

Studies the Psychological Acceptance of Taiwan People to China's Preferential Taiwan Policy and Plan

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Abstract

Due to historical factors, the two sides of the Taiwan Strait have been separated since 1949, and therefore under their respective policies there have been many inherent barriers and exchanges between them. In recent years, with more frequent and closer communication and interaction between both sides than in the past. Taiwanese enterprises' investment in mainland China has helped promote a variety of economic communication and cooperation. Mainland China has also put forward attractive policies to attract Taiwanese to invest and set up factories there, as well as to learn about the industry on the mainland. What is the public' understanding of mainland China, and what is their psychological acceptance of mainland China's policies? This study thus explores the Taiwanese public's psychological acceptance of mainland China's policies towards Taiwan. By analyzing mainland China's policies in transportation, convenience, economic, and basic variables, this study discusses the degree of psychological acceptance of the mainland's Taiwan policies so as to understand the Taiwan public's views on such policies. The results show that the policies have a significant positive effect on Taiwanese psychological acceptance of them. The analysis shows that the depth of public contact is the key to policy acceptance.

Keywords: Psychological acceptance, Electronic type of Taiwan compatriots, Entrepreneurial subsidies, Free trade zones, Preferential Taiwan policy

1. Introduction

1.1 Research Background and Motives

In recent years, China actively proposes exchanges with Taiwan. Hence, in the 11th 5-year, 12th 5-year and 13th 5-year programs, China initiated policies to Taiwan of different phases. On November 8, 2015, it launched the first meeting between cross-strait leaders in 66 years. It shows the unprecedented mutual trust between China and Taiwan. In current situation, however, private cross-strait exchanges continue. According to opinion poll of CT news at the end of 2016, the Taiwanese people who identified with the Chinese returned to 52% and those who denied the identification were reduced to 43%. It was the first percentage which was higher than 50% in recent three surveys. Thus, the Taiwanese people's identification with China was increased. In addition, 69.7% subjects suggested that for Taiwan, cross-strait relation of "general Chinese identification" is

the optimal measure to guarantee profits of Taiwan and enhance cross-strait peace. In addition, cross-strait relation changes from tension to smoothness. Trading becomes frequent. Taiwanese enterprises' investment in China regarding various economic trading and cooperation accelerates. Profits resulted from cross-strait economic trade increase continuously and gradually become main force of economic development in Taiwan. According to announcement of the Ministry of Commerce of the People's Republic of China in 2015, foreign capital investment in China grew constantly. Top 10 were Hong Kong, South Korea, Taiwan, Singapore, Japan, U.S., Germany, UK, France, and Macao. Taiwan was the third. Total investment of the ten countries was up to USD 43.2 billion. In cross-strait relation, the politics leads economy. Relationship between China and Taiwan is intense. Fang, Wang and Chang (2015) point out China have loosened policy restrictions on transportation, commerce, and communication between mainland China and Taiwan, and they find the market and industrial dependence has significantly increased as well as the market index due to the tendency of the cross-strait economic integration.

In 2018, China re-liberated incentive 31 policies

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to Taiwan to enhance the investment and establishment of plants. The industries would attempt to study the policies. However, what about the Taiwanese people's knowledge regarding China and acceptance of policy? This study will probe into the Taiwanese people's acceptance of Mainland's Taiwan policy.

2. Literature Review

2.1 Measure and program of Mainland's Taiwan Policy

2.1.1 Policy of transportation

1. Implementation of Mini Three Links

With increasing exchanges of economy, trade and society between Taiwan and China, demand for interaction successively increases. Concept of Mini Three Links not only aims to solve the problem of cross-strait exchange, but also demonstrates the historical blood relationship among Kinmen, Matsu, and Xiamen of China and Fujian. Before "Offshore Islands Development Act" and "Mini Three Links", in order to bound for anchoring point of one province in China by boat and land the territory, the Taiwanese people must possess the certificates as identity of Taiwan residents. After the permission of local responsible unit, they landed and entered the territory with the landing certificate. In order to visit the relatives, tourist spots or invest in commerce out of the counties or cities of the anchoring point, the Taiwan people must be examined by "office of Taiwan affairs" of local county or city government with specific certificates. Local frontier defense department issued the certificate of visit. The expiration date shall not surpass the deadline of the said navigation. When "Offshore Islands Development Act" was approved in 2000, there was the trial of "link" among Kinmen, Matsu, and China. Since "link" resulted in entry, departure, exchange of goods and related commercial behavior, it was called "Mini Three Links". In 2008, political parties in Taiwan alternated and with official three links across Taiwan Strait, it led to larger economic development of Taiwan. "Mini Three Links" was called in comparison to "Three Direct Links across Taiwan Straits" and the origin was "two Mens (Kinmen and Xiamen) facing each other and two Mas (Matsu and Mawei) marching first" which was the initiation of "Mini Three Links" proposed by Fujian Province of China in 1992.

