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LOGISTICS INDUSTRY AND INTERNATIONAL TRADE ANALYSIS, PROBLEMS AND SUGGESTIONS

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Аннотация

Under the wave of economic globalization, the scale of international trade continues to expand, and the scale of logistics services continues to expand with the demand for trade. In recent years, China has occupied a large share of global trade, and China's logistics industry has developed rapidly.

Based on the above background, this work chooses China as the research object. Since China has many provinces and the development of each province is different, three representative Chinese provinces of Zhejiang, Guangdong, and Tibet Autonomous Region are taken as examples, and the development data of the three provinces over the years are used.

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1. Case analysis of logistics industry and international trade development

In order to study the relationship between the development of logistics industry and international trade, this paper selects several representative Chinese provinces: Guangdong Province, Zhejiang Province and Tibet Autonomous Region. By analyzing the current situation of the development of the logistics industry and international trade in these provinces, this paper compares and finds out the factors affecting the international trade of the logistics industry and the existing problems.

1.1 Tibet Autonomous Region

First of all, we need to understand the status quo of logistics development in the Tibet Autonomous Region. Tibet's logistics channel is connected to the "Silk Road Economic Belt". The intersection of the zones is the enrichment and improvement of the overall strategic layout of the country's opening to the outside world. Its superior geographical conditions and location advantages are an important window and gateway for the country's foreign economic exchanges.

1. Development Status of Logistics

Logistics infrastructure is improving day by day. The basic transportation conditions have improved remarkably. By 2017, the total length of roads open to traffic in Tibet was 90,000 kilometers, and the highway connectivity rate in counties had reached 98.6 percent, and in townships (towns) and administrative villages had reached 99.7 percent, 99.6 percent, and 77.61 percent, and 38.1 percent, respectively. A road network had taken shape. With the smooth operation of the Guera section of the Qinghai-Tibet Railway and the La-Ri Railway, the total length of Tibet's railways in operation has reached 954 km, and the construction of the La-Lin Railway is progressing smoothly. Five airports have been put into operation, and 74 air routes have been opened inside and outside the region.

Highways, railways and civil aviation have been fully

developed, providing convenient transportation infrastructure conditions for the logistics industry. In logistics infrastructure, has been built in naqu logistics park, logistics park and regional logistics hub in Lhasa, xigaze is speeding up construction comprehensive logistics park south, nyingchi comprehensive logistics park, prosperous economic development zone logistics park and logistics hub node, speed up the logistics industry "much starker choices-and graver consequences-in" balanced development provides a strong support.

The development of information application technology is accelerated. As of 2017, the communication fiber optic cable network rate in Tibet is 100%, the penetration rate of fixed telephones has reached 96 units per 100 people, the penetration rate of mobile phones has reached 90 units per 100 people, and the number of Internet users has reached 2.177 million, creating a powerful force for the construction of logistics informatization. Conditions: Approximately 69.7% of the enterprises in the district have achieved Internet access, 52.3% of the enterprises have established a local area network, and 66.7% of the enterprises have established a website. The application capacity of enterprise information technology has been further enhanced.

The logistics industry is expanding. By the end of 2017, the amount of postal and telecommunications business had reached 4.832 billion yuan, including 232 million yuan for postal services and 4.6 billion yuan for telecommunications. A total of 22.1658 million tons of goods were transported, including 528,700 tons

by railway, 21.47 million tons by road, 23,900 tons by civil aviation and 143,200 tons by pipeline. With the continuous improvement of transportation conditions, the logistics cost of the whole society has been reduced, the turnover speed of enterprises' current assets and commodity inventory has been accelerated, and the quality of economic operation has been continuously improved.

