Research on the Development of Zhoushan Combined Transport between River and Sea Service Center

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Abstract. Zhoushan had the unique advantages and foundations for the construction of the Combined transport between river and sea Service Center. At the same time, the conditions for the transformation and upgrading of the national logistics transportation system have emerged. Zhoushan New District naturally endows these. In China, river-sea combined transport is mainly used in the Yangtze River Delta region and the Pearl River Delta region. The main mode of transportation for foreign trade import and export is this. The transportation process is reduced in this way, and the entire ship can be transported from the river to the sea using the same ship, saving a lot of money. Zhoushan Combined transport between river and sea Service Center is not a simple shipping service. The Yangtze River Golden Waterway and North-South shipping and international shipping, building a high-level, high-efficiency river to sea, world industrial port, seaport, trading port, information port and hub are all built by Zhoushan combined transport between river and sea. This is necessary to accelerate the economic development of the Yangtze River Economic Belt and the Zhoushan New District.

Introduction

Ningbo-Zhoushan Port is based on the Jianghai Intermodal Service Center. Reform and innovation are used as the driving force to accelerate the development of river-sea combined transport, improve the railway inland rivers and other collection and distribution systems, enhance the functions of modern shipping logistics services, enhance the processing and trading capacity of bulk commodities, and build international The first-class integrated hub and port of Jianghai Intermodal Transportation, the shipping service base and the national bulk commodity storage and processing and trading base will create a demonstration zone for the reform and development of China's port integration, helping the goods to be transported without the transit, and the entire ship will be transported by river and ocean Full transportation. The operation of Combined transport between river and sea Transportation is have mainly divided into two parts, namely, river transportation and maritime transportation. The coordinated development of coastal and inland economic and trade relations has been highly valued by the state in recent years. The vigorous development of the golden waterway has been promoted by the coordinated development of Rivers, rivers and maritime transport. There are 9 provinces and 2 cities along the Yangtze River, spanning the three major regions of East, Central and West. It is one of the regions with the strongest comprehensive capacity and the largest amount of materials in and out of China.

Superiority is Provided by Zhoushan Combined Transport between River and Sea

Due to many factors, traditional water transport is divided into two relatively independent circulation systems inland water transport and maritime transport. The transportation of goods in and out is generally divided into one-way, two-way and multi-segment transportation modes, that is, the goods will be transported through various modes of transportation, or loading or unloading between large marine carriers and small riverboats, or transporting containers to the terminal by land transport. The transportation period is long, the cost is relatively high, the cargo damage is
serious, and the transportation links are many. The continuous transportation between inland transportation and maritime transportation has been realized by the river-sea combined transport, and its numerous advantages have made it rise rapidly. The Zhoushan Strait Cross-Strait Intermodal Transportation Center was established, It was called by the State and the State Council’s relevant strategic deployment office. On April 27, 2016, the approval principle was issued by the State Council and the Zhoushan Maritime Transport Center was established. The unique position advantage of Tianshan is supported by Zhoushan United Transportation Hohai Service Center. Rich in resources, owned by the public in Sham Shui Po, and the trading base of bulk commodities is good. The great significance of building a maritime power is made by this decision.[1]