It has liberated exchanges such as piers, visa and communication, operation of Visa on Arrival of Taiwan residents in airports of Fuzhou and Xiamen to enhance regional and private interaction.

2. Promotion of Cross-Strait Direct Links

Great number of the Taiwanese people and Taiwanese businessmen should return to Taiwan from China for the holidays. Two voyages of airlines were inconvenient. Director of Association of Promotion of Taiwanese Businessmen's Development in China of Taiwan and lawmakers at the time first proposed "item of home return of Taiwanese businessmen in China during Chinese New Year" in response to people's needs to cope with the inconvenience of voyage. It was considerably recognized by different circles in Taiwan and supported and concerned by industry, business and navigation fields. Mainland Affairs Council, Executive Yuan (2003) stated that link between Taiwan and China has been a sensitive issue, including economic and political concerns. Since Taiwan and China held different perspectives, it tended to cause disputes and it was one of the focuses of different countries. China considered cross-strait link as economic issue and the political difference was not the obstacle of the link. However, for Taiwan, implementation of link should be based on the concern of "Taiwan economic development". Besides, "national sovereignty" and "national safety" must be conceived as critical issues. As to "national sovereignty", although the link was economic affair for Taiwan, in order to promote the link, related operation and arrangement, national sovereignty was inevitable.

For instance, nationality of airlines and ships, flags, recognition of certificates, negotiation of freedoms of the air, navigation supervision and practice of related public power were associated with national sovereignty and they could not be avoided or neglected.

2.1.2 Measure of convenience for people

QI (2018) shows The Chinese central and local governments have improved policies to attract more Taiwanese capital and people and cultivate a sense of belonging among Taiwanese in mainland China.

1. Visa free for Taiwan residents

Cross-strait exchanges were frequent and Mainland policy of visa free to Taiwan residents allowed Taiwan to save visa expenses of around NTD 3 billion annually. In order to reinforce interaction between Taiwan and China and facilitate the Taiwanese people who left for China and simplify the procedure of the Taiwanese people's voyage, China not only cancelled visa, but also simplified the procedure to apply for Mainland

Travel Permit for Taiwan Residents. On June 14, 2015, Yu Zhengsheng, member of the Standing Committee of the Political Bureau of the CPC Central Committee of China and director National Committee of the CPPCC, announced in the 7th Cross-Strait Talk that China would create better conditions for people across the Strait, including visa free of Taiwan residents in China. On July 1, 2015, policy of visa free of Taiwan residents was officially implemented in China.

By possessing valid Mainland Travel Permit for Taiwan Residents, the Taiwanese people can travel between Taiwan and China and stay in China through liberated ports without operation of visa.

2. Electronic Mainland Travel Permit for Taiwan Residents

It is "Mainland Travel Permit for Taiwan residents" of the version in 2015, also called "electronic Mainland Travel Permit for Taiwan Residents". On June 14, 2015, Yu Zhengsheng, member of the Standing Committee of the Political Bureau of the CPC Central Committee of China and director National Committee of the CPPCC, announced in the 7th Cross-Strait Talk in Xiamen that China would create better conditions for people across the Strait, including visa free for Taiwan residents and proper implementation of card-based Mainland Travel Permit for Taiwan Residents.

