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Notice of the State Council on Printing and Distributing the Medium- and Long-term Plan for the Development of the Logistics Industry (2014-2020) Guo Fa [2014] No. 42

The people's governments of all provinces, autonomous regions and municipalities directly under the Central Government, ministries and commissions under the State Council, and agencies directly under the State Council: The "Medium and Long-term Plan for the Development of the Logistics Industry (2014-2020)" is hereby issued to you, please implement it carefully.

State Council, September 2014,
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Medium- and long-term plan for the development of logistics industry (2014-2020)

The logistics industry is a composite service industry that integrates transportation, warehousing, freight forwarding, information and other industries, and is a basic and strategic industry that supports the development of the national economy. Accelerating the development of modern logistics industry is of great significance to promoting industrial restructuring, transforming development modes, improving the competitiveness of the national economy and building ecological civilization. In order to promote the healthy development of the logistics industry, this plan is formulated in accordance with the spirit of the 18th National Congress of the Communist Party of China and the Third Plenary Session of the 18th Central Committee, the Outline of the Twelfth Five-Year Plan for National Economic and Social Development of the People's Republic of China, and the "Twelfth Five-Year Plan" for the development of the service industry. The planning period is from 2014 to 2020.

I. Development Status and Situation (1) Development Status.

Since the "Eleventh Five-Year Plan", especially since the State Council issued the "Logistics Industry Adjustment and Revitalization Plan", China's logistics industry has maintained rapid growth, service capacity has been significantly improved, infrastructure conditions and policy environment have been significantly improved, a modern industrial system has initially taken shape, and the logistics industry has become an important part of the national economy.

The scale of the industry is growing rapidly. The total amount of social logistics in the country reached 197.8 trillion yuan in 2013, an increase of 3.1 times over 2005, and an average annual growth of 11.5% at comparable prices. The added value of the logistics industry reached 3.9 trillion yuan in 2013, an increase of 2.2 times over 2005, with an average annual growth of 11.1%, and the added value of the logistics industry increased from 6.6% in 2005 to 6.8% in 2013, accounting for 14.8% of the added value of the service industry. The number of employed people in the logistics industry increased rapidly, from 17.8 million in 2005 to 28.9 million in 2013, an average annual growth of 6.2%.

Service capabilities have been significantly improved. The pace of asset restructuring and resource integration of logistics enterprises has been further accelerated, forming a number of logistics enterprises with diversified ownership, networked services and modern management. The transformation of traditional transportation and warehousing industry to modern logistics industry has accelerated, and the professional and socialized service capabilities in the fields of manufacturing logistics, commercial logistics, e-commerce logistics and international logistics have been significantly enhanced, the service level has been continuously improved, and a modern logistics service system has been initially established.

The conditions of technical equipment have improved significantly. Information technology is widely used, most logistics enterprises have established management information systems, and the construction of logistics information platforms has advanced rapidly. Modern information technologies such as the Internet of Things and cloud computing began to be applied, and special logistics equipment such as loading and unloading, sorting and packaging, processing and distribution, as well as technologies such as intelligent labels, tracking and tracing, and path optimization, were rapidly promoted.

The infrastructure network is getting better. By the end of 2013, the operating mileage of railways nationwide was 103,000 kilometers, including 11,000 kilometers of high-speed railways; the total length of highways in the country reached 4,356,000 kilometers, including 104,500 kilometers of expressways; the navigable mileage of inland waterways was 125,900 kilometers, including 10,200 kilometers of high-grade waterways of grade III and above; and the national ports had 2,001 berths of 10,000 tons or above, including 1,607 coastal ports and 394 inland river ports. There are 193 civil transport airports in the country. In 2012, the national operating warehouse area was about 1.3 billion square meters, and there were 754 logistics parks of various types.

The development environment is constantly optimized. The "Twelfth Five-Year Plan" clearly puts forward "vigorously developing the modern logistics industry". The State Council issued the "Logistics Industry Adjustment and Revitalization Plan" and formulated policies and measures to promote the healthy development of the logistics industry. Relevant departments and local governments have issued a series of special plans and supporting measures. The social logistics statistical system is becoming more and more perfect, the standardization work is advancing in an orderly manner, the talent training work is further strengthened, and the logistics science and technology, academic theoretical research and industry-university-research cooperation are deepening.

Overall, China's logistics industry has entered a new stage of transformation and upgrading. However, the overall level of development of the logistics industry is not high, and the development mode is relatively extensive. The main manifestations are: First, high logistics costs and low efficiency. In 2013, the ratio of total logistics costs to GDP in the whole society was as high as 18%, which was about 1 times higher than the level of developed countries and significantly higher than the level of developing countries such as Brazil and India. Second, the division is serious, and the institutional barriers that hinder the development of the logistics industry have not been broken. The proportion of self-operated logistics of enterprises is high, the scale of logistics enterprises is small, advanced technology is difficult to promote, logistics standards are difficult to unify, and the problems of roundabout transportation and waste of resources are prominent. Third, the infrastructure is relatively lagging behind and cannot meet the requirements of modern logistics development. Modern warehousing, multimodal transportation and other facilities are still insufficient, the logistics park system with reasonable layout and perfect functions has not yet been established, the efficient, smooth and convenient comprehensive transportation network is not yet perfect, and the problem of non-connection and non-supporting logistics infrastructure is more prominent. Fourth, the system of policies and regulations is not perfect enough, and the market order is not standardized enough. Some policies and measures that have been introduced need to be further implemented, and some places have prominent problems of arbitrary charges and fines for logistics enterprises. The construction of the credit system lags behind, and the overall quality of employees in the logistics industry needs to be further improved.

