

# Analysis and Countermeasures of the Construction Status Quo of the New Land-Sea Corridor in West China

Yang Bo, Chen Yuanyuan

School of Economics and Management, Chongqing University of Posts and Telecommunications, Chongqing 400065, China

## Abstract

The construction of a new land-sea corridor in the western region is a national development planning strategy, and the western region has ushered in major development opportunities. The construction of a new land-sea corridor is vital to building a "dual cycle" pattern in the western region and improving global governance. From this perspective, this article explains the current status of the new land-sea channel on the west side, analyzes the main problems in the construction of the new land-sea channel, and puts forward feasible suggestions. Promote the interconnection of infrastructure construction, realize the two-way balanced development of freight sources of trains, and form corridor logistics hubs. Core advantages, overall planning of regional resources, establishment of regional cooperation platforms, and advantages of interest will help promote the high-quality development of new land, sea and new waterways.

## Keywords

New land-sea channel; infrastructure construction; Suggestions.

## 1. Analysis of the current situation of the construction of the new land-sea passage in the west

### 1.1. The number of trains operating in the new land-sea corridor continues to increase

In May 2017, the Qinzhou Port-Chongqing two-way rail-sea intermodal train was officially put into operation. In 2018, the business scope of Qinzhou Port in Guangxi extended to other provinces and cities in the west, and a special train for seafood cold chain logistics was opened. At present, 8 rail-sea combined transport trains have been operated in the new land-sea channel. The normal operation of the new land-sea channel has realized the smooth pattern of the railway-sea combined transportation in the western provinces and cities. The number of rail-sea combined transport trains has increased significantly, from the original 50 /year to steadily rise to more than 4000 columns/year. From January to October 2021, a total of 4,718 trains will be opened in the new western land-sea corridor, and 470,000 TEUs of goods will be sent, an increase of 70% and 246.50% respectively year-on-year. Among them, Chongqing, Chengdu, and Guangxi are among the best in terms of dispatch volume. Even under the impact of the epidemic, the issuance of iron-sea trains in the new land-sea channel continues to grow. At the same time, the continuous increase of dedicated railway lines and railway stations for rail-sea combined transport has achieved the full coverage of the Beibu Gulf Port Railway entering the port. In 2021, the cargo throughput of the Beibu Gulf will reach 200 million tons, of which the container throughput will be 4.1858 million TEUs, a year-on-year increase of 10.29% and 19.11% respectively.

## **1.2. The transportation time and logistics costs of the trains have been greatly reduced**

The opening of the rail-sea combined transport train of the new land-sea corridor in the west has realized the reduction of the channel transportation time and the reduction of the logistics cost. Taking the Chongqing-Jakarta rail-sea combined transport train as an example, the realization of the rail-sea combined transport mode of the new land-sea channel has reduced the transportation time from 30 days. By 20 days, the logistics and transportation costs have been reduced and the transportation efficiency has been improved. With the introduction of the "one price" product policy for sea-rail intermodal transportation in the new western land-sea channel, more than 200 kinds of goods are subsidized by the railway bureau, which reduces the cost of logistics and transportation. 18%-38%. At the same time, Guangxi Beibu Gulf implements the "one box to the end" export operation model, which greatly reduces the logistics cost of rail-sea combined transportation.

## **1.3. Cooperation between provinces and cities to improve the customs clearance efficiency of rail-sea combined transport**

