterance-type meaning, the form of language is the actual expression of spoken or written output, examining which words, phrases, and syntactic structures comprise a statement, while its

function reflects the implied meaning and communicative purpose. Thus, the correlation between the form and function of language is typically conventional.

Moreover, after analyzing the conventional correlation between language form and function, we must further investigate the situated meaning of a specific utterance in a particular context. This requires shifting our focus to the level of utterance-token meaning, where the study's focus is on the situational meaning of the utterance in its specific context. To fully understand this, we must first thoroughly comprehend the context, which includes the material setting of the utterance, the individuals present (and their personal characteristics such as gender, sociocultural background, beliefs, etc.), the discourse before and after the utterance, and the relationships among the individuals present. As the complexity of the research context itself is unveiled, we discover that any factor in the context related to a particular utterance can influence the understanding of its meaning. Hence, at this level, the 'critical' aspect of CDA emerges as a frame problem[2]. Researchers conducting CDA need to appropriately define the boundaries of the context based on actual needs, select the elements that constitute the context, and then analyze these elements to explore the meaning of the utterance in this situation.

Furthermore, the analysis of both utterance-type and utterance-token meanings is inherently linked to social practices[2]. Unlike traditional discourse analysis, CDA not only focuses on social relationships but also emphasizes the impact on social issues, such as status, power, and the distribution of social products. At this level, by analyzing discourse, analysts can explain why, in sociocultural environments, certain patterns of correlation between language form and function are superior to others and how these advantageous patterns correlate their forms and functions.

1.3. Research Methodology and Approach

This study explores media reports and public perception of the Laos-China Railway project in Brunei through efficient data collection and in-depth content analysis. Initially, the research utilized powerful web scraping tools, Octopus Collector and Houyi Collector, to systematically gather data from two major Bruneian English news platforms, Borneo Bulletin Online and Brunei News. The collected data included news headlines, publication times, and main content, providing a rich foundation for subsequent analysis.

In the quantitative research aspect, the study employed tools such as AntConc and Excel for data processing and analysis. These tools were used to meticulously count the number of reports, and analyze the distribution and frequency of these reports over time, thereby revealing the level of attention and trends of the Laos-China Railway topic within Bruneian mainstream media. Additionally, the study utilized the sentiment analysis tool Anakin to quantify the emotional tone of the content, aiming to understand the overall media attitude towards the project and its evolution.

For the qualitative research component, the study adopted Critical Discourse Analysis (CDA) to delve into the cognitive motives within the reports. CDA helped identify and interpret the underlying meanings and power structures in the media reports. Through this lens, the study examined how Bruneian media constructs the social reality and public perception of the Laos-China Railway. Detailed analysis of specific vocabulary, narrative structures, and discourse practices revealed ideological biases and cultural prejudices behind the reports[3].

Finally, combining both quantitative and qualitative results, the study concluded with an overall assessment of Bruneian media's reporting on the Laos-China Railway project and the public perceptions likely formed based on these reports. This research not only enriches the media studies concerning the Laos-China Railway in Southeast Asia but also provides important insights for policymakers on opinion shaping and project promotion. Moreover, through systematic methodological practice, this paper also offers a feasible research framework and analytical methods for future studies on similar topics.

1.4. Research Innovations

The proposed study focuses on the social opinion perception of the Laos-China Railway project in Brunei, featuring several significant innovations that not only add academic value but also have practical implications:

1.4.1. Innovative Research Methods

The study employs a mixed-methods approach, combining quantitative and qualitative analyses to explore the social opinion perception in Brunei. The quantitative section uses content analysis techniques to systematically examine the number of reports and their emotional tendencies in Bruneian mainstream media. The qualitative section employs discourse analysis to deeply explore the language expressions and implicit meanings in the reports, and how these shape public views on the Laos-China Railway project. This combined approach not only quantifies opinion trends and breadth but also provides a deeper understanding of the underlying cultural and psychosocial factors, offering a more comprehensive analytical perspective.

1.4.2. New Research Perspective

While the Laos-China Railway project is a hot topic in regional cooperation and development, most studies have focused on its economic benefits and geopolitical impacts. This study[3] shifts focus to the cognitive aspect of social opinion, a relatively less explored area. By analyzing how the Bruneian public perceives and accepts the Laos-China Railway project, this paper attempts to fill gaps in research on the project's sociocultural impacts and public acceptance. This shift in perspective not only aids in understanding the policy acceptance level but also provides insights for policymakers on how to better promote similar infrastructure projects in other countries.