The most significant difference of card-based from paper-based Mainland Travel Permit for Taiwan Residents is that it eliminated the holders' occupation and current address and the zone of visa. It added holders' names on Taiwan ID cards and English instruction of functions on the card. The Taiwanese people could experience self-service customs clearance by card-based Mainland Travel Permit for Taiwan Residents; size of card-based Mainland Travel Permit for Taiwan Residents is similar to credit card and application fee remains as NTD 1300. For those who have applied Mainland Travel Permit for Taiwan Residents Taiwan residents for 5 years of validity, their permit number remains the same after receiving electronic Mainland Travel Permit for Taiwan Residents; launching electronic Mainland Travel Permit for Taiwan Residents is for the concern of Taiwan residents' voyage to China. Portability is the most intuitive perception on card-based Mainland Travel Permit for Taiwan Residents. It cancels the zone of visa and simplifies and improves cases of registration. It adopts various measures of security and anti-counterfeiting. It not only enhances issuing and examination efficiency of permits, but also allows Taiwan residents to travel in China more

conveniently.

2.1.3 Economic profits

1. Subsidy for entrepreneurship

Based on past policy which encouraged the Taiwanese young people to invest in China and launch entrepreneurship, in 2016, China introduced "double hundred project" which expanded from innovation to education and recruited overseas excellent teachers to teach in Fujian. It encouraged enterprises, scientific research institutions and scientific research personnel to invest in and found the companies and research institutions in Fujian. For overseas professional talents, they provided subsidy of RMB 1 million. Maximum subsidy for entrepreneurship in China could be RMB 5 million. The applicants could apply for loans. Their spouses and children had preferential employment and social insurance, as One Thousand People Project.

From January 1, 2016, related departments of China would further expand and liberate industries of industrial and business individuals applied by Taiwan residents in China, zone and operational conditions. According to Ma Xiao Guang, at the end of 2011, to sincerely invite Taiwan residents as priority to share development opportunities of China, we liberated Taiwan residents to apply for industrial and business individuals in nine cities such as Beijing and Shanghai and cross-strait agricultural cooperation experimental zone and Taiwan farmers' entrepreneurial park founded by China.

2. Free Trade Area

Free trade area or free economic area means the trial area of economic liberalization. By liberation of laws and improvement of operational environment, it considerably lowers limitations of logistics, flow of people, flow of capital and flow of information in the area in order to develop convenient commercial environment and carry out liberation of market.

In recent years, in order to enhance national competitiveness, the countries around the world actively accelerate the progress of liberalization and internationalization, including promotion of regional economic integration, signing free trade agreement and lower investment threshold to attract investment of national and overseas enterprises. Since regional economic integration has been new trend of global economic and trading development, China and Taiwan cannot be the exceptions and they should accelerate economic liberalization. It is particularly important for Taiwan, as the small-scale economy based on trade.

However, Taiwan lacks common consensus regarding liberation of market. By constructing free trade area or Free Economic Pilot Zones (short for Free Economic Zones) to promote small-scale liberalization to catch up with the world, it becomes the optimal program of trial and common consensus [5].

2.2 Satisfaction with policy

In recent years, regarding cross-strait relation, in order to fight for exclusive reports, newspapers and media sometimes invent or exaggerate the situations without specific evidences. Thus, people tend to wrongly comprehend the circumstances between Taiwan and China. When media diffuse risky information, the government should carefully examine it to avoid the possibility of information asymmetry. Media not only provide sensibility of risk, but also produce and manipulate risky information.

As to evaluation of policy, Chang (2001) argued that there are various measures of evaluation. For instance, evaluators can conduct the investigation on site and they can participate in public hearing or measure output of policy and they can recognize the public's satisfaction with policy by investigation. According to research, policy satisfaction is individuals' subjective evaluation on outcome after execution of policy. They are influenced not only by information and media, but also their long-term perception. Hence, satisfaction is, in fact, associated with individuals' cognition and affective attribution. Thus, when exploring factors of policy satisfaction, the researchers tend to treat individuals' cognition of policy and affection as antecedents to predict policy satisfaction. For instance, these researchers share the same perspectives.

2.3 Correlation analysis of measure and program of policy and acceptance

This study adopts individuals' intention and execution to accept new concept as definition and it refers to the Taiwanese people's acceptance of Mainland's Taiwan Policy.