Under the active advocacy of the state, the awareness of cooperation between provinces and cities in the construction of new land-sea corridors has been continuously strengthened, and the pattern of cooperation and joint construction has gradually matured. In 2019, the 12 western provinces and cities, Hainan and Zhanjiang jointly promoted the new pattern of "13+1" cooperation and development of the new land-sea corridor, and improved the integration efficiency of customs clearance in the provinces and cities along the new land-sea corridor. At the same time, Nanning Customs took the lead in the construction of "Smart Customs", and the interconnection and sharing technology of customs supervision data has been popularized and applied in Chengdu, Chongqing, Guiyang, Guangxi, Lanzhou, and other five provinces and cities. According to the planning strategy, it is necessary to actively encourage other provinces and cities to participate in the new land-sea channel. The customs interconnection information platform improves the customs clearance efficiency of the passage ports and ports. In 2020, Chongqing took the lead in implementing the "two-step declaration" model, which greatly reduced the customs clearance time of goods at the port, and the customs clearance time was reduced from three days to about half a day, which improved the customs clearance efficiency of Chongqing port. In 2021, customs clearance policies such as "advance declaration", "two-step declaration" and "two-stage access" will continue to be valued and promoted at the national level and by provinces and cities along the western route, which will reduce the overall customs clearance time of ports. From January to June 2021, the overall import and export customs clearance time in Guangxi is 5.34 hours and 0.48 hours respectively, and the customs clearance efficiency is constantly improving.

## **2. Analysis of the problems existing in the construction of the new western land-sea passage**

### **2.1. The infrastructure development of railway trains along the line lags behind and cannot form interconnection**

The development of the infrastructure of the new land-sea corridor in the west is lagging behind, and the problem of inability to form interconnection has seriously highlighted the shortcomings of the hub construction and severely restricted the operation of the new land-sea corridor. First of all, the Sichuan-Guizhou Railway and the Guizhou-Guizhou Railway in the middle line of the new land-sea corridor were built early, with low technical level and a single line of mixed passenger and cargo transportation, resulting in limited transportation capacity. It is the main factor restricting the further play of the strategic role of the channel. Secondly, the construction

problems of the Long-Huang Railway and the Huang-Bai Railway on the west line are more prominent. At present, the construction project of the Long-Huang Railway connecting the Chengdu-Chongqing and Gui-Kun Railways has not been completed, resulting in the inability to form an effective and smooth transportation pattern for bulk cargo transportation in the southwest. , The railway container handling capacity of Fangcheng Port and Beihai Port is relatively weak. Finally, there is a lack of dedicated railway lines for logistics parks and important enterprises in the provinces and cities along the western route. Most of the "last mile" transportation is carried out by highway. The infrastructure construction of new land-sea passages is lagging behind, resulting in the problem that the railways along the route cannot be interconnected.

## **2.2. The channel does not form the advantage of a core logistics hub, resulting in the dispersion and waste of resources**

The construction of the new western land-sea corridor has not formed the advantage of a core logistics hub, resulting in the dilemma of scattered distribution of resources. First of all, not all provinces and cities in the western region are suitable as starting stations for rail-sea combined transportation, but the governments of each province and city actively operate their own train transportation business, resulting in insufficient optimization of the spatial layout and the inability of centralized development of supply resources. There are many provinces and cities in China, but the stability of their operation is not high, the number of trains is small, and the fragmented layout and independent development of logistics hubs in each province and city make the new land-sea channel not form a hub distribution center for agglomeration of goods sources, and resources cannot be optimized and integrated. This results in a more fragmented situation of resources. Secondly, the provinces and cities of the new western land-sea corridor have not formed a synergistic advantage due to the lack of precise positioning and differentiated development, and cannot play the role of resource integration. As a result, the new land-sea passage does not have the advantage of "grouping", resulting in a serious problem of resource dispersion and waste.

## **2.3. The provinces and cities along the route have serious homogenization competition, showing their own state of affairs**

With the steady advancement of the "return to railway" policy for bulk cargo, the supply of goods from highways has been diverted to railways, and the supply of goods through channels has continued to increase. First of all, the provinces and cities of the new land-sea channel have invested a lot of money in introducing talents and reforming key industries, but most provinces and cities do not pay attention to the development of the overall benefit construction of the new land-sea channel, and are more concerned about their own industrial structure characteristics and rush to invest in construction and development. This also shows that provinces and cities along the western route will, by comparing various opportunity costs, scramble to invest in a direction that is conducive to becoming the core position of the homogeneous industry in the new land-sea channel. For example, Sichuan and Chongqing have 9 overlaps in their top-ranked advantageous industries. Specifically, the problem of homogenous competition between Chongqing and Chengdu is mainly reflected in the sub-sectors such as integrated circuits, and the two sides are in the electronics industry. Investment in infrastructure and infrastructure has been increased to become the technological highland and logistics hub of the new land-sea passage, which inevitably leads to the overlapping of industries between provinces and cities, and the vicious competition for various production factors such as funds, resources and labor. production. Secondly, the provinces and cities along the western route have competition behaviors in the construction of public transportation and logistics hubs. In order to maximize their own interests, each province and city only selects and constructs hubs to maximize the interests of their own regions. , and often do not allocate public resources from an overall