2. Current situation of the development of international trade

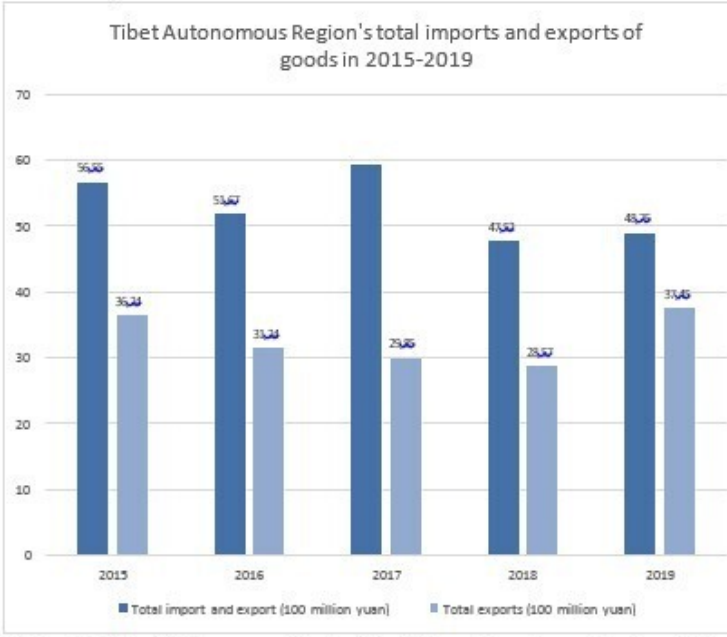
Although the Tibet Autonomous Region's foreign trade situation is not as

good as that of other provinces, it is showing a good situation of growth year by year. The total value of Tibet's foreign trade import and export in 2017 was 5.885 billion yuan, a year-on-year increase of 13.9% compared to 2016, of which exports were 2.95 billion yuan, a decrease of 5.6%; imports were 2.935 billion yuan, an increase of 43.6%. Tibet's exports are dominated by traditional labor-intensive products, while imports are dominated by airplanes and other aircraft and pharmaceuticals. Last year, the export of traditional labor-intensive products was

1.99 billion yuan, a decrease of 17.6%, accounting for 67.5% of the total export value of Tibet; the import of aircraft and other aircraft was 1.389 billion yuan, an increase of double, and the import of pharmaceuticals was 1.178 billion yuan, an increase of 37.5%. The total commodities accounted for 87.5% of Tibet's total import value. The total import and export of Nepal, France, and Belgium accounted for 72.1% of Tibet's total import and

export value during the same period. France is the largest source of imports, and Nepal is the largest export market. In 2019, the total value of imports and exports of goods in the region was 4.876 billion yuan, an increase of 2.6% over the previous year. Among them, exports were 3.745 billion yuan, an increase of 31.1%; imports were 1.130 billion yuan, a decrease of 40.4%.

In 2019, small border trade accounted for 2.933 billion yuan in import and export trade, an increase of 21.6 percent over the previous year. Among them, exports reached 2.901 billion yuan, up 21.6 percent; Imports reached 33 million yuan, up by 20.0%. In 2019, Tibet had trade with 71 countries or regions, with Nepal, Indonesia and the United States as the top three trading partners. Among them, the total trade volume with Nepal was 3.165 billion yuan, up 26.7% over the previous year, accounting for 64.9% of total imports and exports. Trade with Indonesia totaled 430 million yuan, up 132.7 times; Trade with the United States totaled 176 million yuan, down 40.9 percent.



Picture 1 - Tibet Autonomous Region's total imports and exports of goods in 2015-2019

1.2 Guangdong Province

Guangdong Province is one of the top provinces in China's logistics development and plays an important role in the development of China's logistics industry. In terms of the total amount of logistics economy, the logistics industry in Guangdong Province has developed rapidly in recent years, and has become an important support for economic transformation and upgrading, high-quality development and a leading force to drive economic growth in Guangdong Province.

