

Give preferential treatment everywhere, Guangxi continues to reduce logistics costs

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Recently, Guangxi issued the "Implementation Plan on Further Reducing Logistics Costs", focusing on the logistics costs of the New Land-Sea Corridor in the west, and taking measures to effectively reduce logistics taxes, element costs, information costs, combined transport costs and comprehensive costs.

The "Plan" clearly states that we will continue to deepen the reform of key links and reduce the logistics costs of the new western land-sea channel. Further streamline and consolidate port charging items, improve the list of shipping port charging catalogs, and ensure that there are no charging items outside the list; promote railway transportation companies to give greater discounts to the freight rates of sea-rail intermodal trains in the Western Land-Sea New Corridor; encourage and guide relevant state-owned enterprises to take the lead in reducing charges , to further reduce the cost of intermediary service projects.

Further optimize the port business environment. Completely cancel the operation and

hoisting fees of the Beibu Gulf Port shuttle bus, and vigorously improve the efficiency of the transportation of goods from Beihai and Fangcheng Port ports through Qinzhou Port; continue to implement the supervision mode of "release first and then inspect" bulk commodities at Beibu Gulf Port.

Continue to reduce logistics taxes and fees. Implement logistics tax reduction and fee reduction policies such as halving the collection of urban land use tax for bulk commodity storage land; implement a differentiated toll policy for expressway trucks. 20% discount on tolls.

Strengthen land and capital security, and reduce the cost of logistics elements. Included in major logistics infrastructure projects such as national logistics hubs, special railway lines, and cold chain logistics facilities determined by the state and autonomous regions, enjoy preferential policies such as land and forest land, and guarantee project land demand; guide and encourage logistics companies to broaden financing channels, guide banks Industrial financial institutions provide support to key logistics enterprises.

Strengthen the opening and sharing of information to reduce the cost of logistics information. Promote the construction of a number of logistics information platform projects to achieve a greater degree of seamless

connection of information on railway transportation, port freight, and road transportation.

Promote the efficient connection of logistics facilities and reduce the cost of logistics intermodal transportation. Accelerate the development of multimodal transport, rely on the construction of the New Land-Sea Corridor, and actively build a China-ASEAN multimodal transport alliance; continue to accelerate the construction of infrastructure projects such as "road-to-rail" and "road-to-water" cargo receiving centers and transit bases, and promote medium and long-distance transportation of bulk cargo "Revolution to iron" and "revolution to water".

Promote the improvement of quality and efficiency of the logistics industry, and reduce the overall cost of logistics. Build a modern logistics operation system of "channel + hub + network" with the national logistics hub as the core, and systematically reduce the logistics costs of the whole process of transportation and warehousing.

According to the goal of the "Plan", by 2022, the comprehensive cost of the Beibu Gulf port will be reduced by about 35% compared with the end of 2019, reaching the level of domestic first-class ports and international advanced ports; the comprehensive cost of logistics in Guangxi will be further reduced, the logistics efficiency will be significantly improved, and the logistics scale will

be further expanded. The region's logistics prosperity index is higher than 50%, which is close to the national logistics prosperity index, and the proportion of the region's total social logistics costs in the region's GDP is lower than the national average. (Reporter Wu Liping, correspondent Qin Sheng)

(Editors in charge: Pang Guanhua, Zhou Yule)



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