1.4.3. Fresh Research Materials

In data collection, this study utilizes the latest news reports and media publications from Brunei. By gathering and analyzing recent data, the study ensures the timeliness and relevance of its materials. The use of firsthand news report materials enhances the authenticity and originality of the research findings, making the conclusions not merely a reiteration of existing knowledge but providing new information and perspectives. This cutting-edge approach to acquiring research materials is crucial for understanding the current changes in Bruneian society's perception of the Laos-China Railway, accurately reflecting the latest dynamics of public opinion.

Collectively, these innovative points aim to bring new insights and understanding to the field of social science research on the Laos-China Railway and similar transnational infrastructure projects. Through this multidimensional research method, the study hopes to provide a comprehensive and in-depth analysis that benefits both policymakers and the academic community[4].

2. Literature Review

As the construction of the Laos-China Railway progresses, research by scholars both domestically and internationally has deepened, with each contributing distinct focal points that complement each other.

2.1. Domestic Research Status

The Laos-China Railway, a crucial transportation artery co-built by China and Laos, is not only a significant part of the Belt and Road Initiative but also plays a vital role in promoting Laos's economic

and social development and regional integration. Domestic scholars have explored various aspects of the railway, including its impact on Laos's spatial configuration, ecological and green design, cultural integration, multi-community construction, and the development of the economic belt through the "Five Connectivities" analysis. Here is a summary of these studies:

The construction of the Laos-China Railway helps transform Laos from a landlocked to a land-linked country, significantly enhancing its position in regional and international transport networks. Through the railway, Laos can break geographic barriers, facilitating connectivity with neighboring countries and regions, and promoting the free flow of trade, investment, and people. Yu Yao in "From Landlocked to Land-linked: The Laos-China Railway's Reshaping of Laos's Spatial Configuration" notes that the railway not only improves Laos's transportation infrastructure but also stimulates economic development in towns along the route, accelerating urbanization. This viewpoint is supported by other scholars who delve deeper into the profound impacts of the Laos-China Railway on the reconfiguration of Laos's territorial space, including changes in urban-rural relationships and the reorganization of economic activity spaces.

In terms of ecological and green design, scholars emphasize that the Laos-China Railway incorporates numerous environmental protection measures to minimize damage to the natural environment. Xie Yi in "Ecological, Green, and Cultural Integration Design Study of the Laos-China Railway" explores the railway's design philosophy, noting its focus on engineering quality, safety, ecological protection, and sustainable development. The analysis includes the railway's sensitive ecological areas and biodiversity conservation measures, highlighting it as a model for green transportation infrastructure construction. Additionally, the study points out that the railway's design integrates cultural elements, respecting the traditions and customs of ethnic groups along the route, which fosters cultural exchange and social integration[5].

The construction of the Laos-China Railway is not merely an infrastructure improvement but also a significant practice in multi-community building. Zhang Shan in "Study of the Laos-China Railway from the Perspective of Multi-community Construction" argues that the railway promotes comprehensive deepening of relations between China and Laos through multifaceted cooperation in economics, society, and culture. The analysis examines specific practices in building economic, cultural, and security communities, suggesting that the railway not only enhances bilateral economic and trade cooperation but also fosters mutual understanding and friendship between the peoples of the two countries, thereby improving regional security stability. This research perspective enriches the understanding of the Laos-China Railway, emphasizing its role in fostering regional cooperation and joint development.

Under the Belt and Road Initiative, the Laos-China Railway is seen as a crucial vehicle for achieving the "Five Connectivities" (policy coordination, facilities connectivity, unimpeded trade, financial integration, and people-to-people bonds). Zhu Huiyong in "Analysis of the 'Five Connectivities' Development of the Laos-China Railway Economic Belt under the Belt and Road Initiative" provides a comprehensive analysis of the railway's role in promoting these connectivities. He notes that the railway enhances cooperation between the governments of the two countries through policy coordination and mechanisms; improves connectivity with better transport infrastructure; facilitates trade through reduced logistics costs and increased transportation efficiency; advances financial integration through cooperative projects and investments; and fosters mutual understanding through cultural exchanges and people-to-people interactions. This study thoroughly articulates the strategic importance and significant role of the Laos-China Railway within the Belt and Road Initiative.