(2) The situation faced.

At present, the trend of economic globalization is developing in depth, the revolution of network information technology has driven the emergence of new technologies and new formats, and the opportunities and challenges facing the development of the logistics industry coexist. With the comprehensive deepening of reform, the process of industrialization, informatization, new-type urbanization and agricultural modernization continues to advance, the pace of industrial structure adjustment and residents' consumption upgrading continues to accelerate, and the development space of China's logistics industry is becoming broader and broader.

Logistics demand is growing rapidly. Agricultural modernization has a growing demand for bulk agricultural product logistics

and fresh agricultural cold chain logistics. New industrialization requires accelerating the establishment of a large-scale and modern manufacturing logistics service system. With the upgrading of residents' consumption and the acceleration of new-type urbanization, it is urgent to establish a more perfect, convenient, efficient and safe logistics and distribution system for consumer goods. In addition, emerging formats such as e-commerce and online consumption are developing rapidly, and demand for express logistics will continue to grow rapidly.

New technologies and new management are constantly emerging. Information technology and supply chain management continue to develop and are widely used in the logistics industry, providing more and more low-cost, efficient, diversified and lean logistics services for the majority of production and circulation enterprises, promoting the manufacturing industry to focus on core business and optimizing internal division of labor in the commercial and trade industry, and a modern logistics system with new technology and new management as the core is increasingly formed. With the enhancement of the consumption capacity of urban and rural residents and the gradual transformation of consumption patterns, the logistics service capacity and efficiency of the whole society continue to improve, logistics costs are further reduced, circulation efficiency is significantly improved, and market competition in the logistics industry is intensified.

Resource and environmental constraints are increasingly strengthened. With the rapid expansion of social logistics scale, the aggravation of energy consumption and environmental pollution, and the increase of urban traffic pressure, the traditional logistics operation mode is no longer sustainable. In accordance with the requirements of building an ecological civilization, we must accelerate the application of advanced operation and management concepts, continuously improve the level of informatization, standardization and automation, promote integrated operation and network operation, vigorously develop green logistics, promote energy conservation and emission reduction, and effectively reduce energy consumption, reduce emissions, and alleviate traffic pressure.

International competition is becoming increasingly fierce. With the continuous acceleration of the pace of international industrial transfer and the rapid development of service trade, the logistics development mode of global procurement, global production and global sales is increasingly taking shape, which urgently requires China to form a group of multinational logistics enterprises that are deeply involved in the international division of labor and have international competitiveness, smooth the convenient and efficient international logistics channel with major trading partners and neighboring countries, and form an international logistics center with global influence to cope with the increasingly fierce competition of global logistics enterprises.

II. Overall Requirements

(1) Guiding ideology.

Guided by Deng Xiaoping Theory, the important thinking of the "three represents" and the scientific outlook on development, deeply implement the spirit of the 18th CPC National Congress and the Second and Third Plenary Sessions of the 18th CPC Central Committee, fully implement the decisions and arrangements of the Party Central Committee and the State Council, adapt to the new trend of information technology development in accordance with the requirements of accelerating the transformation of development mode and building ecological civilization, focus on improving logistics efficiency, reducing logistics costs, reducing resource and environmental pressure, market-oriented, and reform and opening up as the driving force. With the support of advanced technology, actively create a policy environment conducive to the development of modern logistics industry, strive to establish and improve modern logistics service system, accelerate the development level of logistics industry, promote industrial structure adjustment and economic quality and efficiency upgrading, enhance the competitiveness of the national economy, and provide logistics service guarantee for the comprehensive construction of a moderately prosperous society.

(2) Main principles.

Market operation, government guidance. Let the market play a decisive role in the allocation of resources and better play the role of the government, strengthen the market dominant position of enterprises, and actively play the guiding role of the government in strategy, planning, policies, standards and other aspects.

Optimize the structure and raise the level. Accelerate the transformation and upgrading of the traditional logistics industry, establish and improve a socialized and professional logistics service system, and vigorously develop third-party logistics. Form a group of modern logistics enterprises with strong competitiveness, reverse the development pattern of "small, scattered and weak", and improve the industrial scale and development level.

Innovation-driven, collaborative development. Accelerate the research and development and application of key technologies and equipment, improve the level of informatization and intelligence of the logistics industry, innovate operation and management models, improve the level of supply chain management and logistics services, and form new advantages for

the coordinated development of the logistics industry and the manufacturing, commerce and trade, and financial industries.

Energy saving, emission reduction, green environmental protection. Encourage the use of energy-saving and environmentally friendly technologies and equipment, improve the organization and networking level of logistics operations, and reduce the total logistics industryPhysical energy consumption and pollutant emission levels.

Improve standards and improve efficiency. Promote the construction of technical standard system in the logistics industry, strengthen integrated operation, realize the connection and matching of all links of logistics operations, various logistics facilities and equipment and logistics information, and promote the efficient operation of the logistics service system.

Deepen reform and integrate resources. Deepen the reform of the management system of the logistics industry, further simplify administration and delegate power, break the division of industries, departments and regions, oppose monopoly and unfair competition, coordinate the construction of urban and rural, international and domestic logistics systems, and establish institutional mechanisms conducive to resource integration and optimal allocation.

