



交通运输部规划研究院
Transport planning and Research Institute Ministry of Transport



中国物流大通道初探

Preliminary Study on Logistics Corridor in China

李弢

LiTao



中国的货运格局分析

01

Analysis of Freight Transport Pattern in China

物流大通道的内涵和识别

02

Connotation and Identification of Logistics Corridor

物流大通道的作用和问题

03

The Role and Problems of Logistics Corridor

案例：陆桥物流大通道

04

Case: Land Bridge Logistics Corridor



数据来源/Data Sources

01 国家统计体系
National Statistical System

02 交通量观测数据换算
Conversion of Observed Data of Traffic

03 货物运输量专项调查（不定期）
Specific Survey of Traffic

04 交通运输重点联系企业
Key Transportation Enterprises



PART 01

第一部分

中国的货运格局分析

Analysis of Freight Transport
Pattern in China

特征1

货运量稳健增长

Steady Growth in Freight Traffic

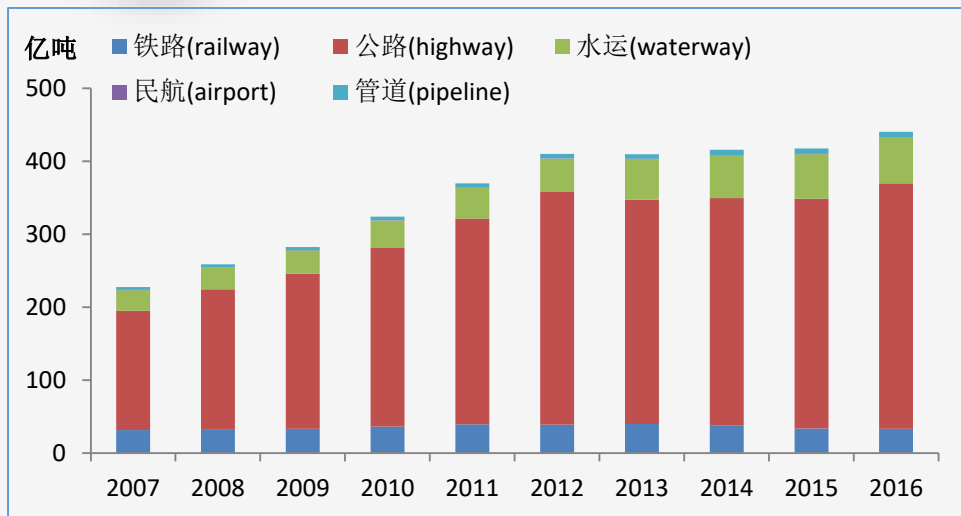


图1 按不同运输方式统计的中国货运量（2007~2016年）

Figure 1 China's freight volume handled by different transportation modes (100 million tons)

2016年，中国货运量达到**440.4**亿吨，继续保持稳健增长的态势。其中，**公路**累计完成货运量**336.3**亿吨，占货运总量的**76.36%**；**铁路**货运量为**33.3**亿吨，占货运总量的**7.56%**；**水运**的货运量为**63.6**亿吨，占货运总量的**14.44%**。

In 2016, China's freight volume reached **44.04** billion tons, and continued to maintain steady growth. Among them, the total volume of **road transport** was **33.6** billion tons, accounting for **76.36%**; The total volume of **railway transport** was **3.33** billion tons, accounting for **7.56%**; The total volume of **water transport** was **6.36** billion tons, accounting for **14.44%**.

特征2

运输距离逐步增长

Gradual Expansion of Transportation Distance

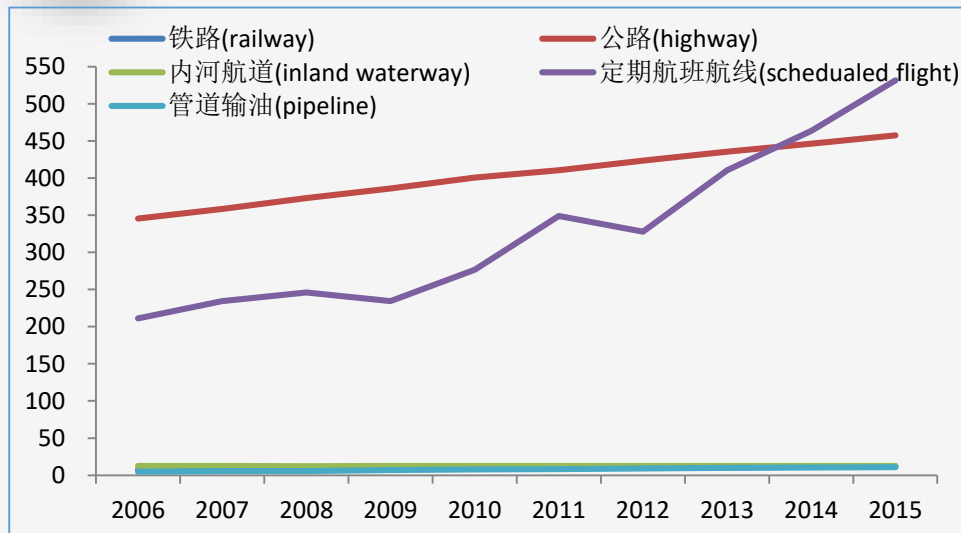


图2 按不同运输方式统计的运输线路长度（万公里）

Figure 2 freight distance handled by different transportation modes (10000 kilometers)

2006~2015年，铁路、公路、内河航道、定期航班航线、管道输油等的运输距离均呈现扩张态势。2015年，中国公路里程为457.73万公里，定期航班航线的里程为531.71万公里，其他三种运输方式的里程较短，介于10~13万公里之间。

From 2006 to 2015, the distance of all kinds of transportation is showing an expansion trend. In 2015, China's highway mileage was 4.58 million kilometers, and the mileage of scheduled flights was 5.32 million kilometers, while the mileages of other three modes were relatively short.

