Research on the Construction of Freight Transport Channel in Heilongjiang Province

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Abstract. "Longjiang Silk Road" construction is an important part of China's "all the way along the road" construction, although Heilongjiang border with Russia, but the bilateral trade channel capacity is low and uneven distribution, logistics infrastructure construction lag and hardware and software docking poor Restricting the economic and trade cooperation between the two sides to deepen and upgrade. Therefore, Heilongjiang Province should actively cooperate with Russia to build mutually beneficial and win-win cooperation platform. From the route planning, layout and operational efficiency, and so improve the two countries trade channel, to achieve bilateral trade and docking lay the foundation.

Introduction
In September 2013, when President Xi Jinping visited Central Asia and Southeast Asian countries, he proposed the idea of building the "Silk Road Economic Zone" and received the high attention and positive response from the international community. In order to respond positively to the "one side" construction, Heilongjiang Province in April 2014 proposed "Longjiang Silk Road" construction of the general idea, March 28, 2015 "Longjiang Silk Road" officially incorporated into the country" Russian economic corridor". In 2016, the total import and export trade between China and Russia in 2016 was 454.593 billion yuan, Heilongjiang Province, the total value of imports and exports to Russia was 67.05 billion yuan, accounting for 14.7% of the total trade volume of Russia; accounting for the province's total import and export value of 55.5 % Of which exports to Russia 11.22 billion yuan, imports 49.53 billion yuan; January 2017, Heilongjiang Province, Russia's trade value reached 5.955 billion yuan, a substantial increase of 37% year on year. Heilongjiang Province, the rapid development of economic and trade cooperation with Russia is inseparable from the support of the construction of freight channels, but the backward transport capacity has been unable to keep up with the two sides to further deepen the economic and trade cooperation needs, so Heilongjiang Province to speed up the border port construction and improve the cargo channel situation is bound Row.

Current Situation of Construction of Freight Transport Channel in Heilongjiang Province
As an important area bordering on China and Russia, so far nearly 3,000 kilometers long border line distribution of a class of 25 ports (river port 15, 4 highway ports, air ports 4, 2 railway ports), which 15 Sino-Russian joint recognition of the border opening ports, including a railway port (Suifenhe port -
Ge Ge Jie Kewo), four highway ports (Suifenhe - Bograniqi, Mishan - Tuli Roger, Dongning - Portovka, Hulin - Marcovo) and 10 water ports (Sun Wu - Constantinovka, Heihe - Blagoveschensk, Boaerkovo, Huma - Smannovsk, Mohe - Galinda, Jiayin - Bascooovo, Luobei - Amur Jie Te, Tongjiang - the following Ning Si Yeah, Fuyuan - Khabarovsky, Raohe port - Pokhailuka), these ports in Heilongjiang Province, Russia played a huge role in freight. At the same time, Heilongjiang Province has also invested a lot of money to strengthen the border port infrastructure construction. A logistics infrastructure system centered on key border ports, with roads, waterways, railways and aviation as transport routes has been initially formed. In addition, China and Russia's pipeline trade channel construction and docking is also maturing. In these ports in Heilongjiang Province, Russia has played a huge role in freight.

According to Heilongjiang Province and Russia administrative divisions, port distribution and geographical location, Heilongjiang Province, international cargo channel can be divided into the three parts of the West, East.

**Current Situation of Railway Freight Channel Construction**

Heilongjiang and Russia, a variety of cargo channels, the railway plays a pivotal role. At present, the main railway freight channels in Heilongjiang and Russia are Sui Manchu railway crossing channel (Suifenhe - Harbin - Manchuria), northeast alley to Tongjiang railway bridge transit channel, Harbin to Heihe railway transit channel, there are four railway lines and Russia Siberian railway, Bea railway connected. In 2016, the total import and export volume of ports in the province reached 271.23 million tons. The total shipments of Suifenhe railway ports reached 9 million tons, accounting for 1/3 of the import and export volume of ports in the province. At present, with the Sino-Russian railway bridge is under construction, the construction period is expected to two and a half years, the design cargo capacity of 21 million tons, the bridge section will be completed in the Sino-Russian river no cross-river railway bridge history.

**Construction Status of Highway Freight Transport Channel**

Highway is the second largest channel of Sino-Russian docking, Heilongjiang Province, Russia through the highway mileage of 6342.8 km, of which 388.4 km highway, a highway 585.6 km, including Harbin to Suifenhe, Dongning, Tongjiang, Sun Wu, Hulin, Luobei, etc.; secondary highway 30007.6 km. Heilongjiang Province and the Russian coastal border area, Khabarovsky border area, the Jewish Autonomous Prefecture, Amur state, Chita border 12 international road transport ports have opened international road transport routes, including passenger and freight road 59. In addition, since the opening of the "two-west traffic corridor", China has reached about twice as much as the amount of goods arriving in Russia through the "two-west traffic corridor". On July 20, 2016, the Harbin-Ohye Road opened, 14 border border port, in the history of foreign channel strategy milestone; the current Sino-Russian first cross-border Jiang Highway Bridge-Sino-Russian Heilongjiang Bridge is hot construction, the bridge plan trial period of 100 years.