(3) Development goals.

By 2020, a modern logistics service system with reasonable layout, advanced technology, convenient and efficient, green environmental protection, safety and orderly will be basically established.

The level of socialization and specialization of logistics has been further improved. The added value of the logistics industry has increased by about 8% per year, and the added value of the logistics industry accounts for about 7.5% of GDP. The proportion of third-party logistics has increased significantly. New logistics equipment and technology are widely used.

The competitiveness of logistics enterprises has been significantly enhanced. The ability of integrated operation and network operation has been further improved, the level of informatization and supply chain management has been significantly improved, and a number of large-scale integrated logistics enterprise groups and logistics service brands with international competitiveness have been formed.

Logistics infrastructure and operation mode are more smoothly connected. The network system layout of logistics parks is more reasonable, and modern logistics operation modes such as multimodal transport, swing-hook transportation, and joint distribution maintain rapid development, and the benefits of logistics agglomeration development are further revealed.

The overall operational efficiency of logistics has been significantly improved. The ratio of total logistics costs to GDP in the whole society has dropped from 18% in 2013 to about 16%, and the logistics industry's ability to support and guarantee the national economy has been further enhanced.

III. Development Priorities

(1) Focus on reducing logistics costs.

Break down compartmentalization and regional blockades, reduce administrative intervention, clean up and abolish various regulations and practices that hinder the national unified market and fair competition, and establish a unified, open, competitive and orderly national logistics service market. Further optimize the traffic environment, strengthen and standardize the management of toll roads, ensure the convenient and efficient passage of vehicles, actively take effective measures, effectively increase the intensity of cleaning up and rectifying the indiscriminate toll collection and fines on highways, reduce unnecessary toll points, and comprehensively promote the construction of a non-stop toll collection system on major expressways across the country. Accelerate the construction of logistics channels connecting major domestic and international economic regions, vigorously develop multimodal transport, and strive to form several cross-regional logistics channels with smooth flow of goods and economic convenience, such as Beijing-Shanghai, Beijing-Guangzhou, Eurasian Land Bridge, China-Europe Railway Channel, and Yangtze River Golden Waterway.

(2) Strive to improve the scale and intensification of logistics enterprises.

Encourage logistics enterprises to become bigger and stronger through shareholding participation, mergers and reorganization, cooperative alliances, etc., form a number of large-scale modern logistics enterprise groups with advanced technical level, prominent main business and strong core competitiveness, improve the integration and networking level of logistics services through large-scale operation, and form a good trend of common development of large and small logistics enterprises. Encourage traditional logistics enterprises such as transportation and warehousing to extend their services upstream and downstream, and promote the interaction and integration of the logistics industry with other industries and coordinated development. Encourage logistics enterprises and

manufacturing enterprises to deepen strategic cooperation, establish a manufacturing logistics service system that is compatible with the development of new industrialization, and form a group of supply chain service providers with global procurement and global distribution capabilities. Encourage commercial logistics enterprises to improve the scale and coordination of distribution, accelerate the development of e-commerce logistics, and establish a fast and convenient urban and rural distribution logistics system. Support the express delivery industry to integrate resources, develop in conjunction with civil aviation, railway, highway and other transportation industries, accelerate the formation of a number of internationally competitive large-scale express delivery enterprises, and build an express logistics service system covering urban and rural areas. Support the merger and reorganization, strengthening and expansion of air cargo enterprises, and improve the comprehensive logistics service capabilities. Give full play to the advantages of the post's network, information and services, further promote the strategic cooperation between postal and e-commerce enterprises, and develop new postal services such as e-commerce packets. Further improve the postal infrastructure network, encourage postal enterprises in various localities to develop rural postal logistics services in accordance with local conditions, and promote the transfer of agricultural materials to the countryside and agricultural products to the cities.

(3) Strive to strengthen the construction of logistics infrastructure network.

Promote the construction of an integrated transportation system, rationally plan and lay out logistics infrastructure, improve the layout of comprehensive transportation channels and transportation hub nodes, build a convenient and efficient logistics infrastructure network, promote the smooth connection and efficient transit of multiple modes of transportation, and improve the comprehensive capacity of the logistics system. Optimize the layout of the air cargo network, and accelerate the construction of domestic air cargo transshipment centers and large cargo hubs connecting important international air cargo centers. Promote the "integration of ports and terminals" to achieve seamless connection between railway freight terminals and port terminals. Improve logistics and transshipment facilities to improve the convenience and compatibility of cargo reloading. We should speed up the construction of important infrastructure facilities such as coal export, "grain transportation from the north to the south", and grain storage, and solve the outstanding problem of "stuck neck" in transportation. Strengthen the planning and layout of logistics parks, further clarify functional positioning, integrate and standardize existing parks, save and intensive land use, and improve resource utilization efficiency and management level. Strengthen the planning of modern distribution centers around large and medium-sized cities and manufacturing bases, build common distribution terminal outlets in urban communities and villages and towns, optimize the layout and construction of urban commercial areas and large-scale community logistics infrastructure, and form a logistics warehousing and distribution network with reasonable levels, appropriate scale and matching demand. Further improve emergency logistics infrastructure, and actively and effectively respond to sudden natural disasters, public health incidents and major safety accidents.

IV. Main Tasks

(1) Vigorously improve the level of socialization and specialization of logistics.