特征3

运输量差距明显

A Clear Gap of Traffic Volume

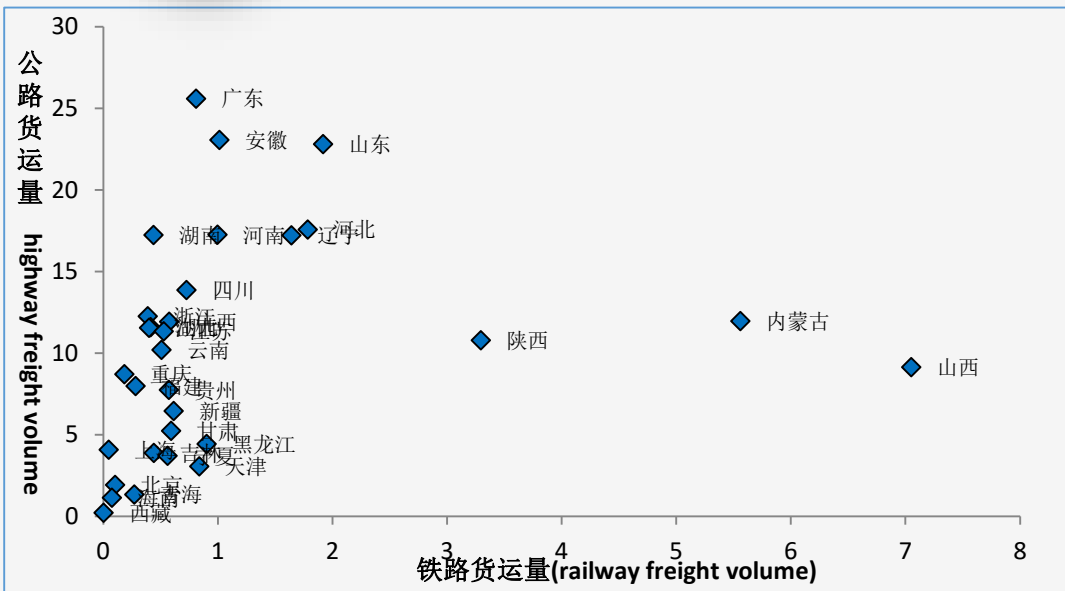


图3 中国32个省市自治区的货运量（亿吨）散点图（2015年）

Figure 3 freight volume of China's 31 provinces (100 million tons)

从各省份的视角看，中国32个省市自治区的货运量差距较大：**就铁路而言**，山西省的铁路货运量最大，为7.05亿吨，西藏自治区的货运量最小，为48万吨；**就公路而言**，广东省的公路货运量最大，为25.6亿吨，西藏自治区的公路货运量最小，为2077万吨。

From the perspective of provinces, there is a large gap for freight volume among 32 provinces: **In terms of railway**, the freight volume of Shanxi is the largest, which is 705.09 million tons, and Xizang's is the smallest, which is 0.48 million tons; **In terms of road**, the freight volume of Guangdong is the largest, which is 2559.55 million tons, while Xizang's is 20.77 million tons.

特征3

运输量差距明显

A Clear Gap of Traffic Volume

表1 2015年中国“四大板块”的货运量（万吨）

Table 1 freight volume of China's "four major plates"(10000 tons)

	合计 Total	铁路 Railway	公路 Highway	水运 Waterway
东部地区 Eeastern China	1502305	67849	1076727	347789
中部地区 Central China	1359461	158809	1017305	183347
西部地区 Western China	930729	79235	800903	50691
东北地区 Northwest China	299832	29907	255048	14877

- Overall, the eastern region gathers better transportation resources and has developed road network, and its comprehensive superiority for freight transport is stronger.

- 从“四大板块”的视角看，中国东部地区、中部地区、西部地区、东北地区的货运量也存在较大的差距，东部地区的水运优势明显，而中部地区的铁路货运量较大，总体而言，东部地区的交通资源集聚，路网发达，货运的综合优势较强。

- From the perspective of “four major plates”, there is also a big gap for freight volume among them. The Eastern Region has obvious advantages of water transport, and the central region has the larger railway freight volume.

特征3

运输量差距明显

A Clear Gap of Traffic Volume

表2 中国代表性城市群的货运量（万吨）

Table 2 freight volume of China's representative urban agglomerations (10000 tons)

城市群 urban agglomeration		2013				2014			
		铁路 Railway	公路 Highway	水运 Waterway	航空 Airport	铁路 Railway	公路 Highway	水运 Waterway	航空 Airport
长三角城市群	Yangtze River	17691	217795	152803	219	16843	227548	153074	230
珠三角城市群	Pearl River Delta	7163	138419	42730	104	6089	152494	46820	195
京津冀城市群	Beijing-Tianjin-Hebei	25526	275056	13487	146	23355	236173	13793	151
中原城市群	Central Plains	17691	176900	514	219	25214	121594	506	20
辽中南城市群	Central-Southern of Liaoning	17430	161852	13328	9	19428	177126	13757	10
成渝城市群	Chengdu-Chongqing	4684	112415	6421	28	7604	91182	6222	28

- 从“城市群”的视角看，各城市群的货运量虽有所起伏，但总体货运能力存在一定的差距，如京津冀城市群、中原城市群的铁路货运能力较强，长三角城市群的公路和水运能力突出。
- From the perspective of urban agglomerations, even though freight volume of each one is ups and downs, the gap of the overall freight transport capacity of each urban agglomerations is large.