**Current Situation of River Transportation Channel Construction**

Heilongjiang Province, the Russian water transport mileage of 2981 km, can pass thousands of tons of ships above the level of 2586 kilometers. In 2014, Heilongjiang Province, the actual water port through 68 million tons, accounting
for 7.8% of the province's total (excluding pipelines). Heilongjiang has opened 11 international water transport routes, Heilongjiang Province, the waterway to Harbin Port and Jiamusi Port as a hub, Heihe, Fuyuan and other ports as the node to Heilongjiang, Songhua River and Wusuli River Road and other important water transport channel constitutes a river Transport routes, these water transport roadway between Heilongjiang Province and Russia is an important material flow channel. In order to solve the difficult problems of winter river transportation, the melting channel of the Heihe River to Blagoveshchensk in 2011 was officially opened. At the end of 2014, November 2015 began to build Luobei to Amur Jie Te floating tank ice channel, the current channel construction is nearing completion; the channel consists of 34 pontoon, total length of 960 meters.

**Current Situation of Airway Construction**

November 26, 2013 Russian Express opened the Harbin - Yekaterinburg cross-border electricity business routes, the route for the main transport of goods below 1 kg, the route has been achieved daily operation, fixed three shifts a week, the peak period increased to Daily classes. As of 2015, Heilongjiang Province, Russia has 10 navigation cities, Harbin, Qiqihar, Mudanjiang, Jiamusi four air ports have been successfully opened in Harbin - Moscow, Harbin - Yekaterinburg, Qiqihar - Blagoveshensk, Mudanjiang - Vladivostok, Jiamusi - Khabarovsk and other international passenger and freight routes. As of February 5, 2016, Harbin - Yekaterinburg cross-border electricity business routes running 179 classes, the amount of traffic for each class of 20 tons, the total transport volume of 4,000 tons, the total freight value of 400 million US dollars, Russian telecom packets of 30% of the total logistics. In the first quarter of 2017 Harbin - Yekaterinburg on the Russian aviation electricity parcels package charter flights were flying 46 sorties, business volume increased by 200%.

**Current Situation of Pipeline Transportation Construction**

China and Russia pipeline cooperation between the larger scale, and rail transport also play an irreplaceable role. September 27, 2010 One of the lines of the Tanner line was officially opened in Daqing, China, on January 1, 2011, with a total length of 1,000 km and an annual oil consumption of 1.5 million tons, the line to ease the depletion of oil resources in Daqing, Daqing energy economy and related industries to promote the sustainable development; In addition, in May 2014 Sino-Russian signed a 30-year gas contract, the total contract value of 400 billion US dollars, In September 2014 began construction of Sino-Russian natural gas pipeline, the Russian Kewei Ke gold field as a starting point through the Heilongjiang Province, Heilongjiang Province, China into the territory of Heilongjiang, Jilin, Inner Mongolia, Liaoning, Hebei, Tianjin, Shandong, Jiangsu, Shanghai nine provinces, the new pipeline is 3 170 km, is expected to 2018 or 2019 began to gas, built the initial gas supply of about 50 billion cubic meters, after the gas supply will be expanded to 38 billion cubic meters. November 9, 2014 Sino-Russian signed the Sino-Russian natural gas pipeline system agreement, due to differences in the price of the two sides led to the pipeline project was delayed indefinitely.
Problems in the Construction of Freight Transport Channel in Heilongjiang Province

Unreasonable Allocation of Resources Makes the Traffic Capacity is not Balanced

Heilongjiang Province, the active area of the Russian cargo channel is the eastern Suifen River as the center of the coastal border areas. And the province of the central and western provinces of the Russian freight channel construction is relatively backward, resulting in Suifenhe port shipping pressure and freight transport waste. One of the most obvious manifestations is the railway freight channel, Heilongjiang Province, mainly to the Russian freight transport in the eastern and western access, that is, Suifenhe port and Harbin port, which makes the logistics mainly concentrated in the Suifenhe - Harbin - Manchuria line. Which Su-Sui Railway in Heilongjiang Province to bear more than 75% of the port traffic, while the Binzhou line cargo volume is 60% of Sino-Russian trade in goods, so that most of the port facilities in idle state, the role is not play, and Suifenghe port and Harbin port capacity is increasingly saturated, transport capacity is tense. In addition, the highway port only Mishan Port, Hulin Port, Dongning Port and Fenhe Port four ports, the number of less, but the actual traffic in Heilongjiang Province, the port traffic accounted for 56% of the province's cargo, highway ports The construction has been unable to meet the demand for inflation. Due to the low degree of bilateral trade and trade geography direction, Heilongjiang Province, Russia's bilateral cargo channel capacity is not balanced, need to adjust the layout of the freight channel as soon as possible to meet the bilateral and multilateral trade development.

