Research on the Development of Xi’an International Land Port Under the Background of "One Belt One Road"

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Abstract. In the concept of "One Belt One Road" opening to the west, the value of land port is constantly highlighting. Xi’an International Land Port is striving to build the largest international transit hub port and commercial logistics distribution center on the Silk Road economic belt. The role of Xi’an International Land Port is irreplaceable in the strategic mission of Shaanxi to build a new opening-up highland to the west. Based on the analysis of the development environment of Xi’an International Land Port, this paper finds out the problems existing in the development of Xi’an International Land Port, and puts forward some countermeasures to improve the development level, so that Xi’an international land port can truly become the cornerstone of Xi'an international trade, promote the construction of Greater Xi’an, promote the coordinated development of Xi’an and Guanzhong urban agglomerations, achieve regional coordination, build a "national central city” and a new business logistics engine.

1. Introduction

The further development of the "One Belt One Way” construction pushed Shaanxi to the forefront of China's opening to the outside world. Shaanxi promotes reform, innovation and development through opening up, vigorously develops hub economy, portal economy and mobile economy, and strives to build a new pattern of comprehensive opening up. Xi’an International Land Port is the first international land port not along the river, coast or border in China. It is also the first inland port to obtain international and domestic double codes. Under the initiative of "one belt and one road", Shaanxi, which is located inland, neither coastal nor border, has been pushed to the forefront of opening up, and has become an important open door. In order to adapt to the development and change of the world economic structure, Xi'an international land port is actively integrating into the economic globalization, making full use of the historic opportunities provided by the "one belt and one road", and actively creating a new high altitude and high standard construction pilot area for inland reform and opening up, constantly stimulating the new vitality of the export-oriented economy, and strive to create an important international open door. In recent years, Xi'an international land port has continuously improved its port functions. It has built designated ports for grain import, meat import, vehicle import, cross-border e-commerce supervision center, bonded warehouses, standard factory buildings, cold storage and other infrastructure for the operation of Xi'an Port, which has laid a solid foundation for the operation of Xi'an port. Relying on the advantages of ports and corridors, promoting the development of import and export trade, holding the container Shopping Festival of Chang'an in Xi'an port, and establishing a number of influential land port brands such as "foreign cargo terminal" and "Ulife", the citizens can truly enjoy the convenience of "buying, selling and enjoying the whole world". As the starting point of the "Silk Road" on land, the incomparable advantages of talents, resources, finance, culture and policy along the line of Xi'an are the window and hub for opening up to the west, forming trade, logistics channels, important industrial bases and talent exchange bases for East, South and Central Asian countries. In this context, it is more important to strive to glow the advantages of Xi'an international land port and create a new highland to promote the development of local economy and radiation regional economy.
2. Relevant Theoretical Basis of International Land Port

Located in inland waterless area and transportation hub, land port is a hub station with seaport service function. It can handle customs declaration, quarantine and inspection procedures. It is an extension of the functions of seaport and coastal port in the inland. It has convenient and fast transportation channels and ports, and has become an important node in the international logistics system and also the Silk Road. Logistics hub along the economic belt.

Foreign scholars generally call it "inland port" or "dry port". In recent years, the international theoretical research on land ports has increased dramatically. Because the development of land ports is closely related to the hinterland economy, transportation and trade situation, the origin and development trend of land ports in different regions are different. Taking Western Europe and North America as examples, the advantages of Western Europe's land ports are based on Railway liners, barge services and synergies with seaports, which are still the mainstream of development in Europe. North American land ports are large-scale individuals, most of which were initially built around multimodal transport facilities and positioned as regional logistics distribution centers, in order to reduce the dependence of inland transport on highways and promote the diversion of goods from congested areas. The reasons for the formation of China's land ports can be roughly summarized as follows: (1) the inland areas are for the development of export-oriented economy, such as Xi'an land port; (2) the need for coastal ports to expand the hinterland of inland cargo sources, such as Tianjin Port and Ningbo Port; (3) the product of Customs reform practice in the customs area, such as Tianjin Customs.

3. Analysis on the Development Environment of Xi'an International Land Port

Land port is a concept opposite to seaport. Land ports have perfect port functions and convenient circulation channels, which are of great significance to the economic development of inland areas and the expansion of hinterland coastal ports. Many inland cities in China have begun to explore the construction of land ports.