特征4

跨区域货物运输量大

Large Cross-Regional Freight Flow

表3 2015年中国跨区域铁路货运量（万吨）

Table 3 the trans-regional railway freight volume in China (10000 tons)

发送区域(send) 到达区域(arrive)	华东 East China	华南 south China	华中 Central China	华北 North China	西北 Northwest China	西南 Southwest China	东北 Northeast China
华东 East China	22083	485	7686	3028	2519	1581	386
华南 south China	105	7178	1645	39	352	4260	14
华中 Central China	2864	2076	11820	286	1177	2734	307
华北 North China	14077	568	7797	81953	1844	2167	16310
西北 Northwest China	4729	741	4652	2121	11769	4248	245
西南 Southwest China	767	2401	693	247	839	12681	154
东北 Northeast China	388	35	388	1834	214	593	23548

以铁路货运量为例，中国各区域的货物流向和流量存在显著的差异。除各区域内部货流量较大外，跨区域货物流动特征明显。总体而言，华北地区和华东地区的货物发送量和接收量都较为领先。

Taking railway freight volume as an example, there are significant differences in freight directions and flow for Chinese different regions. In addition to the internal flow for each region is large, trans-regions flow is also obvious. North China and East China have relatively larger quantities for sending and receiving goods.

特征5

外向型运输需求增长强劲

Export-Oriented Demand Growth is Strong

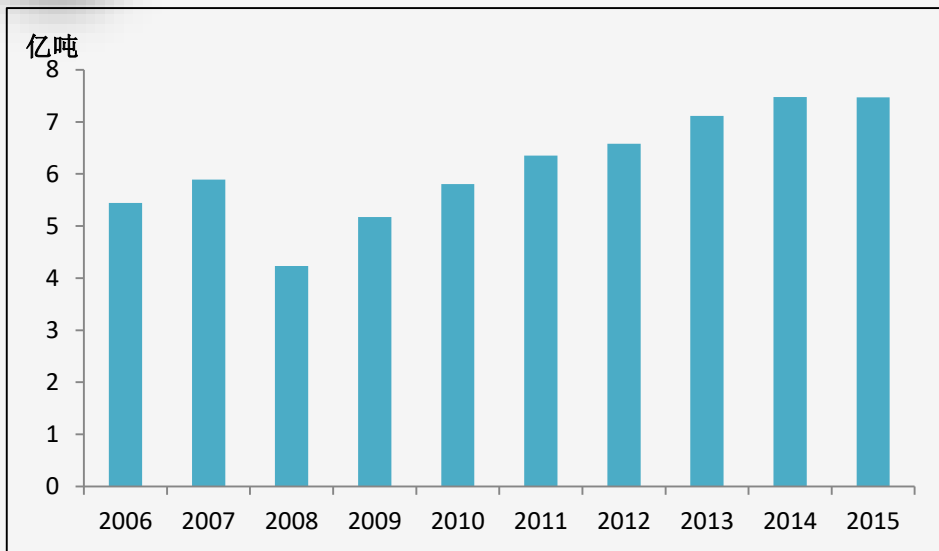
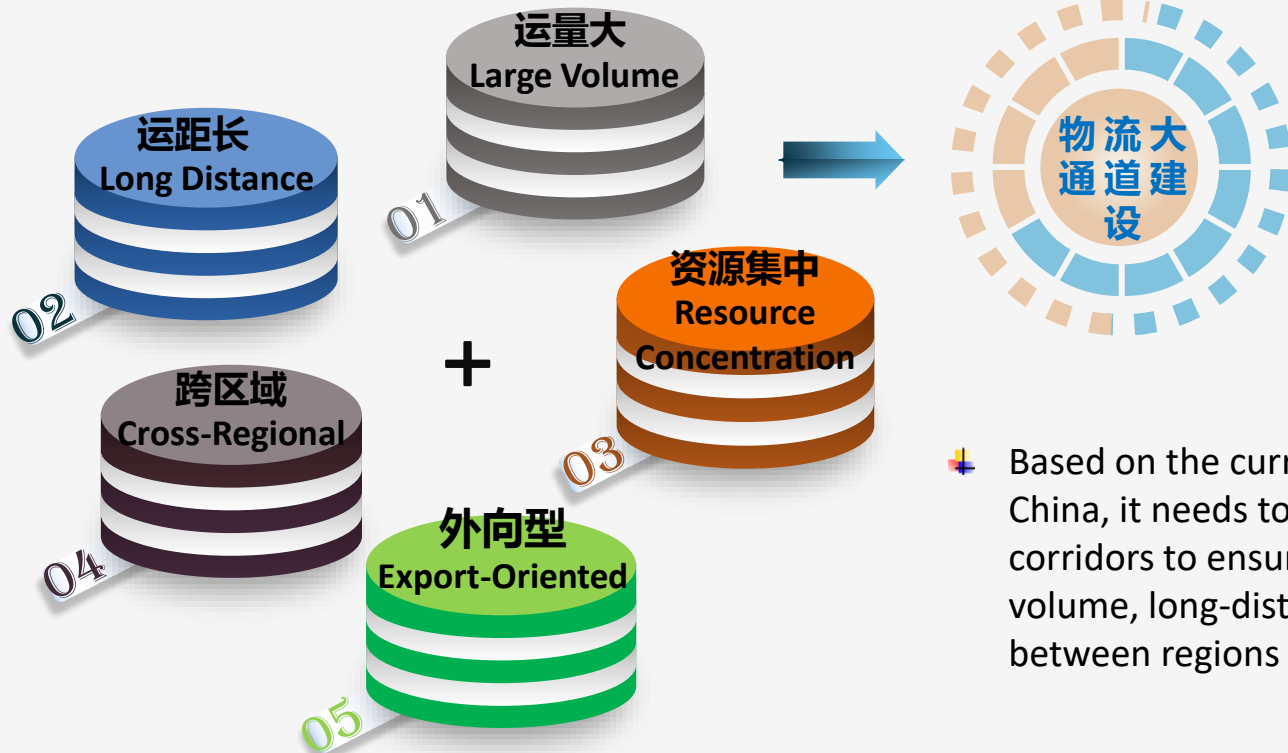


