

Research on Improving the Operating Efficiency of China-Europe Container Train Based on the Special Control Activities of Shaanxi Container Import and Export

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Abstract: The rapid development and expansion of the Central European Banquet has become the substantive link linking Asia and Europe in the new era, showing obvious freight concentration effect. This paper is based on the special management activities of container import and export compliance costs and customs clearance links carried out at Shaanxi inland ports. It analyzes the remarkable achievements and existing problems of the "Changan" of the China-European class after the special governance activities. The countermeasures for improving the operational efficiency of China-Europe trains are put forward, in order to provide reference for deepening the economic and trade cooperation between China and the countries along the route and helping the construction of the "Belt and Road".

1. Introduction

As an important platform to promote the implementation of the "Belt and Road" initiative, the China-Europe team has developed rapidly in recent years, and has formed a relatively complete trade channel, which has promoted trade between the Eurasian continent and the obvious freight agglomeration effect. However, at this stage, the container trains in China and Europe still have practical problems such as high transportation costs, complicated customs clearance procedures, non-uniform cross-border transportation standards, disorderly local competition, port transition and timeliness of dressing. In order to earnestly implement the spirit of the Nineteenth Congress, General Secretary Xi Jinping, at the 16th meeting of the Central Leading Group on Finance and Economics, firmly implemented the principle of "improving conditions for trade liberalization and facilitation". The instructions of "Solving the outstanding problems in the import and export links, such as high institutional costs, tedious inspection and quarantine and customs clearance procedures, and no door for enterprise complaints". The Port Office of the People's Government of Shaanxi Province has set up a special governance group to carry out special research activities in 2018, focusing on dealing with the problems of long customs clearance time, many links and high cost at Shaanxi Port.

2. Investigation on Special Control Activities of Container Import and Export in Shaanxi Province

2.1. Phase I Research Activities

2.1.1. First Special Conference on Mobilization and Deployment

Shaanxi Province Container Import and Export Compliance Cost Mobilization and Deployment Meeting was held in the conference room of the provincial government Huanglou Congress. The conference was attended by the Provincial Development and Reform Commission, Provincial Transportation Department, Provincial Commerce Department, Provincial Government Research Office, Xi'an Customs, Shaanxi Entry-Exit Inspection and Quarantine Bureau, Xi'an Railway Administration, Xi'an International Port Administration Committee, Xi'an Translation Institute and more than 10 representative import and export enterprises in Shaanxi Province. The meeting was

held in two stages: in the first stage, import and export enterprises did not participate. Tao Shaoqing, the full-time deputy director of Shaanxi Port Office, conveyed the spirit of the relevant meetings of the State Council and the purpose and significance of the meeting. The second stage started with more than 10 import and export enterprises in Shaanxi Province. Director Tao Shaoqing conveyed to the enterprise the original intention, significance and determination of the special governance action of the State Council and the Shaanxi Provincial Port Office. It is proposed that in the two-month fee collection project in Shaanxi Province, unreasonable charges will be immediately banned, and the compliance fee can be immediately reduced. Optimize the customs clearance, the customs clearance efficiency increased by 33.33%, and the compliance cost decreased by 5%. In 2018, the “Changan” opened more than 1,000 columns.

2.1.2. The second charging project comparison seminar

Through comparative analysis of more than 10 enterprises' fee items, there are basically no unreasonable fees. The main problems existing in compliance fees are as follows:

(1) Customs declaration fees (which have been cancelled by the Customs and are actually charged for customs declaration service fees by the agents) vary from 100 to 300, from 15 to 50 for lead sealing, and from 100 to 200 for port miscellaneous charges.

(2) The existence of intermediary software enterprises between the agent customs declaration enterprises and the customs collects a part of the fee, which has a certain monopoly nature, and the fee is about 100 yuan.

(3) Among the charging items in Shaanxi Province, the customs declaration fee (actually customs declaration service fee), inspection fee (200), customs declaration fee (100/sheet), fumigation and disinfection fee (200), lead sealing fee (15-50), Trailer fee (1000), reinforcement fee (300-1000), licence fee (50) are too high, which is far higher than the cost.

(4) Xi'an local central station comprehensive cost (station operation fee) 800/40-foot container, 400/20-foot container, other classes do not have this charge.