The Infrastructure is Behind

Some of the port equipment aging, the use of the territory of the bridge is too long, inspection facilities, old facilities, cargo inspection sites and passengers Hou detection site is dilapidated, narrow and other issues is the port transport capacity of less than one of the reasons for the ideal state; Affected by the environment, Heilongjiang Province, where the latitude is higher, longer winter, permafrost wide, river flow freezing period, the river transport freight channel and pipeline transport have a greater Impact.

Lack of Industry Support

China's imports from Russia, a large number of imported oil, transportation equipment and other products, which is China's current development needs; In contrast, China's exports of Russian products have labor-intensive products, technical content and profits are low in Russia The market space is small, not conducive to exports. In addition, the border trade between the border port and the inland central city is not clear, the cooperation is not high, resulting in border trade to small trade, geographical advantage is not transformed into economic development advantages, making the border port development lack of industrial support, and thus the trade channel Construction is also a lack of motivation.
The Differences between the Chinese and Russian Tracks are Controversial

In terms of railways, there is a certain difference between China and Russia, China is 1.435 meters of rail gauge, and Russia is used 1.520 meters of rail tracks, the width of the difference between 8.5 cm. Different gauge has seriously affected the smoothness of China and Russia in the railway docking, which also led to the low transport efficiency.

Clearance Efficiency is Low

Customs clearance procedures are more complex, reducing the efficiency of customs clearance. Such as the problem of river dredging, it seems that this is a very simple question, but on the one hand because it is the river is a great increase in the difficulty, on the other hand, the approval process is complex, through different units of approval, first by the Russian It is agreed that, in the approval by the border, the final approval of the provincial river professional departments and the specific implementation of river dredging work, cumbersome procedures, waiting for a long time, often delayed the best time dredging, causing unnecessary losses on the operation, but also reduce the customs clearance effectiveness. Modern logistics configuration mode and the way of goods distribution gradually rely on modern information technology, but because of the lack of professional compound talents, making the logistics system cannot update the upgrade, thus limiting the trade efficiency and trade quality of service.

The Countermeasures of Heilongjiang Province's Construction of Freight Transport Channel

Actively Improve the Construction of Both Sides of the Freight Channel

Adjust the layout of the Russian freight channel in Heilongjiang Province, speed up the construction of the railway channel and the regional railway network in the central and western regions, and improve the economic correlation degree between the inland and the border ports, so that the freight channels in the central and western regions can be transported to improve the freight channel the use of efficiency; In addition, to speed up the highway to the highway construction and the port boundary river, the construction of the river bridge, and actively cooperate with the Russian side to increase the Russian Far East road refurbishment efforts to ensure that the highway channel flexible and convenient function can be fully use.

Increase Infrastructure Construction

To promote the development of scientific and technological progress, to overcome the inconvenience caused by natural conditions; to increase the training of technical personnel, training to master the logistics, modern information technology to promote the development of infrastructure, And other related professional skills of the compound talents, making the modern logistics industry more information, modernization. In the face of the problem of pipeline construction and poor transportation in winter, it is necessary to actively promote the process of pipeline construction, optimize the pipeline route and speed up the construction of ice storage channel in winter to alleviate the difficult situation of winter river transportation.
Optimize the Industrial Structure, and Promote Industrial Optimization and Upgrading

To promote the upgrading of industrial structure, from the supply and demand to start to expand the scale of trade between China and Russia to expand the market share of Chinese enterprises in Russia, while in-depth China's inland, to encourage Chinese enterprises to go out and strengthen economic exchanges with Russia. At the same time the relevant subordinate customs should strengthen communication with the corresponding Russian customs, speed up the speed of agricultural products, reduce the cost of enterprises, to promote the development of modern agriculture in our province to provide support for the two sides to lay a solid foundation for trade.

The Two Sides Actively Communicate To Solve the Problem of Gauge

Heilongjiang Province should actively promote and improve the Russian railway channel and regional railway network, strengthen ties and communication with the Russian side, through the "standard rail output, wide rail introduction" to solve the problem of inconsistent rail width of the two countries. To promote the smoothness of the two sides in the railway, in order to continuously improve the efficiency of freight transport.

Reasonable Simplification of Administrative Procedures

Accelerate the trade between Heilongjiang and Russia, and improve the efficiency of customs clearance is particularly important. Therefore, the first government of both sides of the trade should be timely coordination, followed by simplified approval procedures or the establishment of specialized departments to manage.

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