perspective. Although the government subsidies for the up and down train lines of the new land-sea new channel are basically the same, and the vicious competition such as high subsidies and low-priced goods has been alleviated to a certain extent, but due to the uneven number of up and down trains, it is also from another. On the other hand, the provinces and cities along the route have to start a game between local governments for the construction of their own logistics hub centers and the improvement of channel efficiency.

### **3. Countermeasures and suggestions for promoting the construction of the new western land-sea passage**

#### **3.1. Promote the interconnection of new land-sea corridor infrastructure**

Comprehensively improve and improve the construction of the main channel. First of all, it is necessary to expand the capacity of the middle channel, speed up the construction of the project of expanding the Guizhou-Guizhou Railway from a single line to a recurring operation, and improve the transportation efficiency of the Guizhou-Guangxi Railway, which is conducive to alleviating the shortage of freight capacity of the southbound railway in Guizhou. At the same time, it will promote the completion of the expansion project of the railway from Liuzhou to Nanning, and plan and study the construction of expressways from Chongqing to Guiyang and Nanning. Secondly, in order to unblock the route of the West Corridor, it is necessary to speed up the completion of the Longhuang and Huangbai railway projects, actively promote the interconnection of the construction projects of logistics hub facilities with southbound channel capacity in western provinces and cities, and solve the railway channel capacity from Nanning to Beibu Gulf. Finally, to promote infrastructure interconnection, it is necessary to continue to promote the infrastructure interconnection of the east, middle and west channels of the new land-sea corridor, break the bottleneck of the channel, improve the logistics and transportation capacity of trains with railways as the main line and highways as the main line, and further improve the railway infrastructure. The traffic facilities of the east, middle and west passages are interconnected.

#### **3.2. Promote the channel to form a core logistics hub advantage and coordinate regional resources**

Promote the new land-sea corridor to form a core hub advantage, and coordinate regional resources. First of all, promote the joint development of the construction of logistics hub nodes in the provinces and cities along the western route, grasp the policy benefits of the national plan for the new land-sea corridor and the construction of the Chengdu-Chongqing economic circle, and accelerate the promotion of Nanning, Guangxi, a country that responds to the scientific layout of "one core, two ports, and seven districts". The logistics hub construction plan encourages cross-regional development, improves the industrial agglomeration capacity of logistics hubs, and gives play to the guiding role of the new land-sea corridor planning in terms of the agglomeration of economic factors and industrial layout in the provinces and cities along the route, and relies on the advantageous industries of the western provinces and cities to create a group of comparative advantages. The industrial clusters and logistics parks will be developed, strengthen the synergy and linkage of new land-sea channels, and promote the channel to form the core logistics hub advantage, which is conducive to strengthening the overall coordination and integration of resources. Secondly, there are some differences in the industries of the provinces and cities along the new western land-sea corridor, and the hub functions of Guangxi Beibu Gulf, Hainan Yangpu, Chongqing, Chengdu and other provinces and cities along the line are different. According to the characteristics of the railway, it puts forward specific construction goals and promotion measures, emphasizes the role of the backbone of the railway, finds a balance point in the transportation of goods, gives full play to the industrial

advantages of the provinces and cities along the line, and appropriately adjusts the allocation of resources to achieve the effect of win-win cooperation. For example, to take advantage of Chongqing's water transportation advantages relying on the Yangtze River Economic Belt, Chengdu will focus on positioning and development based on the core advantages of aviation, and give full play to the container transportation function of Luzhou Port, while Yibin Port is mainly based on the advantages of bulk and general cargo transportation. In the coastal ports, according to the advantages of each port, determine different positions, determine the international gateway status of the Beibu Gulf, and actively connect with the trade cooperation business of other countries in the world. Freight resources, through cooperation and co-construction, drive the coordinated development of western resources.