(5) Is the reason for the extension of the railway box extension fee of 75 (20 ft) and 150 (40 ft) caused by the enterprise? Is it unreasonable if the railway itself is dispatched?

(6) The cargo owner will purchase the transportation insurance separately, and is it necessary to collect the railway insurance premium?

(7) Shipping companies charge about 60% of the total fees, most of which are international companies, and all of them belong to the fees outside Shaanxi Province. There are too many kinds of fees and the fees are too high. According to the enterprise survey receipts, the fees in China are higher than those in other countries, and in recent years they have not decreased but increased.

2.2. Phase II Research Activities

(1) Shaanxi Inspection and Quarantine Bureau. The fees involved are 20 feet 200 yuan for fumigation and 40 feet 400 yuan for fumigation. In response to the confirmation and related explanations of the person in charge of the inspection and quarantine bureau of this charging project, it is proposed that the project is specifically responsible for the two licensed enterprises, and the corresponding inspection and application procedures will be conducted for the inspection and quarantine bureau of the licensed enterprise.

(2) Container Central Station. The container central station is operated by the iron and Hong Kong-owned joint venture. The toll item is a comprehensive package fee, including three items: storage fee, removal fee and handling fee, and 20 feet 400 yuan, 40 feet 800 yuan. There are three references: one is the relevant provisions of this project in 2005, the No. 5 document of the Iron Transport and the No. 39 document of the 2013 Iron Transport. The second is to compare the reference data of customs supervision projects in neighboring provinces (consistent with Wuhan and Zhengzhou, slightly higher than Chongqing, where Wuhan and Zhengzhou operating enterprises and Shaanxi belong to the same group company). Third, cost accounting based on facilities, equipment, energy consumption, labor and land.

(3) Railway Administration. There are four kinds of charging items: one is the postponement fee for railway boxes, which stipulates that there is no charge within 2 days before departure and no

charge within 3 days after arrival, that is, the 5-day free day. At the same time, there are 5-day concessions, i.e. within 5 days, 10 yuan/20'/day, 20 yuan/40'/day, 60 yuan/20'/day and 120 yuan/40'/day over the concessionary day. Relevant officials said that at present 99% of the container charges are self-contained, including 1% of container charges by railway bureau, which involve almost no import and export fees. The second is the cost of railway transportation. This project is priced by the National Development and Reform Commission. Shaanxi currently implements the exemption of railway express freight, and the new building to Qingdao class is free of express freight, and the freight rate is lowered by 20%. The Central European Central Asia train has dropped 36.8% on the base freight rate in late November (30% down 20 feet and 46.8% down 40 feet). The third is the container loading and unloading fee. In all railway toll collection projects, the loading and unloading fee is the filing fee of the Railway Bureau to the NDRC, and other projects are priced by the NDRC. The fourth is the railway insurance premium. The person in charge of the railway bureau said that the project is voluntarily chosen by the enterprise to purchase or not, and the carrier department is not allowed to collect it.

(4) Representative enterprises that charge fees for customs declaration and inspection services. Shaanxi Yinghe Customs Advisory Services Co., Ltd. Customs Broker said that its annual customs declaration is about 10,000 votes, about 20-30 votes a day. Mainly in the bonded area, the customs declaration service fee is 100 yuan per bill, the customs declaration fee is 300 yuan, and this fee is basically transparent, which belongs to market competition pricing.

(5) Customs. Customs does not charge any fees in the whole container charging link.

2.3. Phase III Research Activities

(1) Container Railway Central Station Survey: The charging link of Xi'an Railway Container Central Station mainly includes loading and unloading fees in railway transportation and operation handling fees of the Central Station. Loading and unloading charges are 195 yuan/20', 392.5 yuan/40'. The charge standard of operation handling fee of central station is 400 yuan/20' and 800 yuan/40', and the fees of weighing fee, unbalanced load, security inspection and open packing are exempted. The charging standard is calculated based on the charging method specified in the "Measures for the Charging of Railway Freight Loading and Unloading Operations" (Tieyun [2005] No. 5). In the special treatment of container import and export compliance costs in Shaanxi Province, the total cost of transportation and the overall reduction of transportation costs for the central station operations were 20' containers decreased by 97.5 yuan, and the 40'-foot container decreased by 146.25 yuan, that is, 20' feet decreased by 16.4%. 'Foot fell 13.4%.