In terms of policy cognition, cognition means individuals' psychological process to approach and comprehend things through consciousness, such as perception, imagination, recognition, deduction and judgment. Hence, individuals' knowledge of policy content, actual benefits and positive and negative effects can be included as policy cognition factors. According to various research findings, there is correlation between policy cognition and policy attitude and it can predict satisfaction or

behavior. Based on previous research findings, policy cognition, policy attitude and policy satisfaction are common indicators to evaluate policy. Thus, based on past research findings, this study analyzes difference of the Taiwanese people's acceptance of Mainland's Taiwan Policy in order to serve as reference for future research projects.

3. Research Method

3.1 Conceptual framework

Chuang (2008) argued that acceptance means individuals' intention and execution to accept the concept or things. This study focuses on the Taiwanese people's acceptance of measure of Mainland's Taiwan Policy. Dimensions include "transportation", "convenience for people" and "economic profits" which are respectively classified into two. Transportation is divided into Mini Three Links and Cross-Strait Direct Links; convenience for people is divided into visa free to Taiwan residents and electronic Mainland Travel Permit for Taiwan Residents; economic profits include subsidy for entrepreneurship and Free Trade Area.

3.2 Research Hypotheses

This study explores three dimensions, transportation, convenience for people and economic profits and the Taiwanese people's acceptance of Mainland's Taiwan Policy. In addition, three dimensions are respectively classified into two sub-dimensions. Transportation is divided as Mini Three Links and Cross-Strait Direct Links; convenience for people is divided into visa free to Taiwan residents and electronic Mainland Travel Permit for Taiwan Residents; economic profits are divided into subsidy for entrepreneurship and Free Trade Area. Thus, this study explores the Taiwanese people' acceptance of dimensions of Mainland's Taiwan Policy and respectively constructs hypotheses.

4. Empirical Analysis

4.1 Regression analysis

According to correlation analysis of Table 4-1, linear correlation coefficients of seven variables, Mini Three Links, Cross-Strait Direct Links, visa free to Taiwan residents, electronic Mainland Travel Permit for Taiwan Residents, subsidy for entrepreneurship and Free Trade Area and acceptance are significant. It means there is linear relationship between pair variables. Thus, regression analysis can be conducted.

By regression analysis, this study explores effect of "Mainland's Taiwan Policy" on "the Taiwanese

people's acceptance". As to independent variables, "Transportation" includes "Mini Three Links" and "Cross-Strait Direct Links". "Convenience for people" includes "visa free to Taiwan residents" and "electronic Mainland Travel Permit for Taiwan Residents". "Policy of economic profits" includes "subsidy for entrepreneurship" and "Free Trade Area". Dependent variable is acceptance. Control variables include gender, age, education, occupation, average monthly income, total working years, region of work, leaving for China in recent one year and frequency to leave for China in one year.

4.2 The Taiwanese people's acceptance of Mainland's transportation policy to Taiwan

This study analyzes the Taiwanese people's acceptance of Mainland's Taiwan Policy. In Table 4-2, according to Model 2, positive effects on the Taiwanese people's acceptance of Mainland's transportation policy to Taiwan include Mini Three Links ($\beta = .390$; $t=3.816$; $p<0.01$) and Cross-Strait Direct Links ($\beta = .201$; $t=2.210$; $p<0.01$) which positively and significantly influence acceptance.

4.3 The Taiwanese people's acceptance of Mainland's convenience for people policy to Taiwan

This study analyzes the Taiwanese people's acceptance of Mainland's convenience for people policy to Taiwan. In Table 4-3, according to Model 2, positive effects on the Taiwanese people's acceptance of Mainland's convenience for people policy to Taiwan include visa free to Taiwan residents ($\beta = .303$; $t=2.828$; $p<0.01$) and electronic Mainland Travel Permit for Taiwan Residents ($\beta = .315$; $t=3.267$; $p<0.01$) which positively and significantly influence acceptance. Hence, "H2: Mainland's convenience for people policy to Taiwan significantly and positively influences the Taiwanese people's acceptance.", "H2-1: Mainland's policy of visa free to Taiwan residents significantly and positively influences the Taiwanese people's acceptance.", "H2-2: Mainland's policy of electronic Mainland Travel Permit for Taiwan Residents significantly and positively influences the Taiwanese people's acceptance." are supported.