Encourage manufacturing enterprises to separate outsourcing logistics business and promote the socialization of internal logistics needs. Optimize the allocation of logistics resources in manufacturing and commercial agglomeration areas, build a public logistics service platform for small and medium-sized enterprises, and provide socialized logistics services. Focus on the development of third-party logistics, guide traditional warehousing, transportation, international freight forwarding, express delivery and other enterprises to adopt modern logistics management concepts and technical equipment, and improve service capabilities; Support logistics enterprises spun off from within manufacturing enterprises to give full play to the advantages of specialized and lean services, and actively provide public logistics services for the society. Encourage the functional integration and business innovation of logistics enterprises, continuously improve the level of professional services, and actively develop customized logistics services to meet the growing demand for personalized logistics. Further optimize the logistics organization mode, actively develop joint distribution and unified distribution, and increase the proportion of multimodal transport.

(2) Further strengthen the construction of logistics informatization.

Strengthen the application of advanced information technologies such as Beidou navigation, Internet of Things, cloud computing, big data, and mobile Internet in the logistics field. Accelerate the construction of enterprise logistics information system, give full play to the integration ability of core logistics enterprises, open up the logistics information chain, and realize the whole process of logistics information tracking. Accelerate the construction of logistics public information platforms, actively promote the development and utilization of logistics information resources in the whole society, support the development of logistics information platforms with actual needs and

sustainable development prospects such as transportation stowage, tracking and tracing, and inventory monitoring, and encourage all kinds of platforms to innovate operation service models. Further promote the development of public information platforms for transportation and logistics, integrate information resources such as railways, highways, waterways, civil aviation, postal services, customs, inspection and quarantine, promote the effective docking of logistics information and public service information, encourage information sharing between regions and within industries, and achieve interconnection.

(3) Promote the modernization of logistics technology and equipment.

Strengthen the research and development of core logistics technologies and equipment, promote the industrialization of key technologies and equipment, and encourage logistics enterprises to adopt advanced and applicable technologies and equipment. Accelerate the research and development of professional logistics equipment such as food cold chain, medicine, tobacco, machinery, automobiles, dry bulk cargo, and hazardous chemicals, and improve the professional level of logistics equipment. Actively develop standardized, van-type and specialized road freight vehicles, and gradually eliminate railing-type trucks. Promote railway heavy-haul transportation technology and equipment, actively develop railway special and special freight cars and high-speed rail express and other transportation technology and equipment, and strengthen the research and development, promotion and application of logistics safety testing technology and equipment. Absorb and introduce international advanced logistics technology and improve the ability of independent innovation of logistics technology.

(4) Strengthen the construction of logistics standardization.

Accelerate the preparation and organization of the implementation of medium- and long-term plans for logistics standards, and improve the logistics standard system. In accordance with the requirements of focused, reasonable structure, clear hierarchy, scientific application, and basic meeting of development needs, improve the framework of the national logistics standard system, strengthen the formulation of general basic, public, service and professional logistics standards, and form a number of logistics standards that have a significant role in promoting the development of the national logistics industry and the improvement of service levels. Pay attention to the connection between logistics standards and other industry standards and international logistics standards, scientifically divide recommended and mandatory logistics standards, increase the implementation of logistics standards, and strive to improve the standardized operation level of logistics services, logistics hubs, logistics facilities and equipment. Mobilize the enthusiasm of enterprises in the revision of standards, and promote the participation of key logistics enterprises in the formulation and standardization pilot work of logistics technical standards and management standards in professional fields. Strengthen the training, publicity and promotion of logistics standards.

(5) Promote the coordinated development of regional logistics.

Implement the requirements of the overall national regional development strategy and industrial layout adjustment and optimization, continue to give full play to the radiation driving role of national logistics node cities and regional logistics node cities, and promote the coordinated development of regional logistics. In accordance with the requirements of major strategic plans such as the construction of the Silk Road Economic Belt, the Maritime Silk Road and the Yangtze River Economic Belt, accelerate the promotion of key projects. The construction of logistics channels connecting international and domestic regions will focus on building strategic logistics hubs for Central, South and West Asia, land-sea combined transport and river-sea combined transport nodes and important airports facing ASEAN, establish inter-provincial and transnational cooperation mechanisms, and promote the interconnection of logistics infrastructure and the sharing of information resources. The eastern region should adapt to the trend of accelerated upgrading of household consumption, manufacturing transformation, and integration of domestic and foreign trade, further improve the service capabilities of commercial logistics, manufacturing logistics and international logistics, and explore the integrated operation mode of international and domestic logistics. In accordance with the requirements of promoting the coordinated development of the Beijing-Tianjin-Hebei region and regional cooperation and development of the Bohai Rim, accelerate the integration of commerce, trade and logistics. The central region should give full play to its geographical advantages of connecting the east and west and connecting the north and the south, strengthen cooperation with coastal and border areas, accelerate the construction of dry ports and air ports, and build logistics channels and hubs serving industrial transfer, resource transportation and north-south regional cooperation. The western region should combine the construction of the Silk Road Economic Belt, build logistics channels, improve regional logistics conditions, and actively develop bulk commodity logistics industries such as agricultural products and mineral products with characteristic advantages. Northeast China should accelerate the construction of a logistics belt along the borders of Northeast Asia, form a logistics channel facing Russia and connecting Northeast Asia and

Europe, and focus on promoting the development of manufacturing logistics and logistics for bulk resource-based commodities such as grain. Logistics node cities are important hubs for regional logistics development, and it is necessary to strengthen the planning and layout of logistics infrastructure and improve the industrial development environment according to industrial characteristics, development level, facility status, market demand, functional positioning, etc.