In summary, domestic scholars' research on the Laos-China Railway is rich and varied, covering aspects like spatial reconfiguration, ecological and green design, cultural integration, multi-community construction, and the analysis of "Five Connectivities." These studies not only deepen the

understanding of the Laos-China Railway but also provide crucial insights for its future development. Future research could further explore the railway's role in sustainable development, regional integration, and enhancing the relationship between China and Laos. By integrating real-world cases and data analysis, more scientifically sound suggestions can be made for optimizing and enhancing the Laos-China Railway.

2.2. International Research Status

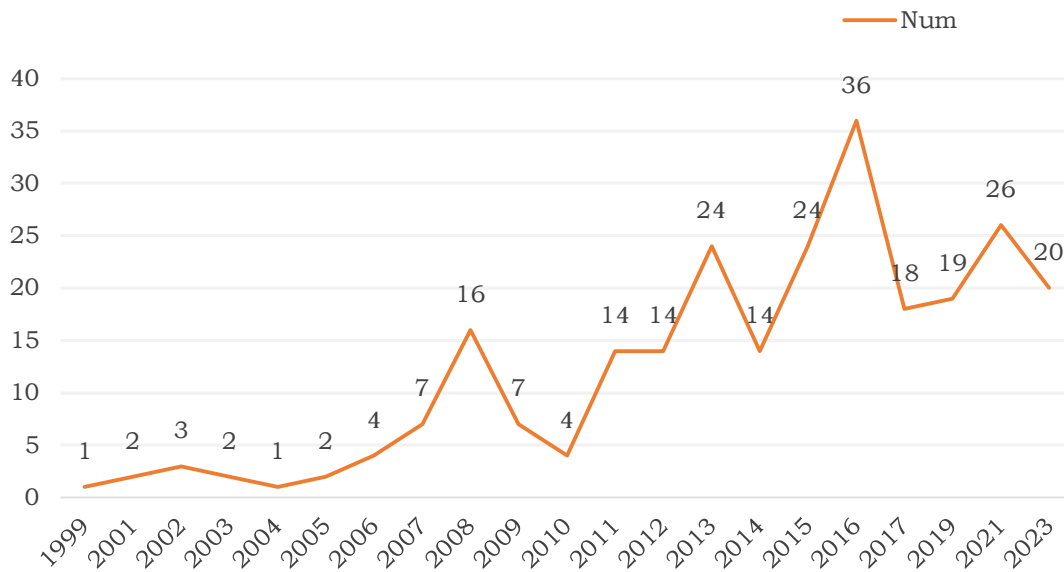


Figure 1: Number of published papers related to the analysis of critical discourse

Figure 1 from 1999 to 2020 on the publication numbers related to Critical Discourse Analysis shows trends in the academic interest and focal shifts within the field. The detailed observation of this time-series data allows for discussion on the shifts in research emphasis within the field of Critical Discourse Analysis.

The chart clearly shows that from 1999 to 2005, the number of papers published was relatively low, averaging between one and four papers per year. This phase likely reflects the nascent stage of Critical Discourse Analysis as an academic field, with researchers and academic institutions exploring the theoretical framework and methodologies, yet to produce a significant body of research.

In 2006, the number of papers increased to seven, indicating a growing interest in Critical Discourse Analysis within the academic community. This could be due to the maturation of related theories or innovative research methods, encouraging more researchers to engage in this field. However, after 2007, the number of papers slightly declined, possibly due to initial validations and adjustments of early theories, leading to a temporary dip in research enthusiasm.

Post-2010, a clear growth trend emerged, particularly peaking in 2015 with thirty papers. This increase might be closely linked to changes in the global political-economic landscape, such as conflicts brought by globalization and ideological clashes, as well as the rise of social media, making the analysis of critical discourse increasingly vital and urgent. Additionally, the development of interdisciplinary methods, incorporating linguistics, sociology, psychology, and computational technologies, might have brought new perspectives and tools to the field, thereby driving an increase in research output.

It is noteworthy that after 2016, the number of papers began to fluctuate and decline. In 2019, the number of papers published halved from the peak period. This decrease could be due to various factors, including reduced research funding, shifting research interests, or the field having relatively thoroughly explored significant research questions.

Analyzing this chart allows us to speculate on the evolving research hotspots and focuses within the field of Critical Discourse Analysis. This trend not only reflects the academic community's sensitivity and responsiveness to societal issues but also unveils the complex interplay between research activities and external factors like societal culture, technological advancements, and financial support. Future research might need to pay more attention to the development of emerging technologies and theoretical frameworks to adapt to the rapidly changing global information landscape and increasingly complex social contexts.