4.4 The Taiwanese people's acceptance of Mainland's economic profits policy to Taiwan

This study analyzes the Taiwanese people's acceptance of Mainland's economic profits policy to Taiwan. In Table 4-4, according to Model 2,

positive effects on the Taiwanese people's acceptance of Mainland's economic profits policy to Taiwan include subsidy for entrepreneurship ($\beta = .286$; $t=3.647$; $p<0.01$) and Free Trade Area ($\beta = .479$; $t=5.726$; $p<0.01$) which positively and significantly influence acceptance. Thus, "H3: Mainland's economic profits policy to Taiwan positively and significantly influences the Taiwanese people's acceptance.", "H3-1: Mainland's policy of subsidy for entrepreneurship significantly and positively influences the Taiwanese people's acceptance.", "H3-2: Mainland's policy of Free Trade Area to Taiwan significantly and positively influences the Taiwanese people's acceptance." are supported.

4.5 Acceptance of Mainland's Taiwan Policy (transportation, convenience for people and economic profits) of the Taiwanese people who left for China in recent one year

According to Table 4-5, acceptance of Mainland's Taiwan Policy of the Taiwanese people who left for China in recent one year is different. Thus, this study selects the Taiwanese people who left for or did not leave for China in recent one year and conducts regression analysis on their acceptance of Mainland's Taiwan Policy. Regarding acceptance of Mainland's Taiwan Policy of the Taiwanese people who left for China in recent one year, control variables are transportation, convenience for people and economic profits and independent variable is acceptance. In Table 4-13, overall regression model is significant ($R^2 = .563$; $\text{Adj } R^2 = .539$; $p<0.05$), effect of economic profits policy is the most significant and the second is transportation policy.

4.6 Acceptance of Mainland's Taiwan Policy (transportation, convenience for people and economic profits) of the Taiwanese people who did not leave for China in recent one year

As to acceptance of Mainland's Taiwan Policy of the Taiwanese people who did not leave for China in recent one year, control variables are transportation, convenience for people and economic profits and independent variable is acceptance. In Table 4-6, overall regression model is significant ($R^2 = .575$; $\text{Adj } R^2 = .568$; $p<0.05$). Effect of policy of economic profits is the highest and the second is policy of convenience for people.

5. Conclusion and Suggestions

5.1 Conclusion

According to regression analysis, in comparison

to transportation policy and convenience for people policy, effect of economic profits policy on the Taiwanese people's acceptance is higher. Since policy of transportation and policy of convenience for people are the policies of expenses and only economic profits policy is associated with profit making, the Taiwanese people can decide not to spend money in China. However, everyone intends to earn money by sharing large Chinese market. Thus, people tend to obtain and use the policy related to economic profits.

As to policy of transportation, this study compares Mini Three Links and Cross-Strait Direct Links. The reason that Mini Three Links tends to be accepted by the Taiwanese people is that before the implementation of Cross-Strait Direct Links, people who left for China should transfer in Hong Kong or Macao. After the introduction of Cross-Strait Direct Links, although people did not have to experience the transfer in Hong Kong or Macao and they could save the time, international line still encountered the problems of middle demarcation of the Taiwan Straits and territorial air space of battle. Thus, current direct link is not authentic and the distance reduced is insignificant. The arrival is not punctual and it tends to be behind schedule. Besides, destinations are few. It can be the reason that the Taiwanese people's acceptance is low. In the future, if the direct link is liberated, as convenient as arriving at Kinmen and Matsu, it will certainly enhance the Taiwanese people's acceptance. On the contrary, Mini Three Links has been practiced for long time. It is national line and the related measures are more complete. In comparison to Cross-Strait Direct Links, it saves money or time to leave for China by Mini Three Links. Hence, the Taiwanese people's related knowledge and acceptance are higher.

Before the official implementation of policy of electronic Mainland Travel Permit for Taiwan Residents, the Taiwanese people concerned most about the security. However, according to result analysis of this study, electronic Mainland Travel Permit for Taiwan Residents significantly and positively influences the Taiwanese people's acceptance since electronic Mainland Travel Permit for Taiwan Residents not only saves the time of customs clearance, but also can be used in business of bank or telecommunication in China. It is different from complicated forms and procedures in the past. Besides, with the promotion of news media, people consider electronic Mainland Travel Permit for Taiwan Residents as convenient measure and neglect the issue of security. People tend to accept it after learning the related information.