1. Development Status of Logistics

In 2018, Guangdong Province achieved a total social logistics of 23.9 trillion yuan, accounting for 8.5% of the country's total social logistics, and the total logistics of imported goods accounted for 8.0%. In 2018, the added value of the logistics industry was 718.46 billion yuan, accounting for 7.4% of Guangdong's GDP. In 2018, the total cost of social logistics in Guangdong Province was 1.38 trillion yuan, and the total logistics cost accounted for 14.2% of GDP, slightly lower than the national development trend. From 2009 to 2018, the total annual growth of the total logistics industry in Guangdong Province was 10.5%. , 0.1% higher than the average annual growth rate of GDP in Guangdong Province, but its share in the total social logistics of the country has fluctuated and declined. In 2018, it decreased by 1.6 percentage points compared with 2009.

The average annual growth rate of the logistics industry's added value was 11.9%, 1.5 percentage points higher than the average annual growth rate of Guangdong's GDP, and the proportion of the logistics industry's added value in Guangdong's GDP was steadily increasing. In 2018, it was 0.9 percentage points higher than in 2009, indicating that the contribution rate of the logistics industry to economic growth has continued to increase.

In terms of the total volume of freight logistics, in 2018, the annual cargo volume of various modes of transport in Guangdong was 4.248.17 million tons, and the cargo turnover volume was 2.864.251 billion ton-km. From 2009 to 2018, cargo volume, cargo turnover, port throughput, container throughput and civil aviation cargo throughput all maintained rapid growth, with an average annual growth rate of 10.0%, 21.6%, 8.3%, 8.7% and 8.1%, respectively. Road and port transport capacity kept growing. From 2009 to 2018, the proportion of cargo volume, cargo turnover, port throughput, container throughput and civil aviation cargo throughput in the country all showed a disproportionate increase. Among them, the cargo throughput of civil aviation accounted for more than 40% of the country, increasing by 7.6 percentage points over the past 10 years. The proportion of cargo turnover in the country increased the fastest, rising from 4.0% in 2009 to 14.0% in 2018.

From the perspective of logistics infrastructure supply, in terms of

transportation infrastructure construction, Guangdong, as a

large logistics province, has an advanced level of infrastructure in China. In 2018, the mileage of highways opened to traffic in Guangdong Province was 218,000 kilometers, of which the proportion of graded highways was 96.1%, 4.1 percentage points higher than the national level. The highway mileage reached 9,000 kilometers, the highway density was 132.7 kilometers, 200 square kilometers, and the railway operating mileage The total distance is 4,630 kilometers, the navigable mileage of inland rivers is 12,111 kilometers, the port terminal has 2,498 berths, of which there are 316 10,000-ton berths, the number of civilian trucks reached 2.18 million, and the highway operating trucks accounted for the proportion of the national infrastructure To see, in 2018, the proportion of road traffic mileage, railway business mileage, inland navigation mileage, and highway operating truck tonnage accounted for 4.5%, 3.5%, 9.5%, and 4.7%, respectively. From the perspective of the changing trend of the proportion, in addition to the steady increase in the proportion of railway operating mileage, the proportion of kilometers opened to traffic and the tonnage of highway operating trucks has declined to varying degrees. This is mainly due to Guangdong's vigorous development of high-speed railways in recent years.

From the perspective of the supply of the main body of logistics, the strength of logistics enterprises is constantly enhanced, and the logistics service ability is significantly improved. There are more than 200,000 logistics enterprises in

the province. By the end of 2018, there were 340 A-level logistics enterprises in Guangdong Province, among which 28 were 5A-level logistics enterprises, an increase of 3.3 and 3.7 times over 2009 respectively. A-level logistics enterprises accounted for 6.8% of the country's 5,025, and the number of 5A logistics enterprises accounted for 9.0% of the country's 310, ranking the top in the country. In addition, a number of modern, large-scale and brand-oriented logistics leading enterprises have emerged, such as SF Express, Baosupply, ANDE, Southern China Merchants, Guangdong Shipping Group, etc. In addition, according to the statistics of Guangdong Province, at present, there are more than 360 logistics parks of various kinds in the province, which are mainly divided into 7 categories: port

logistics parks, aviation logistics parks, railway logistics parks, pharmaceutical logistics parks, highway logistics parks and cold chain logistics parks. Among them, there are more than 20 large-scale logistics parks, mainly distributed in the Pearl River Delta.