图4 中国的远洋货运量（2006~2015）

Figure 4 The ocean freight volume in China (100 million tons)

- 从中国的远洋货运量的视角看，中国的远洋货运量体量较大，2015年，远洋货运量为7.47亿吨，约占中国总货运量的2%，外向型货运需求旺盛。同时，远洋货运量仍然保持稳态增长的势头，未来仍有一定的发展潜力。
- From the perspective of China's ocean freight volume, in 2015, it was 746.85 million tons which is accounting for about 2% of China's total freight volume. It reflected exuberant export-oriented freight demand.



✚ 基于中国当前的货运格局，需要通过识别和建设物流大通道，保证高强度、长距离、集聚性的货物实现跨区域和跨国别的高效流动。

✚ Based on the current freight transport pattern in China, it needs to identify and construct logistics corridors to ensure the efficient flow of large-volume, long-distance and agglomerative goods between regions and countries.



PART 02

第二部分

物流大通道的内涵 和识别

Connotation and Identification of
Logistics Corridor

1 提出背景(Background):

- 经济新常态**：经济提质增效、产业转型升级、区域优化布局、效率全面提升
- Economic New Normal**: enhance economic quality; upgrade industrial structure; optimize regional layout;
- 运输新要求**：推动综合交通运输从设施供给为主向建设与服务并重转变
- Transport New Requirement**: promote comprehensive transportation to transform from taking facilities supply as the main factor to taking equal attentions to construction and service.



1 提出背景 (Background):

- **国家新战略**：区域互动、优势互补，以**带状经济开发**引领未来中国区域空间布局 and 结构优化，由**相对分割、以点为主向通道化、连片化，整体协作转变**
- **National New Strategy**: enhance regional interaction and make their respective advantages complementary to each other; lead the future regional spatial layout and structure optimization by developing belt economy; transform from relative segmentation point to overall collaboration.
- **运输新要求**：推动综合交通运输从**设施供给为主向建设与服务并重转变**
- **Transport New Requirement**: promote comprehensive transportation to transform from taking facilities supply as the main factor to taking equal attentions to construction and service.

2 内涵外延 (Connotation and Extension):

- **内涵**：物流大通道是指依托综合交通网络、承载物资流动的**大动脉、主骨架**，是由多种运输方式构成的跨区域、长距离、高强度**货物流动走廊**，具有交通资源密集、战略地位突出等特点。
- **Connotation**: Logistics corridor is the large artery and main skeleton of carrying the flow of goods relied on comprehensive transportation network. It is the trans-regional, long-distance, high-strength freight flow corridor which is composed of a variety of transportation modes. It has the characteristics of dense transportation resources and prominent strategic position.
- **外延**：由多条运输线路、多级物流节点和相应的服务功能所构成。
- **Extension**: It is composed of multiple transportation lines, multi-level logistics nodes and corresponding service functions.



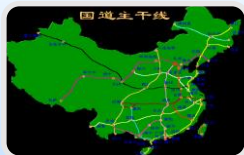
物流大通道的内涵和识别

Connotation and Identification of Logistics Corridor



运量大-Large Volume

- 具有稳定的、集中的货流强度-Stable and Concentrated Flow Intensity
- 所承担货物周转量占全国总量比重较高-High Freight Turnover



距离长-Long Distance

- 长度通常跨越多个省份-Trans-Provinces
- 通道一端或两端连接国境门户（海港或陆路边境口岸）-Connecting the Border Portals



连通覆盖重要区域和节点-Covering Important Regions and Nodes

- 至少连接覆盖一定人口和经济规模的城市-Covering Certain-Scale Cities
- 陆路边境口岸、一定规模的港口、空港及铁路货运站等-Covering Land Border Ports, Certain-scale Ports, Airports and Railway Freight Stations



交通资源集中-Traffic Resource Concentration

- 国家公路网、干线铁路网的骨干线路，内河干线航道-Include Backbone of National Highway Network, Trunk Railway Network etc.
- 沿海及长江干线主要港口，铁路货运枢纽，干线机场等交通资源-Ports etc.

目的：破除**基础设施和运输组织**中的瓶颈制约，实现**大通道内高效连接、外强力辐射**，提升大通道资源集聚能力，加强国际互联互通、促进区域协调、优化产业布局

4

核心目的：
Core Purpose

Purpose : To get rid of the bottleneck of infrastructure and transport organization; To realize efficient connection in the logistics corridor; To enhance the capacity of gathering resources for logistics corridor etc.