3. Quantitative Analysis

Quantitative analysis is essential in all scientific studies, and it represents a standard that all scientific analyses strive to achieve. This chapter quantitatively assesses the collected reports on the Laos-China Railway from three aspects: the volume of reports, the topics covered, and the tendency of the reports, summarizing their basic characteristics to grasp an overall understanding of how Brunei's mainstream media has been covering the Laos-China Railway.

3.1. Distribution Characteristics of Brunei Mainstream Media Reports

3.1.1. Volume of Report Data

Table 1: brunei mainstream media on the China-Laos railway news report data

Website	Chinese Name	Num	Time	URL
Borneo Bulletin	婆罗洲公报	18	2022-2024	https://borneobulletin.com.bn/
Brunei News	文莱新闻	14	2013-2024	https://www.aljazeera.com/where/brunei/

Table 1 relates to the brunei mainstream media on the China-Laos railway news report data. An in-depth analysis of Brunei's mainstream media coverage of the Laos-China Railway reveals that the coverage is not just a simple compilation of news releases. It significantly reflects the strategic choices of Bruneian media in international reporting and their reflection on foreign policy. The coverage volume and quality differ between the "Borneo Bulletin" and "Brunei News", possibly due to their audience base, editorial policies, and long-term strategic directions.

Firstly, the continuous and systematic coverage by the "Borneo Bulletin" may be based on the media's emphasis on the economic and political interactions between Brunei and its neighboring countries. By covering this large-scale transnational infrastructure project, the "Borneo Bulletin" not only provides detailed updates on the project's progress but also includes in-depth analyses of the project's impact, such as discussions on regional economics, political relations, and socio-cultural effects. This reporting strategy helps shape public understanding of Brunei's role in regional cooperation and enhances Brunei's discourse power on the international stage.

On the other hand, the "Brunei News" features fewer reports, which may reflect a more selective reporting strategy, indicating that the media may focus more on news events that have significant impact or are directly related to Brunei's interests. A smaller volume of in-depth reports may engage key audiences more effectively, while the analysis may focus more on policy recommendations and future forecasts, serving its audience accordingly. These differing strategies demonstrate that Brunei's mainstream media, in covering major international events, is not just satisfied with disseminating

facts but also cares about shaping the national image and influencing both domestic and international public perceptions of Brunei and its policies. The choice of these strategies reflects the media's role in national public diplomacy and also indicates how the media influences the country's strategic positioning in a globalized context.

In summary, the "Borneo Bulletin" and "Brunei News" have shown their sense of responsibility and influence as Brunei's mainstream media in reporting the Laos-China Railway project. Through their reports, they not only convey information but also secure a voice for Brunei on the global stage, showcasing their depth and breadth as news organizations.

3.1.2. Distribution Features of the Report Data

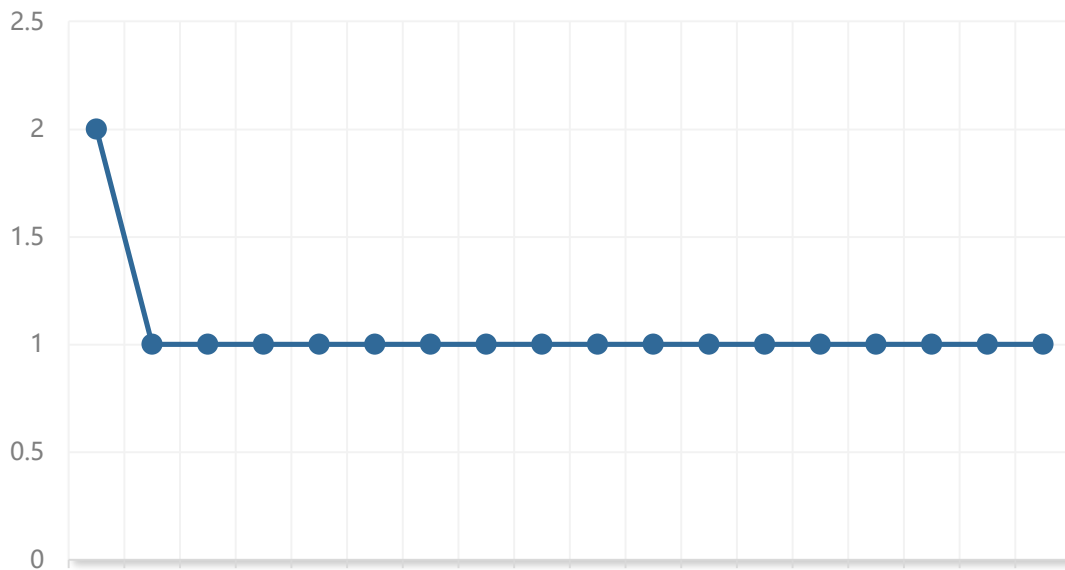


Figure 2: Distribution characteristics of report data of China-Laos railway by mainstream media in Brunei and Brunei