Superiority is Reflected by Zhoushan River and Sea Transportation

The Yangtze River estuary is close to the Zhoushan. The Pacific Ocean is also deeply penetrated by the economic hinterland. It is the only region in mainland China that extends into the Pacific Ocean. It is close to various international shipping and has convenient cooperation. The shortening of the transportation cycle of rivers and seas, the reduction of transportation links and the number of transshipments have made river transportation and marine transportation more adaptable to the rapid and logistics service requirements required by shippers. For example, a ship departing from Chongqing can reach the many ports in the north in just 14 days. It takes only 10 days to reach the damage. It can reach Wenzhou the next day, and it takes only 18 days to reach the farthest port in the north. Reduce unnecessary unloading and cargo consumption, greatly reducing transportation costs. According to statistics, compared with the traditional transit mode, the shipping cost of close to the Yangtze River transportation ore can be reduced by one to two percent. The price of goods transported by Chongqing to Ningbo Zhoushan is also the most cost-effective; a container will be self-contained through Jianghai. When Chongqing departs for transportation to the northeast, the transportation cost is 25%-35% lower than that of railway transportation; The market for transportation companies has been expanded, and the conditions for the economic development of local governments have also been created. Rolling ship transportation business is extended by Yangtze River Shipping Group from Yangtze River Line to Southeast Asia, Middle East and South Africa, the transportation business of the company has been expanded. The 1,000-ton freighter loaded with rice was transported by Heilongjiang Province from Dong'an Port and Songhua River Tongjiang Port to Wenzhou, Zhejiang Province. (via Fuyuan, Russian Amur, Strait, Japan Sea, Korean Strait, East China Sea), The new market for commodity grain has also been opened up.[2] Inland water transport is provided as the basis for development, the formation of a new pattern of integrated national transport systems was supported. The development of container river-sea combined transport is promoted by Jianghai Intermodal Service Center. Chongqing Port has also been expanded to Fuling and Wanzhou. The hinterland of the port has also been extended to Sichuan, Guizhou and other places. The leap-forward progress has also been achieved by the river transport industry. Through the intermodal transportation, More reasonable progress in transportation capacity has been obtained in the Yangtze, Heilongjiang and Pearl River basins. From the perspective of railway capacity, the dilemma of railway transportation capacity has been slowed down a lot by this form, the obvious increase in international shipping status has also been obtained by many ports. Such as the seaport, Ningbo-Zhoushan Port, etc.[3].

Problems and Countermeasures Faced by Zhoushan Combined Transport between River and Sea

The two-year journey was embarked on by the construction of the Jianghai Intermodal Service Center. This important step is related to the future development of Zoushan. The overall concept of planning cannot be ignored. It should be based on the strategic perspective of the country to combine Zoushan's development advantages and industrial base, and build and plan from the aspects of freight standards, service standards, and information integrity and network when the development goal is still in the fuzzy period and the exploration period. The main enterprises and
leading enterprises in related industries have not yet appeared. Now the government's guidance has helped to build the Zhoushan combined transport between river and sea, and its own advantages need to be played by related companies. At present, the problem of scattered ports, lack of cooperation, and the function of distribution has not yet been formed Zhoushan New District has. The problems of small scale of enterprises, small amount of intermodal cargo, and lack of leading enterprises have not been completely solved. If the supporting main enterprises are not created, the construction and development of the Zhoushan combined transport between river and sea will be difficult to carry out, and it will not be able to withstand large economic risks.

Suggestions for Improving the Construction of Zhoushan Combined Transport between River and Sea

Optimization of network facilities must be improved. Currently, computers and mobile phones are the most commonly used tools. The information network of Zhoushan combined transport between river and sea must be strengthened. Various information will be published on the network in real time. The transparency of Zhoushan Jianghai Intermodal Transport Information can be promoted. The information can be timely understood by the ship's party, the cargo side, related enterprises, etc.

The service personnel of Jianghai Intermodal Transportation must be concentrated and cultivated, and the atmosphere of innovation and entrepreneurship should be created. The construction and development of the Jianghai Intermodal Service Center must be supported by emerging enterprises. At the same time, New industries will also be produced as it develops and builds. The economic development of Zhoushan will be driven, and the synergy and development of the inland economy and the coastal economy can also be promoted. The construction and development of Zhoushan Jianghai Intermodal Transport needs to be supported by the new policy. The good atmosphere of innovation and entrepreneurship should be actively created. Relevant talents should be introduced and cultivated. The role of technological innovation and practical application should be fully exerted, and the economic utilization rate should be fully Continuous improvement, the upgrading of logistics and marine traditional industries has also been promoted, emerging enterprises have been accelerated, and comprehensive marine benefits and efficiency must be fully developed.

The development of comprehensive urban capacity can be driven by shipping services. The advantages of Zhoushan directly to the sea and the Yangtze River must be fully utilized, and international shipping, international shipping, shipping finance and other businesses must be actively involved. The service level of Zhoushan combined transport between river and sea can be further improved. The major port enterprises along the coast and along the Yangtze River can be attracted to help the construction of Zhoushan combined transport between river and sea. Zhoushan combined transport between river and sea strives to be the headquarters of China's maritime modernization and internationalization at an early date. The economic level of China's developed cities will be caught up in Zhoushan New District.

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