Connotation and Identification of Logistics Corridor

5 识别标准 (criterion of identification) :

1. 线路识别 (大致3/7规律) -1. Line Identification (roughly 3/7 rule)

 干线铁路货流密度
 Flow Density of Trunk Railway


指标1：干线铁路

单位：千吨公里/公里.天 年份：2013年

 当货流密度大于55000：里程占比：35.2%；周
 转量占比：68.3%。

Indicator 1 : Trunk Railway

Unit: 1000 ton kilometer/kilometer day Year: 2013

 When the flow density is greater than 55000, the
 mileage accounts for 35.2%, and turnover accounts
 for 68.3%.

5 识别标准(criterion of identification) :

1. 线路识别 (大致3/7规律) -1. Line Identification (roughly 3/7 rule)

国高货车交通量 (AADT)

Truck Traffic Volume



图例
国高货车交通量 (PCU)

105-8000
8001-12000
12001-15000
15001-20000
20001-111307



指标2：高速公路

单位：货运当量数

当量数大于15000：里程占比：36.4%；行驶量占比：69.0%。

Indicator 2 : Highway

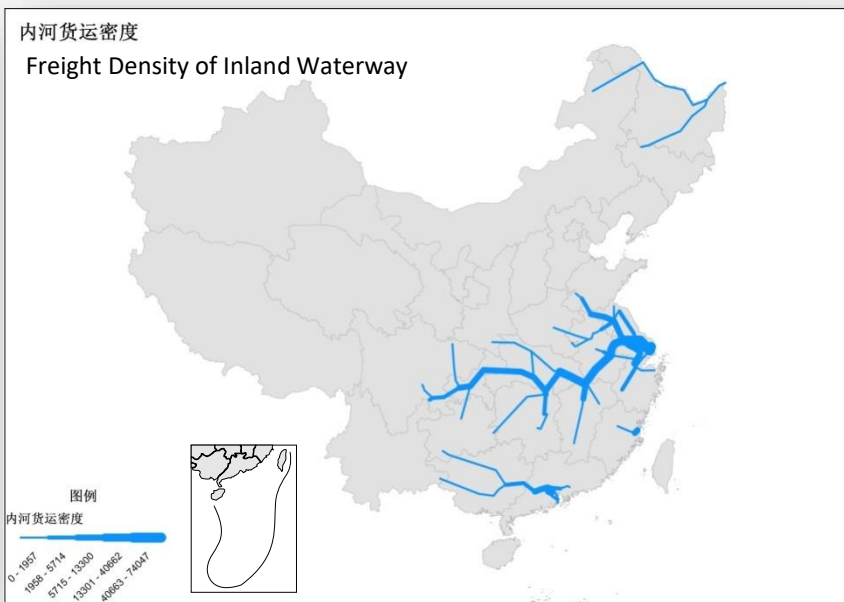
Unit: AADT Year: 2013

When AADT is greater than 15000, the mileage accounts for 36.4%, and turnover accounts for 69.0%.

Connotation and Identification of Logistics Corridor

5 识别标准 (criterion of identification) :

1. 线路识别 (大致3/7规律) - 1. Line Identification (roughly 3/7 rule)



指标3：内河航道

单位：万吨/年 年份：2013年

例如：长江干流：货流密度下游8亿吨/年、中游2.5亿吨/年、上游3000万吨/年。

Indicator 3 : Inland Waterway

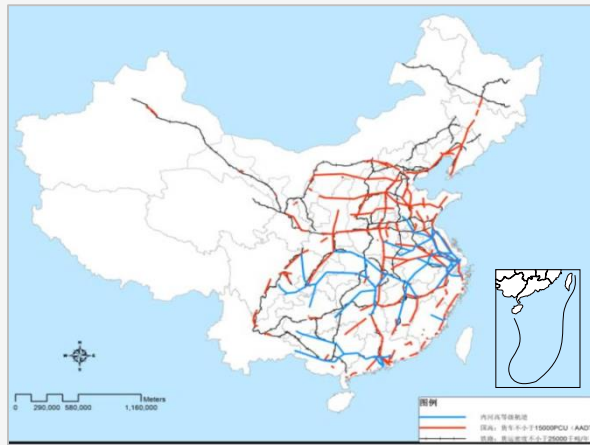
Unit: 10000 tons/year Year: 2013

Example : main stream of Yangtze River: the downstream flow density is 800 million tons/year, the midstream is 250 million tons/year, and upstream is 30 million tons/year.

Connotation and Identification of Logistics Corridor

5 识别标准(criterion of identification) :

1. 线路识别 (大致3/7规律) -1. Line Identification (roughly 3/7 rule)

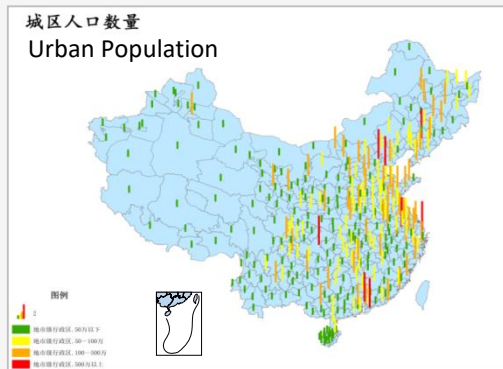
 总结：
 Summary


The Chinese national transportation system follows “3/7” rule, namely the mileage of logistics corridor (the freight density is bigger than 200 thousand ton kilometer/ kilometer) accounts for about 30%, its freight volume is over 70%.