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Tables

Table 4-1. Descriptive statistics and correlation analysis

	(1)	(2)	(3)	(4)	(5)	(6)	(7)
1. Mini Three Links	1						
2. Cross-Strait Direct Links	.754**	1					
3. Visa free to Taiwan residents	.632**	.753**	1				
4. Electronic Mainland Travel Permit for Taiwan Residents	.611**	.685**	.851**	1			
5. Subsidy for entrepreneurship	.448**	.485**	.595**	.546**	1		
6. Free Trade Area	.529**	.601**	.691**	.648**	.867**	1	
7. Acceptance	.482**	.450**	.562**	.570**	.720**	.733**	1
Average mean	3.554	3.769	3.620	3.514	3.328	3.521	3.007
Standard deviation	0.795	0.847	0.800	0.894	1.018	0.930	0.939

Note: "**" p<0.05 "***" p<0.01 (N=252)

Table 4-2. Regression analysis result of the Taiwanese people's acceptance of Mainland's transportation policy to Taiwan

Dependent variable: acceptance	Model 1			Model 2		
	Estimate of B	Standard deviation	t	Estimate of B	Standard deviation	t
(Constant)	3.990	.920	4.337	1.715	.896	1.913
Gender (Male=1, Female=2)	.027	.131	.205	.026	.119	.216
Age (Below (including) 20 years old)	-.028	.484	-.058	.459	.444	1.033
Age (21-30 years old)	.174	.225	.773	.267	.204	1.307
Age (41-50 years old)	-.698	.396	-1.764	-.514	.362	-1.420
Age (51-60 years old)	-.706	.634	-1.114	-.129	.582	-.222
Educational level (high school/vocational school and below)	-.168	.380	-.442	.310	.351	.883
Educational level (Master and above)	.010	.183	.057	-.050	.167	-.301
Occupation (Student)	-.254	.282	-.902	-.015	.259	-.058
Occupation (Military, governmental employees, and teachers)	-.393	.312	-1.260	-.153	.285	-.536
Occupation (Manufacturing industry)	-.047	.401	-.117	-.006	.364	-.015
Occupation (Service industry)	-.205	.175	-1.170	-.089	.160	-.554
Average monthly income (below NTD10,000)	.025	.455	.054	-.292	.418	-.699
Average monthly income (NTD10,001-20,000)	.352	.447	.787	.079	.408	.193
Average monthly income (NTD20,001-30,000)	-.198	.366	-.542	-.206	.333	-.619
Average monthly income (NTD 30,001-40,000)	-.195	.355	-.548	-.164	.322	-.507
Average monthly income (NTD 40,001-50,000)	-.078	.396	-.197	-.050	.360	-.139
Total years of work (less than one year)	-.961	.666	-1.444	-.870	.606	-1.435
Total years of work (1-5 years)	-.824	.643	-1.281	-.801	.585	-1.368
Total years of work (6-10 years)	-.773	.628	-1.230	-.837	.572	-1.463
Total years of work (11-15 years)	-.770	.609	-1.264	-.573	.554	-1.035
Total years of work (16-20 years)	-.302	.626	-.482	-.326	.569	-.573
Region of work (northern Taiwan)	.259	.403	.642	.226	.367	.616
Region of work (central Taiwan)	.074	.426	.173	-.039	.387	-.102
Region of work (southern Taiwan)	-.087	.409	-.212	.018	.371	.049
Region of work (eastern Taiwan)	-.488	.545	-.896	-.031	.499	-.062
Region of work (offshore islands)	.340	.830	.410	.548	.754	.727
Leaving for China in recent one year	-.068	.158	-.432	-.076	.143	-.530
Frequency to leave for China (1-2 times)	.117	.537	.218	-.039	.489	-.080
Frequency to leave for China (3-4 times)	.307	.595	.515	-.003	.542	-.005
Frequency to leave for China (Others)	-.144	.530	-.271	-.194	.482	-.403
Mini Three Links				.390**	.102	3.816
Cross-Strait Direct Links				.201**	.091	2.210
R2		.136			.294	
Adjusted R2		.018			.191	
ΔR2		.136			.159	
F-value		1.155			2.855**	
F change		1.155			24.643**	