2. Current situation of the development of international trade

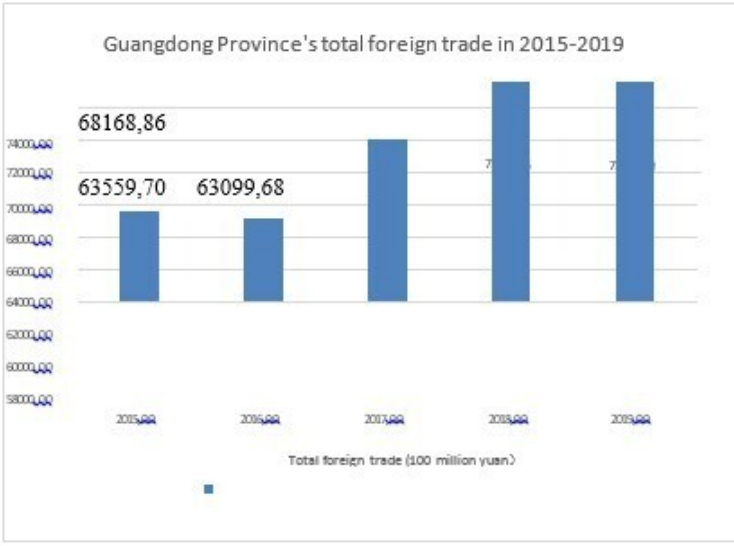
The relatively good development of Guangdong's logistics industry has also brought a certain advantage to its foreign trade development. Although the total foreign trade volume of Guangdong Province from 2010 to 2013 was not very large, it was in a state of rapid growth. Between 2014 and 2016, the total trade volume of Guangdong Province declined for three consecutive years. The growth rate has been negative for three consecutive years. It was not until 2017 that it achieved a

positive growth of 5.36%. The decline in foreign trade for three consecutive years was finally reversed by Guangdong Province. At the same time, it was also in 2017 that the total trade volume of Guangdong Province exceeded the one trillion U.S. dollar mark. In 2018, it was also in a state of steady growth, with a steady increase in growth rate.

In the process of trade development, especially from 2010 to 2018, Guangdong's foreign trade mode structure has been continuously optimized. The proportion of processing trade in the trade structure is decreasing gradually. Mechanical and electrical products and labor-intensive products in the export proportion of the trade is still the main. At the same time, the export of new and high-tech products increased steadily, and the export of service trade increased gradually.

1.3 Zhejiang Province

Zhejiang Province is an important city in China's coastal provinces. In 2019, the province's goal of accelerating the construction of a modern comprehensive transportation system has achieved new results, and new progress has been made in the construction of transportation infrastructure, the development of the transportation industry, and the improvement of transportation services.



Picture 2 - Guangdong Province's total foreign trade in 2015-2019

1. Development Status of Logistics

The total freight volume completed throughout the year was 288,549,300 tons, an increase of 7.5% over the previous year, and the cargo turnover was 1,239.121 billion ton-km, an increase of 7.4% over the same period last year. Among them, due to the rapid growth in demand for light-weight and high-value freight and the new demand brought about by the close economic and trade exchanges along the "One Belt One Road", the demand for railway transportation has grown steadily. The turnover of railway cargo is 23.5 billion ton-kilometers, a year-on-year increase of 6.4%; The demand for transportation of medium, light, and high-priced goods has surged, the demand for multimodal transportation has increased significantly, and the advantages of trunk transportation platforms have been quickly released. The synergy of multiple transportation methods has increased, and the road cargo turnover has been 208.2 billion ton-kilometers, an increase of 6% year-on-year; The comparative advantage of water transportation in the transportation of bulk materials has been further strengthened. The development of inland water container transportation has accelerated. The turnover of water transportation has reached 107.4 billion ton-km, an increase of 7.7% over the same period last year.

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