我国国家级运输系统大致存在“3/7”规律，即整个大通道货流密度在日均20万吨公里/公里以上的通道其里程占比约为30%，完成了约70%的货运量或交通行驶量——如果国家集中有限资源着力改善这些通道的货运效率，则整个大通道的能力将有效改善。

Connotation and Identification of Logistics Corridor

5 识别标准 (criterion of identification) : 2. 节点识别-2. Node Identification

 城区人口数量
 Urban Population

 城市GDP水平
 Urban GDP


①城市枢纽/City Hub

- 中心城区人口>100万
且GDP>2000亿元的**地级市**
- 中心城区人口>100万
或GDP>2000亿元的**省会**
- 同时具备运输中转枢纽
型和口岸型

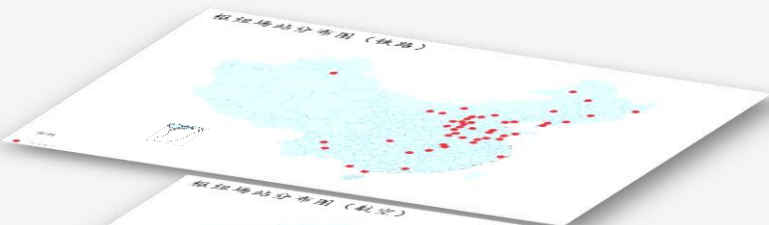
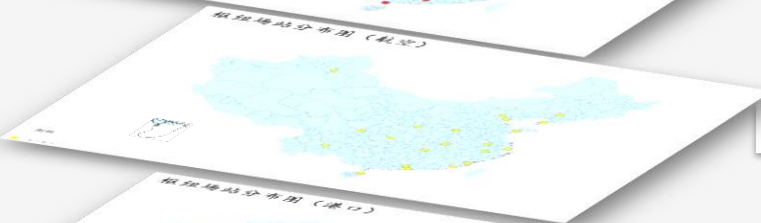
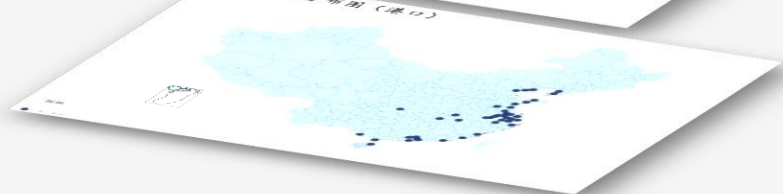
—**prefecture-level city**: The population of central city>1 million and GDP>200 billion;

—**provincial capital**: The population of central city>1 million or GDP>200 billion;

—It has transportation hub and port.

5 识别标准(criterion of identification) : 2. 节点识别-2. Node Identification

②交通枢纽/Transport Hub

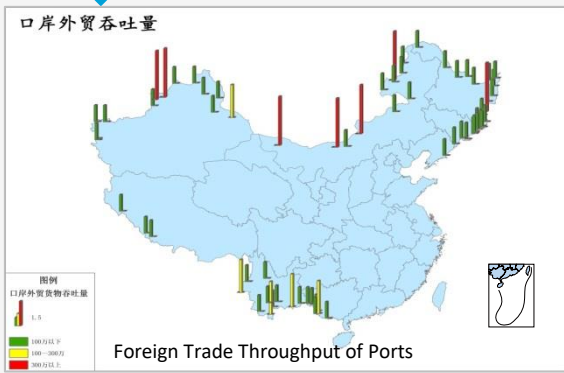
 铁路节点
 Railway node

 航空节点
 Airport node

 港口节点
 Port node


——所在城市铁路货运量在5000万吨/年以上、或者具备特等或一等铁路专用货运站、或者为18个铁路集装箱中心站 (the volume of railway freight>50 million tons/year)

——年航空货邮吞吐量在10万吨以上的机场 (the cargo throughput of airport>0.1 million tons/year)

——年货物吞吐量在1亿吨以上的港口 (沿海或内河主要港口) (the cargo throughput of port>100 million tons/year)

5 识别标准(criterion of identification) : 2. 节点识别-2. Node Identification



③口岸枢纽/Port Hub

——外贸货物吞吐量在600万吨以上的陆路边境口岸

——依托口岸、内陆港、保税物流中心等建设的17个国际陆港城市

—The land border port with more than 6 million tons of foreign-trade cargo throughput

—17 international land port cities which are constructed by relying on ports, inland ports, bonded logistics centers etc.



02

物流大通道的内涵和识别

Connotation and Identification of Logistics Corridor

5 识别标准(criterion of identification) : 2. 节点识别-2. Node Identification

④重要物流枢纽/Important Logistics Hub

符合条件的现状物流枢纽节点121个 (不含港澳台)

There are 121 logistics hub to match conditions

具有两种及以上功能的节点或重要省会城市，称为综合型物流枢纽节点，其余则称为单一功能物流枢纽节点
Integrated logistics hub node: more than two functions; or else-single function logistics node

重要物流枢纽节点 (需要重点建设) : 综合型物流枢纽节点53个，单一功能物流枢纽节点41个;

Important logistics hub node: 53 integrated logistics hub node and 41 single function logistics node

01



02



03

Connotation and Identification of Logistics Corridor

6 中国物流大通道概况 (An Introduction of Logistics Corridor in China) :

附图 物流大通道和节点示意图

Schematic Diagram of the Logistics Corridors and Nodes



11条国内物流大通道：

- **六纵**：东北、南北沿海、京沪、京港澳（台）、二连浩特至北部湾、西南出海
- **五横**：西北能源外运及出海、青银、陆桥、沿长江、沪昆
- 承担全国70%以上的货物周转量

11 Domestic Logistics Corridors :

- **Longitudinal**: The Northeast, the North and South Coasts, the Beijing-Shanghai, the Beijing-Hong Kong-Macao(Tai Wan), Erenhot-Beibu Gulf, the Southwest Thoroughfare to the sea
- **Lateral**: the Northwest, Qingdao-Yinchuan, Land Bridge, along the Yangtze River, Shanghai-Kunming



PART 03

第三部分

物流大通道的作用 和问题

The Role and Problems of
Logistics Corridor

1 物流大通道作用(the Role of Logistics Corridor) : 1. 经济性-Economic

推动产业结构升级

Promote the Upgrading of Industrial Structure

- 有助于打通产业链、培育产业带，优化产业布局
- Help to get through the industrial chain, cultivate the industrial belt and optimize the industrial layout.