(6) Actively promote the development of international logistics.

Strengthen the construction of logistics infrastructure at various ports such as hub ports, airports, railways, and highways. Taking the key development of the pilot zone as the guide, combined with the development of border trade, strengthen the construction of cross-border logistics systems and corridors with neighboring countries and regions, accelerate the interconnection of logistics infrastructure, form a number of international freight hubs, and enhance the capacity of import and export goods distribution. Strengthen strategic cooperation at domestic and foreign ports, inland and coastal ports, and border ports, promote the coordinated development of special customs supervision areas, international dry ports and ports, and improve the level of international logistics facilitation. Establish a joint inspection and linkage mechanism for port logistics to further improve the efficiency of customs clearance. Actively build a logistics support system that serves global trade and marketing networks and cross-border e-commerce, and provides logistics service guarantees for domestic enterprises to "go global" and carry out global business. Support advantageous logistics enterprises to strengthen cooperation, build an international logistics service network, and build a multinational logistics enterprise with international competitiveness.

(7) Vigorously develop green logistics.

Optimize the transportation structure, rationally allocate various modes of transportation, increase the proportion of railway and waterway transportation, and promote energy conservation and emission reduction. Vigorously develop advanced logistics organization models such as swing-and-hang transportation, joint distribution, and unified distribution, improve the information level of storage and transportation tools, and reduce empty and roundabout transportation. Encourage the use of low-energy-consumption, low-emission transportation tools and energy-saving green storage facilities, and promote the unitization technology of containerization. Learn from international advanced experience, improve energy consumption and emission monitoring, testing and certification systems, and accelerate the establishment of green logistics assessment standards and certification systems. Strengthen the management of dangerous goods water transport to minimize environmental accidents. Encourage the reuse and recycling of packaging, improve the recycling level of standardized equipment and packaging such as pallets, and build a circular logistics system with low environmental load. Vigorously develop recycling logistics, and encourage producers and renewable resource recycling enterprises to jointly carry out waste product recycling. Promote the application of dust suppression technology for railway bulk cargo transportation.

V. Key Projects

(1) Multimodal transport projects.

Accelerate the construction of multimodal transport facilities, build collection and distribution channels with matching capacity, equip modern transit facilities, and establish a multimodal transport information platform. Improve the railway and highway collection and distribution facilities of the port, and improve the capacity of the passage behind the port railway station and the port station. Promote the construction of railway special lines, give play to the role of railway container central stations, and promote the construction of container depots in inland cities and ports. Build a road collection and distribution network system that matches the capacity of railways, airports and road freight terminals. Develop sea-rail combined transport, iron-water combined transport, public railway combined transport, land-air combined transport, accelerate the promotion of bulk cargo water-rail combined transport and container multimodal transport, actively develop ship transportation organization methods such as trunk-branch direct transportation and river-sea direct transport, and explore the construction of multimodal transport systems such as railway packback transportation and waterway ro-ro transportation with semi-trailers as standard load units.

(2) Logistics park project.

Under the premise of strictly complying with the overall land use plan and urban overall planning, and in accordance with the principle of saving and intensive land use, accelerate the integration and rational layout of logistics parks in important logistics node cities, promote the construction of water, electricity, road, communication facilities and multimodal transport facilities in logistics parks, accelerate the construction of modern three-dimensional warehouses and information platforms, improve supporting surrounding roads and railways, and promote the use of advanced transportation modes and intelligent management technologies such as swing-and-hang transportation. Improve the

management system of logistics parks, improve management and service levels. Combined with the location characteristics and logistics needs, develop freight hub, production service, commercial service, port service and comprehensive service logistics parks, as well as agricultural products, agricultural materials, steel, coal, automobiles, medicine, publications, cold chain, dangerous goods transportation, express delivery and other professional logistics parks, and give play to the demonstration and driving role of logistics parks.

(3) Agricultural product logistics engineering.

Increase the intensity of construction, maintenance and transformation of grain storage facilities to meet the needs of grain collection and storage. Introduce advanced grain storage equipment and technology to effectively improve grain storage conditions. Actively promote the construction of modern grain logistics facilities, develop "scattered" and multimodal transportation of grain storage, transportation, loading and unloading, open railway bulk grain trains and bulk grain container trains entering customs from the northeast, strengthen the construction of storage and distribution facilities in grain-producing areas, railway and port bulk grain receiving and unloading facilities in southern sales areas, and solve the problem of "stuck neck" transportation of "northern grain to the south". Promote the mechanization of cotton transportation, loading and unloading, the modernization of warehousing, and the informatization of management, strengthen the construction of logistics nodes and railway special lines in major production and marketing areas, and support enterprises to carry out textile cotton distribution services. Strengthen the construction of logistics facilities such as transportation and warehousing in the "south-to-north sugar transportation" and production areas. Strengthen the construction of cold chain logistics facilities for fresh agricultural products, support the construction of facilities and equipment such as pre-cooling, primary processing, refrigeration and preservation, and cold chain transportation of "southern vegetables and northern transportation" and the production areas of bulk fresh agricultural products, form logistics distribution centers for key varieties of agricultural products, improve the level of cold chain facilities at important nodes such as wholesale markets, and improve the cold chain logistics network.

(4) Manufacturing logistics and supply chain management engineering.

