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BASIC ANALYSIS OF THE DEVELOPMENT OF CHINA'S LOGISTICS INDUSTRY AND INTERNATIONAL TRADE

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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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The contemporary international trade and logistics industry is developing vigorously along with the wave of global economic integration. In today's world, seeking peace and seeking cooperation are the common aspirations of all countries. Therefore, under the general background of countries actively participating in international trade, the number and scale of international trade and logistics industries have increased and expanded significantly. On the basis of the trade network established by various countries in the past, with the rise of e-commerce in international trade, the development of international trade logistics industry has played an increasingly prominent role in trade between countries. As far as my country is concerned, my country has implemented a more proactive opening policy and actively participated in the wave of economic globalization, providing a good market environment for my

country's international trade and logistics.

In the critical period of China's current economic development, the realization of high-quality economic development is inseparable from the development of a higher level of open economy, which puts forward higher requirements for the transformation and upgrading of international trade and international trade logistics.

1. Development history and current situation of China's logistics industry

China's logistics industry has developed so far. Although it started late compared with other developed countries, it also has a relatively long history of development. Before China's reform and opening up, it practiced a highly centralized planned economy. During this period, all the social means of production and consumption were strictly distributed according to national policies. Although there was an objective existence of logistics at that time, there was no definite concept of logistics. It was not until 1979, when a Chinese

delegation visited Japan to participate in an international logistics conference, that they realized the concept of “logistics” and introduced the concept to China. Compared with other developed countries, China has a late start in logistics. Since the founding of the People's Republic of China in 1949, the development of China's logistics can be roughly divided into four periods:

A. Early stage of development (1949-1979)

At this stage, China has just been established, and the long-standing war period ended. At this time, the country is in a period of recovery of the national economy. The domestic industrial and agricultural production levels are very low, the economic

foundation is poor, and the country attaches importance to production and despises flow. There is a big gap between logistics at this stage and the logistics mentioned later. During this period, only a few transportation companies and single-function warehouses appeared. During this period, the quantity and development of various logistics infrastructures are at a relatively low level. However, with the development of production and the continuous recovery of the national economy, a material circulation network system has been initially established. In terms of logistics management, progress has been achieved in the organization of fixed-point supply.

B. Booming Period (1979-1990)

During this period, China's economy was in the transition period from the planned economy era to the market economy era. With the implementation of China's reform and opening up policy, remarkable achievements were made in economic construction and the pace of national economic construction was significantly accelerated. The circulation rate of domestic goods and the scale of national trade continue to expand. The era in which the means of production and consumption are distributed by the government has come to an end. The means of production begin to break regional restrictions and circulate among different regions. Logistics activities began to consider the overall economic benefits, consider the cost of logistics links, transportation, storage, packaging, loading and unloading to the systematic way of change, the country's infrastructure, logistics

and transportation of the main link of the road, railway, airport, wharf, warehouse and so on also developed accordingly. Of course, in addition to the increase of logistics facilities, but also improve the level of logistics technology and equipment, began to build three-dimensional automated warehouse, people began to gradually change the concept of the isolated treatment of packaging, loading and unloading, transportation, storage and other functions, and began to investigate the role of these links from a systematic point of view. In terms of logistics infrastructure, taking transportation as an example, by the end of 1990, the total length of China's land, water and air network had witnessed a significant increase, especially in the construction of highways, with more than 4,000 kilometers of expressways and special motorways built. The number of new and renovated expressways in the past decade is more than three times that in the previous 30 years combined.

Academic groups related to logistics were also established during this period, and they actively and effectively carried out domestic and international logistics academic exchange activities to understand and learn foreign advanced logistics management experience, which promoted my country to accelerate the absorption of foreign advanced logistics concepts and technologies. The Chinese Society of Logistics and Circulation successfully hosted the 8th International Logistics Conference in Beijing in May 1989, which played a positive role in promoting China's logistics development. Since then, the study

of logistics has been paid more attention.