增强集聚辐射效应

Enhance the Effect of Agglomeration and Radiation

- 完善干线通道的支线网络和枢纽节点的集疏运体系，提升基础设施能力
- Help to improve the branch line network of trunk corridor and the collection and distribution system of hub nodes

提高运输组织效率

Improve the Efficiency of Transportation Organization

- 优化以公路货运为主的运输结构，通过推进多式联运，降低社会物流成本
- Help to optimize the transport structure and reduce the social logistics cost by promoting multimodal transportation.

1 物流大通道作用(the Role of Logistics Corridor) : 2. 战略性-Strategic

- 物流大通道增强国际功能，完善国际物流通道格局
- 物流大通道为城镇化地区提供快速、可靠的物流服务
- 物流大通道支撑我国区域间经济联系，降低跨区域物流成本
- Logistics Corridors improve the pattern of international logistics corridors.
- Logistics Corridors provide quick and reliable logistics service for the urbanization areas
- Logistic Corridors support regional economic links and reduce trans-regional logistics costs.



1 物流大通道作用(the Role of Logistics Corridor) : 3. 对外开放性-Open

推动中国企业走出去。 物流大通道建设依托丝绸之路经济带六大经济走廊以及“海上丝绸之路”向外延伸，可以实现与国际物流大通道有机衔接，有利于进一步提高我国对外开放水平，**推动中国企业积极融入国际产业分工，深化国际产能合作，提高中国企业的国际竞争力。**

Logistics corridors promote Chinese enterprises to go out. They drive Chinese companies to actively integrate into the international industrial division of labor and deepen international capacity cooperation and improve the international competitiveness of Chinese enterprises.

2 物流大通道问题 (Problems of Logistics Corridor) :

01

通道网络
衔接不畅
设施能力
有待提升

1. The connection of corridor network is not very smooth, and facilities' capacity need to be improved

- ✓ 部分通道仍需打通和扩能，如国家高速尚有7000公里待建
- ✓ 通道内部结构性矛盾突出，如大秦线和京九线等铁路干线超负荷运行
- ✓ 通道集散功能仍较滞后，大型枢纽联运功能有待充分发挥
- ✓ Part of corridor still need to be broke though and expanded, such as there are 7000 kilometers for national highway to be built.
- ✓ The internal structural contradiction of corridor is prominent, such as some main railway lines (Datong-Qinhuangdao line, Beijing-Kowloon line) are overloaded operated.
- ✓ The collection and distribution function of corridor is still lagging behind, and the multimodal transport function of large-scale hub needs to be fully exploited.



03

物流大通道的作用和问题

The Role and Problems of Logistics Corridor

2 物流大通道问题 (Problems of Logistics Corridor) :

02

运输组织
集约化程
度低、装
备技术能
力弱

2. The degree of intensification of transport organization is low and the technological ability of equipment is weak.

- ✓ 先进运输组织方式发展缓慢，模式创新不足，如多式联运比例较低
- ✓ 干支线运输协同组织水平较低，全程物流组织链条效率不高
- ✓ 车辆专业化、大型化、轻量化不足，快速换装、转运设备明显滞后
- ✓ The development of advanced transportation organization is slow, and mode innovation is insufficient, for example, the ratio of multimodal transport is low.
- ✓ The level of cooperative organization of main line and branch line is low, and the efficiency of whole logistics organization chain is not high.
- ✓ The specialized, large-scale and light-weight vehicles are not insufficient, the equipment for rapid transshipment is obviously lagging behind.



03

物流大通道的作用和问题

The Role and Problems of Logistics Corridor

2 物流大通道问题 (Problems of Logistics Corridor) :

03
运行管理
精细化水
平不足，
通行环境
亟待改善

3. The level of operation management is not refined, and the traffic environment needs to be improved.

- ✓ 执法不规范、法规不健全
- ✓ 政策不适应，集中体现在物流一体化运作、网络化经营的障碍亟待破解等
- ✓ 协同机制亟待加强，各部门执法协同不足；跨部门、跨区域运输协作不足等
- ✓ 口岸便利化水平不高，中欧班列还面临换装、转关等难题
- ✓ The law enforcement is not standard and laws and regulations are unsound.
- ✓ Policy is not suitable, which is that it needs urgently to remove obstacles of logistics integration and network operation.
- ✓ The coordination mechanism needs to be strengthened, and the coordination of enforcement departments is inadequate; the trans-departmental and trans-regional transportation cooperation is inadequate.
- ✓ The facilitation level of ports is not high, China-Europe Trains also face these problems of reloading and transshipment.