(2) Research on representative logistics enterprises in Xi'an Inland Port: CIMC Kaitong Shaanxi Logistics Company and Haicheng Bangda International Logistics Co., Ltd. logistics enterprises proposed that the China-Europe team is the focus of the Silk Road Economic Belt. Representative logistics companies such as JD International Logistics (Xi'an) Co., Ltd. and Shaanxi Zhongxinda International Logistics Co., Ltd. proposed that CEIBS is the focus of the Silk Road Economic Belt. It is also the key point of every logistics enterprise. The Sino-European train transportation involves the coordination and cooperation of customs, commodity inspection, railway and other departments. The cost of container import and export in Shaanxi Province is mainly 800 yuan/40' operation fee at railway container center station, but forklift truck fee, container withdrawal fee, storage fee, suspension fee and other charges are high in comprehensive insurance area. At the same time, the matching technology of logistics company ports and customs ports in customs networking supervision is debugged by an information company, which charges a high fee and is not conducive to the promotion of "single window" work.

3. Investigation and Analysis on Special Control Activities of Container Import and Export in Shaanxi Province

Through special investigation, this paper sorts out the operation links and charging items of container import and export in railway container center station of port area, clarifies the charging structure of container center station, and compares the suggestions of logistics enterprises on

charging. The paper analyzes the problems existing in the import and export of containers in Shaanxi, fully recognizes the advantages of vertical management of port inspection units, and clarifies the main ideas and directions for the next stage of work.

(1) Further request related representative enterprises involved in various toll collection projects in Shaanxi Province to report the original bills and unit information of each toll unit, collect statistics on relevant toll collection units, track the source units, and clarify the cost structure.

(2) The Joint Customs and Commodity Inspection Bureau convenes special meetings of charging units to convey the spirit and requirements of special management of port offices. It is required that the fee collecting units provide the basis for the outbound fees, especially the trailer fees, the extension of railway boxes, the reinforcing fees and other fee collecting units with specific cost components and detailed fee lists. Mainly for the company to report data and related units to confirm the verification, the next step will be to go deep into the enterprise to carry out specific charging projects and document research. Based on the results of the relevant unit verification and investigation results, the report will be reported to the provincial Standing Committee for the recording of the charging items, and the relevant charging items and amounts will be publicized.

(3) Field research on the charging of centralized charging units, and focus on relevant units, clarify the purpose of special actions, and issue relevant restrictions. To further investigate and verify the basis of site fees (75 yuan) in the international port area, and make it clear that administrative fees are not allowed.

(4) Summarize the enterprises with monopoly nature, formulate corresponding competition mechanism, and submit them to more professional, efficient and reasonable enterprises through bidding or research and analysis, and adjust the corresponding prices by the market.

(5) Coordinating institutions and enterprises such as Shaanxi Development and Reform Commission, Entry-Exit Inspection and Quarantine Bureau, Customs and Customs Supervision Zone, Container Center Station, Customs Declaration and Quarantine Enterprises, etc. Establish a long-term mechanism for comprehensive customs clearance management, guide port operation and service enterprises to publicize service names and standards, and increase the punishment of illegal and illegal charges at ports. Centralized rectification by means of the administrative power of the administrative organ and the dominant position of compulsory service, bundling charges, etc., to achieve the optimal process, reduce links, simple procedures, time, cost reduction, efficiency and governance objectives. We will strive to achieve a 5% or more compliance cost for container import and export. In 2018, the "Changan" will break through 1,000 routes throughout the year, and continue to optimize the customs clearance environment of our province and improve the level of trade facilitation.