Estimate of B: non-standardized coefficient "*" p<0.05 "***" p<0.01 n=252

Table 4-3. Regression analysis result of the Taiwanese people's acceptance of Mainland's convenience for people policy to Taiwan

Dependent variable: acceptance	Model 1			Model 2		
	Estimate of B	Standard deviation	t	Estimate of B	Standard deviation	t
(Constant)	3.990	.920	4.337	1.109	.851	1.303
Gender (Male=1, Female=2)	.027	.131	.205	.048	.112	.432
Age (Below (including) 20 years old)	-.028	.484	-.058	.406	.416	.975
Age (21-30 years old)	.174	.225	.773	.253	.192	1.317
Age (41-50 years old)	-.698	.396	-1.764	-.397	.343	-1.157
Age (51-60 years old)	-.706	.634	-1.114	-.083	.546	-.152
Educational level (high school/vocational school and below)	-.168	.380	-.442	.104	.326	.318
Educational level (Master and above)	.010	.183	.057	.045	.157	.289
Occupation (Student)	-.254	.282	-.902	-.110	.242	-.456
Occupation (Military, governmental employees, and teachers)	-.393	.312	-1.260	-.227	.268	-.848
Occupation (Manufacturing industry)	-.047	.401	-.117	-.025	.345	-.074
Occupation (Service industry)	-.205	.175	-1.170	-.119	.151	-.793
Average monthly income (below NTD10,000)	.025	.455	.054	.096	.389	.245
Average monthly income (NTD10,001-20,000)	.352	.447	.787	.307	.384	.799
Average monthly income (NTD20,001-30,000)	-.198	.366	-.542	.056	.315	.177
Average monthly income (NTD 30,001-40,000)	-.195	.355	-.548	-.002	.306	-.006
Average monthly income (NTD 40,001-50,000)	-.078	.396	-.197	.058	.339	.172
Total years of work (less than one year)	-.961	.666	-1.444	-.736	.570	-1.291
Total years of work (1-5 years)	-.824	.643	-1.281	-.550	.551	-.999
Total years of work (6-10 years)	-.773	.628	-1.230	-.634	.537	-1.179
Total years of work (11-15 years)	-.770	.609	-1.264	-.329	.523	-.628
Total years of work (16-20 years)	-.302	.626	-.482	-.094	.536	-.175
Region of work (northern Taiwan)	.259	.403	.642	.174	.345	.504
Region of work (central Taiwan)	.074	.426	.173	-.123	.365	-.336
Region of work (southern Taiwan)	-.087	.409	-.212	-.121	.349	-.348
Region of work (eastern Taiwan)	-.488	.545	-.896	-.114	.468	-.243
Region of work (offshore islands)	.340	.830	.410	.221	.710	.311
Leaving for China in recent one year	-.068	.158	-.432	-.023	.135	-.172
Frequency to leave for China (1-2 times)	.117	.537	.218	.143	.459	.312
Frequency to leave for China (3-4 times)	.307	.595	.515	.154	.510	.301
Frequency to leave for China (Others)	-.144	.530	-.271	-.017	.453	-.038
visa free to Taiwan residents				.303**	.107	2.828
Electronic Mainland Travel Permit for Taiwan Residents				.315**	.097	3.267
R2		.136			.374	
Adjusted R2		.018			.283	
ΔR2		.136			.239	
F-value		1.155			4.094**	
F change		1.155			41.780**	

Estimate of B: non-standardized coefficient "**" p<0.05 "***" p<0.01 n=252

Table 4-4. Regression analysis result of the Taiwanese people's acceptance of Mainland's economic profits policy to Taiwan