C. Phase of rapid development and internationalization (1991-present)

In 1992, China formally established the goal of socialist market economy. With the experience of a relatively free and loose market economic environment, the economy grew rapidly, the buyer's market gradually took shape, the market competition became more and more fierce, and the dominant position of retail enterprises and commercial chain enterprises in the market gradually strengthened. With the entry of foreign businessmen into China's economic market and the introduction of modern logistics concepts and logistics network system, more and

more production enterprises have recognized that logistics capacity plays an important role in market competition. At the same time, a number of "foreign- funded" storage and transportation, logistics enterprises emerged at the historic moment, traditional storage and transportation enterprises began to develop into integrated logistics enterprises, but also a number of new national logistics enterprises. In this case, some production and retail enterprises began to withdraw from the field of logistics, no longer build warehouses, turn to the market to seek qualified logistics agents, which marks the start of China's modern logistics industry.

During the "Eighth Five-Year Plan" period (1991-1995), China's national economy developed rapidly. In 1992, the GDP grew by 12.8%. The rapid development of the national economy

inevitably requires the logistics system to adapt to it. For this reason, the state has adopted a series of important measures for the rapid development of the logistics industry. For example, in the "Eighth Five- Year Plan", the development of the tertiary industry, especially the logistics industry, was clearly focused. Among the 10 super large projects that were started during this period, the logistics industry accounted for five.

During the “Ninth Five-Year Plan” period (1996-2000), China's total volume of mass transportation continued to grow rapidly, reaching 1.255 billion tons in 1997, and the corresponding volume of cargo turnover reached 2,333.7 billion ton- km. During this period, China has also accelerated the construction of the logistics system to standardization and internationalization. Due to the introduction of many household appliances production lines and automobile production lines, foreign advanced logistics technology has been disseminated, which has effectively promoted the improvement of China's logistics technology level. At the same time, China's shipping industry has also begun to pay comprehensive attention to the development of the logistics industry, one after another involved in the field of integrated logistics, many influential logistics conferences have attracted the attention of the whole shipping industry to the logistics this extension of the field. With the large-scale shipping enterprises have stepped into the logistics industry,

China's comprehensive logistics industry finally developed at

a real high speed. All these show that China's logistics industry is moving steadily toward modernization. In the “Tenth Five-Year Plan” (2001-2005), the state for the first time included logistics as a focus of development. Among the key industries to support the technical reform of Treasury bonds with interest discount of 9 billion yuan announced by the former state economic and trade commission in 2002, the circulation industry has for the first time become one of the key industries to support the technical reform of Treasury bonds in the top 10 industries. At the end of 2004, foreign companies will be allowed to own trucking services, and in 2005 they will be allowed to take full ownership of companies in freight forwarding, third-party logistics and customer intermediary services, and after 2006 they will be allowed to own rail services.

During China's “Eleventh Five-Year Plan” period (2006-2010), the goal of modern logistics development is to basically establish a fast, efficient, safe, convenient and internationally competitive modern logistics service system by 2010, and greatly improve logistics The level of socialization, specialization and modernization.

During the “Twelfth Five-Year Plan” period (2011-2015), China took strategic adjustment of economic structure as the main focus of accelerating the transformation of its development model. Accelerating the development of modern agriculture, perfecting the matching agricultural socialized service system, and building the circulation, storage and emergency support

system of agricultural products have become the key links, which have put forward new and higher requirements for the development of the national logistics industry. To strengthen the construction of environment for the development of modern logistics industry, in terms of the construction of hard environment, first, we should make overall planning and perfect the layout of logistics network. Second, we should strengthen the infrastructure construction of important logistics nodes. The third is to promote the construction of the logistics public information network represented by the Internet of Things under the leadership of the state, so as to provide the technical

basis for the informatization and intelligentization of modern logistics.

China is in the “Thirteenth Five-Year Plan” (2016-2020). This period is the decisive stage for China to build a well-off society in an all-round way. It is necessary to promote the integration, containerization, networking, socialization and intelligent development of transportation and logistics. Build a new system of integrated development of transportation and logistics. In this period, we will focus on improving technical standards, strengthening the connection of product production, circulation and other whole-chain facilities and equipment standards, and using the "Internet" as the link to achieve efficient use of transportation and logistics resources.

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