Xi'an international port area is a major construction project of Shaanxi Province in the 11th Five-Year Plan. It is located in the Bawei Delta in the northeastern part of Xi'an City, along the Bahe River in the west, the North Ring Line of Railway in the north, the East-West Korean Highway in the east, the Third Ring Road in the South and the Xi'an Circumferential Expressway around the city in the south. Its planning and construction range is 44.6 square kilometers. It is the frontier area of economic and social development and urban construction in Xi'an. Xi'an International Port Area has convenient transportation and obvious location advantages. It is connected with the expressway around the city and the Third Ring Road of the city. The core area is 5 kilometers away from the new administrative center of Xi'an City, 28 kilometers away from Xianyang International Airport in Xi'an and Yaocun Airport in the international port area. The Expressway around the city of Xi'an, Beijing-Kunming Expressway, Lianhuo Expressway, Shanhu Expressway, Baomao Expressway and other national highways leading to the park are also located. Highway network is closely linked, forming a "meter" type highway network.

Xi'an international land port has a strong hinterland of international trade and economy. The attraction and radiation ability of international trade logistics between the land port and its surrounding hub nodes can form the starting and ending nodes of the international logistics fast-track network. Xi'an International Land Port is also an important hub in the main international logistics corridor. It is the most important land port in the main international logistics corridor. Its operation facilities and conditions are very superior. It can form an international logistics gathering, transit and transportation center. It can greatly improve the logistics handling, transit efficiency and provide other services for international multimodal transport. The Xi'an international land port, relying on the Xi'an free trade zone pilot area, not only has the information technology to support the comprehensive platform of international logistics, but also has the "domestic and foreign customs" management system of bonded processing, bonded port area and so on. It can cooperate with domestic collecting, transit business, cross-border customs, transshipment and other operations. At
the same time, Xi'an international land port can also rely on the conditions of the central city hub: it has the International logistics corridor transportation hub; it has strong spatial and economic links; and it has the location advantage of developing westward along the land bridge. Xi'an international land port is the starting point of "One Belt". It is the inland transit hub of China's economically developed areas and coastal ports. It is also the National Geographic center. It can connect the surrounding areas in eight directions. It is one of the 18 container marshalling stations in the country.

Xi'an international land port is committed to building new platforms, ports and channels. In 2009, Xi'an railway container center station was put into operation, with an annual growth rate of 30%. At present, the largest daily customs clearance volume of cross-border e-commerce in Xi'an international land port exceeds 110,000. Eight "overseas warehouses" have been set up in Frankfurt, Germany, Karakanda, Kazakhstan and other places. "Xi'an port" is the only inland port in China that has obtained international and domestic double codes. It has been approved as a railway port, a designated port for grain import, a designated port for meat import and a vehicle import port. At present, a three-dimensional international, domestic and regional logistics corridor of "land, sea and air network" has been preliminarily built.

4. Problems of Xi'an International Land Port Under the Background of "One Belt One Road"

4.1 Inadequate Interconnection of Logistics Infrastructure

Although Xi'an international land port is located in the starting city of the Silk Road Economic Zone, the problems of "unobstructed" highways along the ports are more prominent at present: the grade and standard of highways between domestic and overseas ports are not linked up, the collection and distribution system is not perfect enough; the customs clearance environment needs to be improved urgently; and the organization of cargo sources after the opening of the Sino-European Banquet is still difficult, etc.

These problems seriously restrict the integration of Xi'an International Land Port with the international market.

4.2 The Docking Effect with Port is not Obvious

Faced with the trend of industrial transfer from China to the midwest, land ports have an important mission to promote the effective docking between ports and inland industries in the northwest. However, the radiation scope of Xi'an international land port is still very limited, which does not really reflect the role of "fulcrum" in the docking between ports and inland areas. Therefore, it is impossible to achieve seamless connection of trucks, ships and cargo containers, and also difficult to reduce the cost of cargo owners and improve efficiency.

4.3 Weak Industrial Agglomeration and Multimodal Transport Capacity

Enterprise agglomeration, especially the entrance of producer service enterprises, is the source of growth of land ports. However, the agglomeration effect of Xi'an international land port industry is poor, and the land port industry is lacking. Despite the formulation of the corresponding layout plan, the occupancy rate of enterprises is still very low. Multimodal transport capacity is still very limited, which results in low cargo capacity and low efficiency of land port collection and distribution.

5. Development Strategy of Xi'an International Land Port Under "One Belt and One Road"

5.1 Expanding Logistics Channels

As a large logistics node, Xi'an International Land Port has strong transportation dependence. Therefore, the expansion of logistics channels has become the key basis for the development of Xi'an International Land Port. As far as the "one belt and one way" strategy is concerned, the construction of Xi'an international land port logistics corridor is an important support because it can form a
"corridor economy" with strong radiation effect and effectively promote the "nodal effect" of the
land port.