Figure 2 (the frequency of reports on the Laos-China Railway by Brunei's mainstream media) shows a significant decreasing trend, which then stabilizes. Specifically, from April to May 2022, the number of articles dropped from nearly two articles to about one, indicating that the media initially[6] paid high attention and provided deep coverage due to the concentration of news events such as the project initiation and the signing of cooperation agreements. However, as the project moved into a routine phase, the focus of the news shifted to other current affairs or specific operational aspects of the project.

From May 2022 onwards, the number of reports has generally stabilized at about one article, indicating a relatively steady reporting trend. This stable frequency of reports may reflect the Laos-China Railway project's consistent news value within Brunei media, maintaining a certain level of coverage even as the project gradually recedes from the public eye to cover ongoing developments, related policy changes, or regional economic impacts.

Furthermore, this stability in report frequency may also relate to the Bruneian media's resource allocation, editorial strategies, and their balance of domestic and international news[7] events. For instance, the media might allocate more resources to cover domestic political, economic, or social events, while treating international infrastructure projects like the Laos-China Railway as part of routine monitoring.

economic benefits of the project and its potential to drive local employment and industrial development.

In the ecological domain, the proportion of coverage differs between the two media, with Borneo Bulletin at 11.111% and Brunei News at 28.571%. This variance may reflect the different levels of concern each media has regarding environmental impacts. Ecological topics typically involve the impact of railway construction on the environment, conservation measures, and issues of sustainable development.

Safety issues have a relatively low share of coverage in both media, indicating that, despite the importance of safety in infrastructure projects, it may not be a focal point in mainstream media coverage. Reports might focus on the safety standards of the project's construction and security cooperation among countries along the railway line.

Lastly, cultural topics are almost unmentioned in reports, with a very small percentage in the Borneo Bulletin (5.556%) and none in Brunei News. This indicates a lack of attention to the cultural exchanges and community impacts of the Laos-China Railway project.

In summary, Brunei's mainstream media tends to focus on the political and economic impacts of the Laos-China Railway while paying relatively less attention to ecological, safety, and cultural issues. This reporting tendency may reflect the media's focus on issues that directly impact national and regional interests while also highlighting a lack of attention to other equally important areas. Future reports should aim for a more balanced and comprehensive coverage in these fields.

3.3. Analysis of Bias in Brunei Mainstream Media Coverage of the Laos-China Railway

In analyzing the bias in English news reports on the Laos-China Railway by Brunei's mainstream media, a complex and multidimensional focus on environmental, social, and political domains is observed.

Firstly, environmental impacts are a significant topic in the coverage. Brunei media emphasize the potential ecological destruction caused by the Laos-China Railway and its ancillary facilities, such as dams on the Mekong River. Reports detailed the projects' impacts on local biodiversity, particularly the threats to fisheries [6], showing concerns for ecological outcomes and a commitment to sustainable development principles.

Secondly, on the social front, reports highlight the plight of relocated villagers, underscoring the impact on local communities. For instance, Tacon[6] noted that about 300 residents were forced to relocate to a dry area 35 kilometers from the river, significantly reducing their quality of life as they could no longer sustain their livelihoods dependent on the river. Such reports reveal how large infrastructure projects, while offering economic development opportunities, can also cause severe social and economic disruptions locally.

In the political realm, coverage emphasizes opposition from neighboring countries like Cambodia and Vietnam to the dam constructions, highlighting the geopolitical significance of the Laos-China Railway project in Southeast Asia[7]. Reports also note that despite controversies and challenges, China, as the project's main proponent, seeks to enhance its influence in regional development [8].

Overall, Brunei's mainstream media coverage of the Laos-China Railway acknowledges the project's economic potential while deeply focusing on its environmental and social impacts. This style of reporting not only provides comprehensive coverage of the facts but also reflects the media's independence and critical thinking in handling complex international issues.