Support the construction of warehousing and distribution facilities and logistics information platforms that are closely supporting and effectively connected with manufacturing enterprises, encourage various industrial gathering areas and functional areas to build public warehouses, and introduce third-party logistics enterprises. Encourage traditional transportation and warehousing enterprises to extend services to the upstream and downstream of the supply chain, build a third-party supply chain management platform, and provide manufacturing enterprises with integrated services such as supply chain planning, procurement logistics, inbound logistics, delivery logistics, recycling logistics, supply chain finance, and information traceability. Accelerate the development of professional logistics enterprises with supply chain design and consulting management capabilities, and strive to improve the supply chain management service level for manufacturing enterprises.

(5) Resource-based product logistics engineering.

Relying on the production bases and markets of coal, petroleum, iron ore and other important products, accelerate the construction of logistics distribution centers and logistics channels for resource-based products. Promote the construction of key coal export channels such as Jin-Shaanxi-Mongolia (western), Ninggan, eastern Inner Mongolia and Xinjiang, and focus on the construction of large-scale coal storage and distribution bases such as the Bohai Rim and key coal logistics nodes. Coordinate the construction of oil and gas import transportation channels and domestic storage and transportation systems, accelerate the construction of oil and gas transportation channels that are closely connected across regions and with neighboring countries and regions, strengthen the construction of oil and gas terminals, encourage the development of oil tankers and liquefied natural gas tankers, and strengthen the construction of logistics facilities in ports (ports) for important mineral products such as iron ore.

(6) Urban and rural logistics and distribution projects.

Accelerate the improvement of the urban and rural distribution network system, coordinate the planning and rational layout of three-level distribution nodes such as logistics parks, distribution centers, and terminal distribution outlets, build urban distribution public service platforms, and actively promote the construction of county, township, and village consumer goods and agricultural materials distribution network systems. Further give play to the network and service advantages of postal and supply and marketing cooperatives, strengthen the construction of postal terminal facilities such as rural postal outlets, village post stations, and "three rural areas" service stations, and promote the two-way circulation of commodities in rural areas. Promote the construction of urban green freight distribution system, improve urban distribution vehicle standards and traffic control measures, and encourage the promotion and

application of energy-saving and environmentally friendly vehicles in urban distribution. Accelerate the development of distribution systems in modern logistics demonstration cities, and build cross-regional distribution centers for service chain operators and network sales enterprises. Develop intelligent logistics infrastructure and support the construction of public pick-up and delivery points for logistics express delivery in rural areas, communities and schools. Encourage transportation, postal services, commerce and trade, supply and marketing, publication sales, etc. to carry out alliance cooperation, integrate and utilize existing logistics resources, further improve infrastructure such as storage, transshipment, docking, and unloading, strengthen the construction of service networks, and improve common distribution capabilities.

(7) E-commerce logistics engineering.

To meet the needs of the rapid development of e-commerce, prepare a national e-commerce logistics development plan, combine the construction of national e-commerce demonstration cities, demonstration bases, logistics parks, commercial facilities, etc., integrate distribution resources, and build an e-commerce logistics service platform and distribution network. Build a number of regional warehousing and distribution bases, attract manufacturers, e-commerce, express and less-than-truckload logistics companies, and third-party service companies to settle in, and improve logistics distribution efficiency and professional service levels. Explore the use of high-speed rail resources and develop high-speed rail express transportation. Combined with the promotion of cross-border trade e-commerce pilots, improve a batch of express delivery Transportation Center.

(8) Logistics standardization project.

Focus on promoting the formulation and revision of logistics standards for logistics technology, information, services, transportation, freight forwarding, warehousing, grain and other agricultural products and processed foods, medicine, automobiles, home appliances, e-commerce, postal (including express delivery), cold chain, emergency and other logistics standards, and actively start the research and formulation of logistics standards for bulk products such as steel, machinery, coal, iron ore, petroleum and petrochemicals, building materials, and cotton. Support the standardized construction and transformation of warehousing and transshipment facilities, means of transport, docking and unloading stations, formulate standardized electronic cargo bills for road freight, promote standardized facilities and equipment such as pallets, containers, and container bags, establish a national pallet sharing system, promote the standardization of management software interfaces, and comprehensively promote the pilot experience of dump-and-hang transportation. Carry out the pilot work of logistics service certification, promote the construction of inspection and testing systems in the logistics field, and support logistics enterprises to carry out quality, environmental and occupational health and safety management system certification.

(9) Logistics information platform project.

Integrate the existing logistics information service platform resources to form a cross-industry and regional intelligent logistics information public service platform. Strengthen the construction of platforms such as comprehensive transportation information, logistics resource trading, electronic ports and bulk commodity trading, and promote interconnection and information sharing between various platforms. Encourage leading logistics enterprises to build logistics information service platforms for small and medium-sized logistics enterprises, promote the efficient matching of information such as cargo sources, vehicle sources and logistics services, and effectively reduce the empty driving rate of trucks. Relying on a unified article coding system, build a third-party public service platform that connects enterprises, consumers and government departments, and provide logistics information standard inquiry and docking services. Build an intelligent logistics information platform and form a logistics information service center integrating logistics information release, online transactions, data exchange, track and trace, intelligent analysis and other functions. Accelerate the construction of the national transportation and logistics public information platform, and rely on existing platforms such as the Northeast Asia Logistics Information Service Network to carry out international cooperation in logistics informatization.

(10) Development and application engineering of new logistics technology.