The multi-modal transport hub is more robust and competitive, and can facilitate the rapid
distribution of goods. It is a good transportation condition for the operation of land ports. At the
same time, it is convenient to form a modern logistics distribution network characterized by multiple
forms of links through the operation mode of "inside and outside customs". Logistics network should
integrate sea and inland waterway transportation, highway, air and railway transportation. It needs to
cooperate with seaports to build international logistics network and complete the whole international
logistics process.

At the same time, Xi'an International Land Port needs to be positioned in international logistics
and trade to plan its own development and integrate into the national comprehensive transportation
system and international port system. Therefore, the expansion of Xi'an International Land Port
logistics corridor should start from the construction of transportation infrastructure, the function of
multimodal transport organization, trunk transportation and logistics hub construction. The most
typical is to expand the sea passage, that is, the docking with the harbour. In China, the enthusiasm
of port enterprises for docking with land ports is growing. Tianjin Port, Ningbo Port, Dalian Port and
other ports in recent years continue to promote the development of inland ports, forming an inland
gathering and distribution network system with these traditional ports as nodes. It extends the
functions and services of port transportation, port and bonded goods to inland areas, connects cargo
owner enterprises and production bases by road or railway, and strengthens regional economic ties.
The docking mode of Xi'an International Land Port and Seaport can adopt one-to-many mode,
continue to maintain docking with Qingdao Port, Tianjin Port and Shanghai Port, expand docking
with Rizhao Port, clarify the function orientation and characteristics of Xi'an International Land Port,
and provide transit connection with large freight volume for a wide range of regions.

5.2 Introducing Global Value Chain Thinking

The integration of international logistics network and production network of multinational
corporations constitutes the main body of global production network. Global value chain has become
a value system across national boundaries, from raw materials to final products, including R&D,
design, production, manufacturing, marketing, after-sales service and other value-added links,
forming an orderly and interconnected chain relationship.

The main function of Xi'an international land port is international logistics. With the advantages of
"port inward migration, on-site billing, sea-rail intermodal transport, seamless docking", Xi'an
international land port provides a strategic platform for the inland hinterland economy to integrate
into the global value chain and an outlet for the development of export-oriented economy in the west.

As logistics services become more and more sophisticated and added value is constantly
increasing, in the construction of global value chain, Xi'an International Land Port should run
logistics through the whole value system and act as a link of value connection. In the process of
forming and developing global value chain, the logistics industry should be formed into a global
value chain of logistics industry, so that the production network distributed all over the world can
pass through logistics production. Industry global value chains are linked together to form highly
spatial coupling and effective cohesion.

5.3 Enhancing Synergies with Other Land Ports

After the completion of the land port, if it has been operating in isolation, the logistics resources
cannot be fully integrated and efficiently utilized, which will lead to the lack of information sharing
mechanism, thus unable to form interaction and coordination.

When Xi'an international land port strengthens its coordination with other land ports, it is
necessary to coordinate and guide the leading land port resources from the local government level,
focusing on the geographic advantages of land ports and the close business relationship between
them. In view of the actual demand of Xi'an International Land Port, we can consider adopting
"loose resources" or "tight resources" coordination mode. "Resource loose synergy" refers to the
realization of synergy between land ports in the form of agreements or joint affiliation to an
organization, focusing on the establishment of unified industry regulations, experience exchange and common growth, but still focusing on the use and development of their own core resources; and "resource close synergy" refers to the realization of synergy between land ports in the form of joint investment and business interweaving. At the business level, scientific allocation and dynamic combination should be made to build a resource network to realize the integrated operation of land and port.

As an important operation platform, Xi’an International Land Port can integrate resources effectively with other land ports by establishing complementary cooperation mechanism of each line, thus forming regional linkage and developing joint transport to reduce overlap of lines and waste of capacity.

6. Conclusion

With the development of planning and construction of regional comprehensive transportation network system, more and more attention has been paid to land ports. Xi’an International Land Port is developing vigorously, and its attractiveness to goods is becoming stronger and stronger. The radiation area will gradually expand. In the face of enormous development opportunities, how to improve the level of logistics services, enhance the capacity of equipment handling, and ensure that the port area can still operate normally under the enormous freight throughput will become a problem faced by the development of large international inland ports. It is necessary to weed out the old and bring forth the new in the current mode of intermodal transport and formulate development countermeasures to meet future needs.

References