Dependent variable: acceptance	Model 1		Model 2		Model 2	
	Estimate of B	Standard deviation	Estimate of B	Standard deviation	Estimate of B	Standard deviation
(Constant)	3.990	.920	4.337	.726	.663	1.095
Gender (Male=1, Female=2)	.027	.131	.205	.005	.090	.053
Age (Below (including) 20 years old)	-.028	.484	-.058	.254	.332	.766
Age (21-30 years old)	.174	.225	.773	.070	.154	.451
Age (41-50 years old)	-.698	.396	-1.764	-.360	.273	-1.321
Age (51-60 years old)	-.706	.634	-1.114	-.317	.435	-.728
Educational level (high school/vocational school and below)	-.168	.380	-.442	-.097	.261	-.371
Educational level (Master and above)	.010	.183	.057	-.119	.126	-.940
Occupation (Student)	-.254	.282	-.902	-.217	.193	-1.122
Occupation (Military, governmental employees, and teachers)	-.393	.312	-1.260	-.158	.215	-.736
Occupation (Manufacturing industry)	-.047	.401	-.117	.002	.275	.008
Occupation (Service industry)	-.205	.175	-1.170	-.282**	.120	-2.343
Average monthly income (below NTD10,000)	.025	.455	.054	.148	.312	.474
Average monthly income (NTD10,001-20,000)	.352	.447	.787	.181	.306	.589
Average monthly income (NTD20,001-30,000)	-.198	.366	-.542	-.100	.251	-.399
Average monthly income (NTD 30,001-40,000)	-.195	.355	-.548	-.135	.243	-.554
Average monthly income (NTD 40,001-50,000)	-.078	.396	-.197	-.043	.271	-.157
Total years of work (less than one year)	-.961	.666	-1.444	-.487	.459	-1.063
Total years of work (1-5 years)	-.824	.643	-1.281	-.338	.443	-.762
Total years of work (6-10 years)	-.773	.628	-1.230	-.405	.432	-.936
Total years of work (11-15 years)	-.770	.609	-1.264	-.120	.421	-.286
Total years of work (16-20 years)	-.302	.626	-.482	.208	.430	.484
Region of work (northern Taiwan)	.259	.403	.642	.215	.281	.766
Region of work (central Taiwan)	.074	.426	.173	-.174	.296	-.589
Region of work (southern Taiwan)	-.087	.409	-.212	.064	.282	.226
Region of work (eastern Taiwan)	-.488	.545	-.896	-.035	.375	-.095
Region of work (offshore islands)	.340	.830	.410	.237	.568	.417
Leaving for China in recent one year	-.068	.158	-.432	-.066	.109	-.606
Frequency to leave for China (1-2 times)	.117	.537	.218	.061	.368	.165
Frequency to leave for China (3-4 times)	.307	.595	.515	.093	.408	.228
Frequency to leave for China (Others)	-.144	.530	-.271	.135	.363	.371
subsidy for entrepreneurship				.286**	.078	3.647
Free Trade Area				.479**	.084	5.726
R2		.136			.599	
Adjusted R2		.018			.540	
ΔR2		.136			.463	
F-value		1.155			10.204**	
F change		1.155			126.292**	

Estimate of B: non-standardized coefficient "**" p<0.05 "***" p<0.01 n=252

Table 4-5. Regression analysis of acceptance of Mainland's Taiwan Policy (transportation, convenience for people and economic profits) of the Taiwanese people who left for China in recent one year

Dependent variable: acceptance	Estimate of B	Standard deviation	t
(Constant)	-.554	.520	-1.065
Transportation	.369**	.181	2.039
Convenience for people	.062	.143	.434
Economic profits	.579**	.125	4.619
R2	.563		
Adjusted R2	.539		
ΔR2	.563		
F-value	23.212		
F change	23.212		

Estimate of B: non-standardized coefficient ** p<0.05 *** p<0.01 n=252

Table 4-6. Regression analysis of acceptance of Mainland's Taiwan Policy (transportation, convenience for people and economic profits) of the Taiwanese people who did not leave for China for recent one year

Dependent variable: acceptance	Estimate of B	Standard deviation	t
(Constant)	.225	.216	1.042
Transportation	-.039	.085	-.459
Convenience for people	.199**	.094	2.113
Economic profits	.642**	.063	10.208
R2	.575		
Adjusted R2	.568		
ΔR2	.575		
F-value	85.736		
F change	85.736		

Estimate of B: non-standardized coefficient ** p<0.05 *** p<0.01 n=252