Support the research of key technologies such as cargo tracking and positioning, radio frequency identification, visualization technology, mobile information services, intelligent transportation and location services, develop and promote high-performance cargo handling equipment and rapid sorting technology, and strengthen the research and development and application of important transportation technologies such as coastal and inland river ship types and commercial vehicle transportation. Improve the article coding system, and promote the wide application of identification technology such as bar codes and smart labels, automatic identification technology and electronic data interchange technology. Promote logistics information technology in the fields of logistics information coding,

logistics information collection, logistics carrier tracking, automatic control, management decision support, information exchange and sharing. Encourage the popularization of a new generation of mobile communications, road traffic information and communication systems, automated guided vehicles, non-stop toll collection systems, and palletized unit-based technologies. Promote the application of Beidou navigation, Internet of Things, cloud computing, big data, mobile Internet and other technologies in product traceability, online scheduling management, automatic logistics and distribution, intelligent distribution and other fields.

(11) Renewable resource recovery logistics project.

Accelerate the establishment of a logistics system for the recycling of renewable resources, focusing on promoting the recycling and logistics development of domestic wastes such as packaging, waste electrical and electronic products, and waste wastes with use value such as scrapped construction machinery, crop straw, and corner wastes generated in the processing of consumer goods. Increase investment in waste recycling logistics treatment facilities, accelerate the construction of a number of recycling logistics centers, improve the management level of collection, sorting, processing, handling, storage, packaging, maintenance and other recyclables, so as to achieve proper disposal, recycling, harmless and environmental protection of waste.

(12) Emergency logistics engineering.

Establish a unified and coordinated, rapid response, orderly operation, efficient and reliable emergency logistics system, build a logistics center that integrates to meet a variety of emergency needs, and form a group of backbone logistics enterprises with strong emergency logistics operation capabilities. Strengthen the construction of emergency warehousing, transit and distribution facilities, improve the standardization and modernization of emergency logistics facilities and equipment, and improve emergency logistics efficiency and emergency support capabilities. Establish and improve the emergency logistics information system, standardize and coordinate scheduling procedures, optimize information processes, business processes and management processes, and promote the construction of information technology in emergency production, circulation, reserves, and transportation, as well as emergency information exchange and data sharing.

VI. Safeguard Measures

(1) Deepen reform and opening up.

Accelerate the reform of the logistics management system, improve the comprehensive coordination mechanism of logistics policies at all levels, and further play the role of the national inter-ministerial joint conference on modern logistics work. In accordance with the requirements of streamlining administration and delegating power and deepening the reform of the administrative examination and approval system, establish fair and transparent market access standards, further relax the administrative licensing and approval conditions for the qualifications of logistics enterprises, and improve the examination and approval management methods. Implement the relevant policies for logistics enterprises to set up unincorporated branches, and encourage logistics enterprises to carry out cross-regional network operations. Guide enterprises to reform the "big and complete" and "small and complete" logistics operation mode, formulate measures to support enterprises to separate outsourcing logistics business and accelerate the development of third-party logistics, fully integrate and utilize social logistics resources, and improve the level of scale. Strengthen policy coordination and logistics cooperation with major trading partner countries and regions such as Taiwan, Hong Kong and Macao, promote cooperation and exchanges between domestic logistics enterprises and international advanced logistics enterprises, and support logistics enterprises to "go global". Do a good job in the safety review of foreign mergers and acquisitions in the logistics industry, and expand the opening up of the commercial logistics and e-commerce fields.

(2) Improve laws and regulations.

As soon as possible, clarify the categories of the logistics industry in terms of national economic industry classification, industrial statistics, industrial and commercial registration, and the establishment of tax items, and further clarify the industrial status of the logistics industry. Improve the legal and regulatory system of the logistics industry, pay close attention to researching, formulating and revising relevant laws and regulations or departmental rules such as safety supervision, transportation management and warehousing management in the logistics industry, carry out legislative preparations for comprehensive laws, and on this basis, choose the opportunity to study and formulate laws and regulations on the promotion of the logistics industry.

(3) Regulate market order.

Strengthen supervision and management of the logistics market, improve the credit records of logistics enterprises and practitioners, and include them in the unified national credit information platform. Strengthen enterprises' awareness

of creditworthiness, establish cross-regional and cross-industry joint punishment mechanisms, and increase the force of punishments for untrustworthy conduct. Strengthen the security management of logistics information, and prohibit the leakage and resale of customer information. Strengthen the monitoring of logistics service quality satisfaction, and carry out activities to create safe, honest and high-quality services. Encourage enterprises to integrate resources, strengthen cooperation, improve the concentration and intensive operation level of the logistics market, and reduce low-level disorderly competition. Strengthen the supervision and inspection of market competition in the logistics industry, and investigate and deal with unfair competition and monopolistic behavior in accordance with the law.

(4) Strengthen safety supervision.