### **3.3. Create a regional cooperation platform to effectively balance regional interests**

Create a regional cooperation platform. The provinces and cities along the new land-sea corridor should increase the intensity and depth of cooperation and promote the continuous implementation of cooperation projects, which is conducive to avoiding waste of resources and promoting the economic benefits of the overall hub in the west. Therefore, provinces and cities along the new western land-sea corridor should work together to build a service platform led by the government and participated by social capital. A cooperation platform of "unified brand", "unified rules" and "unified operation", improve the market and supply information sharing mechanism of the provinces and cities along the route, adjust the channel cooperation dynamics in real time, and promote the rational flow of various industrial elements and resources to give full play to the cooperation platform. Coordinate the best use of resources, guide provinces and cities to exert their enthusiasm, focus on the innovation of their own products and services, alleviate the vicious competition for resources between provinces and cities in the channel, and promote the healthy development of cooperation in the new western land-sea channel.

Effectively balance regional interests. At present, the homogenized services of the provinces and cities along the new land-sea corridor have resulted in fierce competition, presenting a situation of independent governance, weak cooperation awareness and low level of trust, etc., which also make the cooperation environment of the new land-sea corridor unsatisfactory, which greatly hinders the construction of the new land-sea corridor. Therefore, to build a regional cooperation platform, it is necessary to properly handle the relationship of regional interests and coordinate the economic interests of the provinces and cities along the route. First of all, it is necessary to gather the consensus of the western provinces and sign a cooperation agreement that adheres to the principle of "co-discussion, co-construction and sharing". In planning and decision-making, focus on goal coordination and policy communication, and respect the actual development situation and needs of each province and city. Promote joint but differentiated cooperation awareness, and achieve the value concept of benefit sharing. Secondly, in terms of benefit distribution, a cost-sharing mechanism will be established based on the logistics input of the provinces and cities along the route, and a benefit-sharing mechanism will be actively constructed. For example, the provinces and cities of the new land-sea corridor should be promoted to build a unified logistics brand, jointly build a western corridor operating company, jointly invest in development, coordinate market sources of goods, and share development dividends, so as to maximize their own interests and overall interests of the provinces and cities in the new land-sea corridor. Finally, establish corresponding incentive and restraint and conflict resolution mechanisms, expand the depth and breadth of cooperation, and effectively balance the interests of provinces and cities in the new land-sea corridor.

## 4. Conclusion

As the main artery for building a new development pattern, the new western land-sea channel has also enhanced the strategic position of the western region. The state has high expectations for the overall development of the new land-sea channel, but there are many problems that inhibit the high-quality development of the new land-sea channel. Therefore, this paper specifically analyzes the main problems existing in the construction of the new land-sea corridor, and puts forward corresponding countermeasures and suggestions for the problems. All provinces, cities, operating companies, and railway bureaus along the western route should strengthen their awareness of cooperation and introduce corresponding incentive policies and measures to promote the infrastructure interconnection of the new land-sea corridor. Interconnection, forming the core advantages of the channel logistics hub, coordinating regional resources, creating a regional cooperation platform to balance interests, and through the provincial and municipal governments to address the current problems from the current situation, to promote the effective mitigation of the construction problems of the new land-sea channel in the west, which is conducive to the continuous improvement of the new land-sea channel. channel efficiency.

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### About the Author:

Yang Bo (1971.9—), male, Han nationality, from Wugang, Hunan, associate professor at the School of Economics and Management of Chongqing University of Posts and Telecommunications, Ph.D. in economics, main research directions: game theory and information economics, regional economics. Chen Yuanyuan (1999.11—) female, Han nationality, from Zhoukou, Henan Province, a master student of logistics engineering at Chongqing University of Posts and Telecommunications.