Furthermore, Brunei media coverage, through specific case studies and detailed data, makes abstract economic and political topics tangible, enhancing the report's impact and credibility. This approach not only deepens public understanding of the project's multifaceted impacts but also provides valuable societal feedback to policymakers and international partners, aiding them in more comprehensively considering and balancing various interests in advancing similar projects.

4. Qualitative Analysis

4.1. High Appraisal of the Laos-China Railway's Achievements and the Sustenance of Traditional Friendship

4.1.1. Progress and Benefits of the Laos-China Railway Construction

The Laos-China Railway, as a significant component of the "Belt and Road Initiative," has garnered extensive attention from Bruneian media. Literature indicates that the project has not only improved regional transportation links but also facilitated the movement of goods and people, significantly enhancing the economic vitality of the region[9]. Bruneian media coverage highlights how the railway, by connecting more markets and resources, has driven local economic diversification and laid a foundation for Laos's long-term development.

4.1.2. Continuation of Traditional Laos-China Friendship

The longstanding deep friendship between Laos and China is emphasized by Bruneian media. The construction of the Laos-China Railway is portrayed not only as a result of economic cooperation but also as a modern manifestation of traditional bilateral friendship, helping to further strengthen the relationship between the two nations.

4.2. Current Developmental Needs of Laos Driving Strong Demands

4.2.1. Proactive Response to Global Changes

Faced with global economic and political uncertainties, Laos seeks external support to stabilize its economic and political environment through strengthened cooperation with China. Bruneian media view the Laos-China Railway as a strategic response by Laos to these global changes.

4.2.2. Alleviating Developmental Challenges

Laos faces multiple developmental challenges, including inadequate infrastructure and heavy reliance on external trade. The construction of the Laos-China Railway is expected to mitigate these issues, bringing new developmental opportunities to Laos.

4.2.3. Utilizing Chinese Cooperation to Achieve Developmental Goals

Laos actively utilizes its cooperation with China to achieve its developmental objectives, particularly in enhancing national infrastructure and expanding international trade[10].

4.3. Summary

An analysis of Bruneian mainstream media coverage of the Laos-China Railway reveals several cognitive motivations related not only to the economic interests[11] and political relationships of the two countries but also to the internal development of Laos and challenges in the international environment. The media coverage deepens public understanding of these complex factors and also reflects the media's role in shaping inter-state relationships.[12]

5. Conclusion

This study employs both quantitative and qualitative analytical methods to deeply explore Bruneian mainstream media coverage of the Laos-China Railway and its public perception. Through systematic data collection and content analysis, the study reveals Bruneian media's multidimensional

perspectives and profound attention to this transnational infrastructure project, reflecting its significant impact on regional development.

5.1. Main Findings

5.1.1. Media Focus and Reporting Tendencies

Quantitative analysis clearly identifies the frequency and temporal distribution of the Laos-China Railway coverage in Bruneian mainstream media[13]. Analysis shows that the coverage is not only frequent but comprehensively covers the economic impacts, political significance, and social and environmental consequences of the project. Sentiment analysis tools further reveal a generally positive media stance towards the project, though there is also attention to its potential risks and challenges.

5.1.2. Analysis of Cognitive Motivations

The qualitative part, using Critical Discourse Analysis, delves into the use of language, discourse structures, and underlying meanings in the reports[14]. The study finds that Bruneian media not only focus on the direct impacts of the railway as an infrastructure investment but also explore its long-term effects on regional political and economic structures, demonstrating the media's proactive role and profound impact in shaping public perception.

5.1.3. Reflection of Media Strategies and Foreign Policy

The study also explores how Bruneian media coverage reflects the nation's foreign policy orientations[15], particularly how media reports shape and adjust public perceptions[16] of significant regional cooperation projects[17], serving national diplomatic and economic development goals.

5.2. Significance of the Study

This research provides deep insights into Bruneian media coverage of the Laos-China Railway, offering valuable information for policymakers in advancing similar transnational infrastructure projects[18]. By understanding media reporting tendencies and public cognitive attitudes, policymakers can more effectively design and implement public relations strategies to enhance public support and social acceptance of projects. Employing a mixed-methods approach, this paper extends academic discussions on infrastructure project media coverage, particularly offering new perspectives on public opinion cognition for future research. Additionally, the findings enrich the literature on media studies of regional cooperation projects in a globalized context[19].

Overall, this paper systematically analyzes Bruneian media's reporting strategies and public perception of the Laos-China Railway, providing empirical foundations and theoretical insights to guide future media coverage and public policy formulation for similar infrastructure projects.

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