Strengthen the safety management of logistics enterprises, urge logistics enterprises to earnestly perform the main responsibility of safety, strictly implement national mandatory standards, and ensure the consistency of transportation equipment products. Strengthen the inspection and testing of logistics vehicles and facilities and equipment to ensure that vehicle safety complies with national regulations and facilities and equipment are in good condition. Overload transportation is prohibited, and over-gauge transportation is regulated. The transportation of dangerous goods should strengthen the safety management responsibilities of enterprise managers and the dynamic monitoring of vehicles. Increase investment in safety production funds, and promptly investigate and rectify potential safety hazards. Increase the implementation of the national information security graded protection system in the logistics industry, synchronously implement the security construction of logistics information platforms in accordance with the requirements of the national information security graded protection management specifications and technical standards, and improve network security assurance capabilities. Establish and improve the logistics safety supervision information sharing mechanism, logistics information platform and logistics enterprise information system should build a technical interface for sharing information in accordance with unified technical standards. Road, railway, civil aviation, shipping and postal departments should further standardize the process of receiving and transporting goods, further implement the responsibility of cargo safety inspection, adopt strict cargo safety inspection measures and increase the frequency of unpacking inspections, increase the intensity of investigation and handling of acts of concealing the name of goods, and strictly prevent the inclusion of contraband and dangerous goods in general cargo. Promote the use of technical means to detect and inspect containers and freight goods, and improve the ability to detect contraband and dangerous goods. Increase publicity and education, expose typical cases of illegal consignment and carrying of contraband and dangerous goods, and the results of investigation, and enhance the public's awareness of abiding by the law.

(5) Improve support policies.

Increase policy support such as land, and focus on reducing logistics costs. Implement and improve the land use policy to support the development of the logistics industry, supply logistics land in accordance with the law, actively support the use of old factory buildings, warehouses and stock land resources of industrial enterprises to build logistics facilities or provide logistics services, and where the transfer or lease of the original allocated land use right is involved, the procedures for the paid use of land shall be completed in accordance with regulations. Conscientiously implement the relevant preferential tax policies for the logistics industry. Research and improve support policies to support logistics enterprises to become stronger and bigger, and cultivate a number of large-scale logistics enterprises with networked and large-scale development. Strictly implement the "green channel" policy for the transportation of fresh agricultural products. Study the relevant policies for delivery vehicles to enter urban areas, and improve the traffic control measures for urban distribution vehicles. Improve the logistics standardization work system, and establish a coordination and communication mechanism for relevant departments, industry organizations and standard technology focal points.

(6) Broaden investment and financing channels.

</B1121> Increase investment in the logistics industry through multiple channels and encourage private capital to enter the logistics field. Guide banking financial institutions to increase credit support for logistics enterprises, promote the innovation of financial products according to the characteristics of logistics enterprises, promote the development of new financing methods, and provide more convenient financing services for the development of the logistics industry. Support qualified logistics enterprises to broaden financing channels through various methods such as issuing corporate bonds, debt financing instruments for non-financial enterprises, corporate bonds and listing. Continue to support key areas and weak links in the logistics industry through government investment. Improve the level of logistics industry statistics, clarify the basic concepts of logistics statistics, strengthen the research of logistics statistics theory and methods, scientifically divide the industry categories of logistics industry

statistics, improve the logistics industry statistics system and evaluation index system, promote the construction of logistics statistics ledgers and accounting accounts, do a good job in the investigation and statistics of indicators such as total social logistics and social logistics costs, and timely and accurately reflect the development scale and operational efficiency of the logistics industry; Build a modern logistics statistics system with a complete organizational system, scientific investigation methods, advanced technical means and excellent team quality, promote the comprehensive development of logistics statistics in all provinces (autonomous regions and municipalities), further improve the quality and work level of logistics statistics, and provide a reference basis for government macro management and enterprise business decision-making. Strengthen theoretical research in the field of logistics, improve the theoretical system of China's modern logistics industry, and actively promote the combination of production, education, research and application. Strive to improve the logistics discipline system and professional talent training system, focus on improving practical ability, and explore the formation of a new model of joint training of talents between colleges and universities, secondary vocational schools and relevant departments, scientific research institutes, industry associations and enterprises in accordance with the requirements of the construction of modern vocational education system. Improve the on-the-job personnel training system, encourage the cultivation of high-level management talents in the logistics industry, actively carry out vocational training, and improve the professional quality of employees in the logistics industry. It is necessary to give better play to the role of industry associations as a bridge and link, and do a good job in investigation and research, technology promotion, standard formulation and publicity and promotion, information statistics, consulting services, talent training, theoretical research, international cooperation and other aspects. Industry associations are encouraged to complete and improve the basic work of all industries, actively promote the establishment of industry normative self-discipline and creditworthiness systems, and promote the healthy development of the industry. VII. Organization and Implementation All regions and departments should fully understand the great significance of promoting the healthy development of the logistics industry, and take effective measures to ensure that all policies are implemented effective. Local people's governments at all levels should strengthen organizational leadership, improve coordination mechanisms, speed up the formulation of specific implementation plans in light of local realities, and promptly report new situations and problems arising in the implementation process to the Development and Reform Commission, the Ministry of Transport, the Ministry of Commerce and other relevant departments. All relevant departments of the State Council should strengthen communication, cooperate closely, and improve various supporting policies and measures according to their responsibilities and division of labor. The Development and Reform Commission should strengthen overall coordination, study and formulate a three-year action plan to promote the development of the logistics industry in conjunction with relevant departments, clarify work arrangements and time schedules, and do a good job in supervising, inspecting, tracking and analyzing, and report major problems in a timely manner.

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The State Council issued the Medium- and Long-term Plan for the Development of the Logistics Industry (2014-2020)

The Development and Reform Commission will carry out the pilot work of modern logistics innovation and development cities

Responding to the "New Normal" of Logistics with Transformation and Upgrading: Interpreting the State Council's medium- and long-term plan for the development of the logistics industry



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