4. The remarkable achievements and problems of the "Chang'an" class after special management

4.1. Achievement

The Sino-European "Changan" international freight class is listed as the first international freight train in Shaanxi Province. The overall plan is "one dry and two," and "one dry" is Xi'an-Rotterdam. The "two" are: Xi'an - Moscow, Xi'an - Kazakhstan. The operation of the "Changan" international freight train is a strategic concept for the implementation of the "Silk Road Economic Belt" in Shaanxi and Xi'an. An important starting point for building a new starting point for the "Silk Road Economic Belt" is an important carrier and breakthrough for Shaanxi to develop a gateway economy, a hub economy and a mobile economy. In 2017, the "Changan" of the China-European class was opened 194 times a year, and the annual total number of banks was ranked 17th in the country. Shaanxi Province container import and export compliance costs and customs clearance time special governance activities effectively analyzed Shaanxi Province container import and export compliance costs and customs clearance links related issues. Shaanxi Port Office coordinated with the relevant functional departments and quickly responded, greatly improving the efficiency of customs clearance in Shaanxi Province, with obvious results. As of October 30, 2018, "Chang'an"

has 1036 rows, which is 5.3 times that of the whole year of 2017. Its heavy load rate is 99%. Its heavy load rate, freight volume and actual traffic volume rank the first in the country, achieving a qualitative leap. Convenient International Trade Corridor provides logistics guarantee for Shaanxi business environment. Chang'an has become the leading line of all-round opening and truly constructs the open channel of three-dimensional thinking of "land, sea and air network".

4.2. Existing problems

Despite the remarkable achievements, there are still some problems that cannot be ignored in the operation of Chang'an liner: first, the disorder of local competition. China and Europe depend mostly on the financial support of different regions, and the support strength of different regions is quite different. The formation of the class shows bad "competition" effect and waste of power. Although the local class operation efficiency has been improved, the overall operation efficiency of the Central European class is declining. Second, cross-border transportation standards are not uniform. The design of different regions and countries in China and Europe is faced with the problem of non-uniformity such as gauge standards, customs clearance standards and container standards, and the resulting continuous rail change, which greatly limits the efficiency of the trains. Third, the volume of return cargo is small. The "Changan" class has greatly increased its driving volume in 2018, but the return cargo has not changed much. When the cargo sent to Europe and Asia increases, how to increase the efficiency of the return cargo to improve the operation efficiency is a problem that needs to be further solved in every CEIBS train.

5. Countermeasures for improving the efficiency of running trains in Central Europe

(1) Give full play to the advantages of the vertical management of the port inspection units of the State Port Office and the relevant provincial and municipal port offices, give play to the coordination functions of the ports, carry out special governance activities, further promote mutual recognition of customs supervision and reduce redundant disposal. Avoid checking, repeated lifting, secondary box moving, multiple round-trip moving and other links to improve the operational efficiency of loading and unloading and inter-section transportation at Shaanxi Port. At the same time, we should gradually establish the enterprise credit system and the hierarchical and classified management mechanism to improve the efficiency of port management.

(2) Strengthen the overall management of the government, coordinate the local support management, strengthen the guidance and overall management of the local government, and limit the waste of resources caused by the disorder of local competition. China's Ministry of Finance should uniformly introduce local support and guidance prices to limit the "race" effect and waste of capacity between local governments.

(3) Relevant local governments should strengthen discussion on issues related to the operation of the China-European class, change the local government's perception of the function of the train, and realize that only a unified transportation network should be built on the basis of differentiated development. The fundamental way to solve the problem is to give full play to the integration function of the classes in China and Europe, strengthen local cooperation, negotiate and formulate a set of sustainable, benign and reproducible new market operation mechanism.

(4) To coordinate local cooperation and promote the integration of transport standards for overseas sections. Give full play to the coordination and supervision functions of the state to local governments, coordinate local governments, enhance overall bargaining power, and promote the export of "China Standards". On the hardware side, on the basis of improving the efficiency of reloading and merging, the railway projects newly built by China along with the "one belt along the road" should be integrated with "China standard". In terms of software, the organization specializes in promoting the integration of customs clearance standards, promoting the compatibility and integration of the "China Standards" in the integration of cross-border transportation rules, and ensuring the control and radiation effects of China's overseas divisions.

(5) Encourage enterprises to explore overseas markets, improve the level of internationalization, and work closely with local logistics and freight forwarding companies in Central Asia and Europe.

Give full play to the advantages of railway transportation and attract the supply of iron goods with better quality and accurate service. At the national level, more import ports in inland areas will be set up to further expand opening up and reduce restrictions on imports of goods.

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