03

物流大通道的作用和问题

The Role and Problems of Logistics Corridor

2 物流大通道问题 (Problems of Logistics Corridor) :

04

信息资源开
放共享不
足，标准规
范体系建设
滞后

4. The opening and sharing of information resources are insufficient and standard systems are lagging.

- ✓ 跨方式、跨行业、跨区域信息系统缺乏互联互通、信息共享、交换存在瓶颈，“信息孤岛”问题亟待破解
- ✓ 物流大通道各环节的标准自成体系，体系间衔接不足，多式联运设施装备、服务规则等多个领域的标准尚处于空白
- ✓ The information systems which cross modes, industries and regions lack connectivity, and they exist bottlenecks of sharing and exchanging information. The problem of “information island” needs to be solved.
- ✓ The standards of each link of logistics corridor are self-contained, and the connection between these systems is not enough. There is almost no standard in these fields of multimodal transport equipment and service rules.



PART 04

第四部分

案例：陆桥物流大通道

Case: Land Bridge Logistics Corridor

1

概况 (An Introduction):

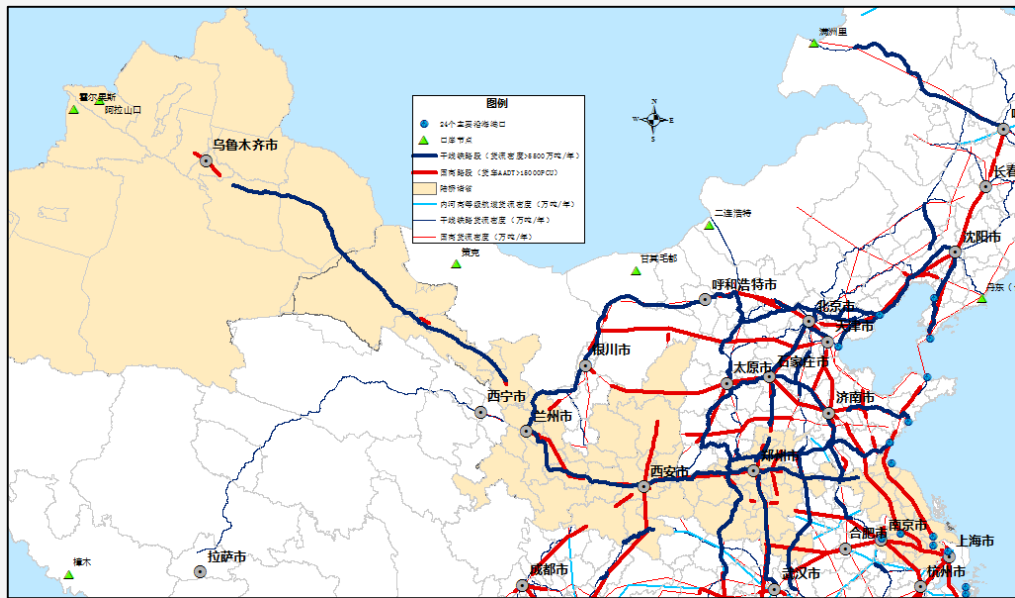


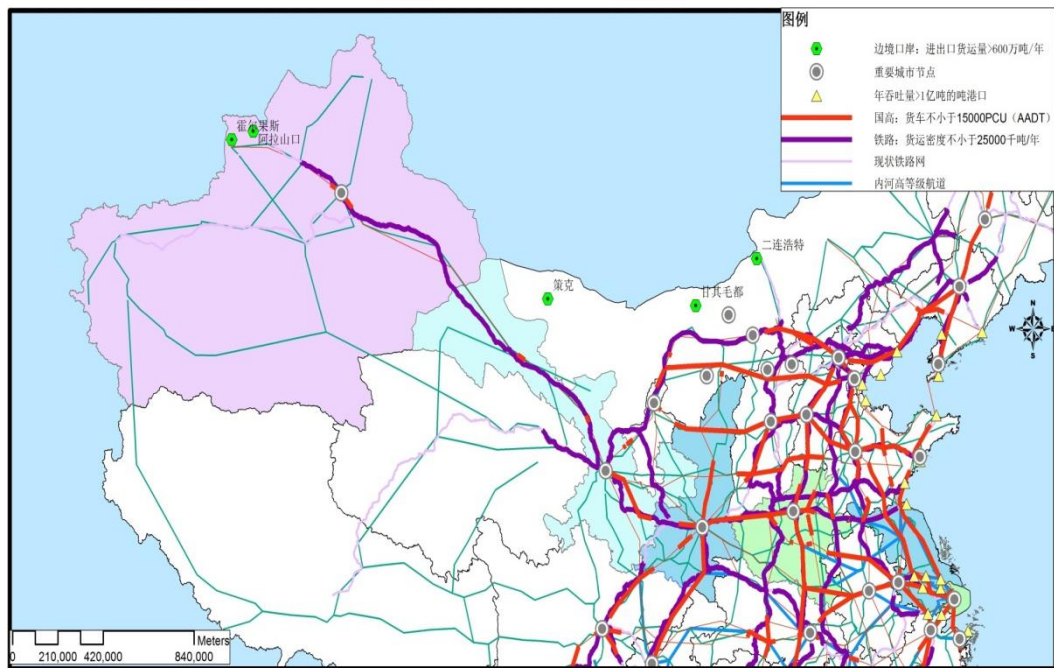
图5 陆桥大通道高货流区段及线路分布情况

Figure 5 the high freight flow section and line distribution of Land Bridge Corridor

该大通道是中国重要的国际运输通道，主要由连霍高速、陇海-兰新铁路等构成。它沟通了新疆沿边各主要陆路口岸，是目前中国东西向距离最长的物流通道。

Land Bridge logistics corridor is one of Chinese important international transportation corridor. It is mainly composed by Lianyungang-Huoguoosi highway, Longhai-Lanxin railway etc. It connects major land border ports along Xinjiang, and it is the longest logistics corridor in East-West direction.

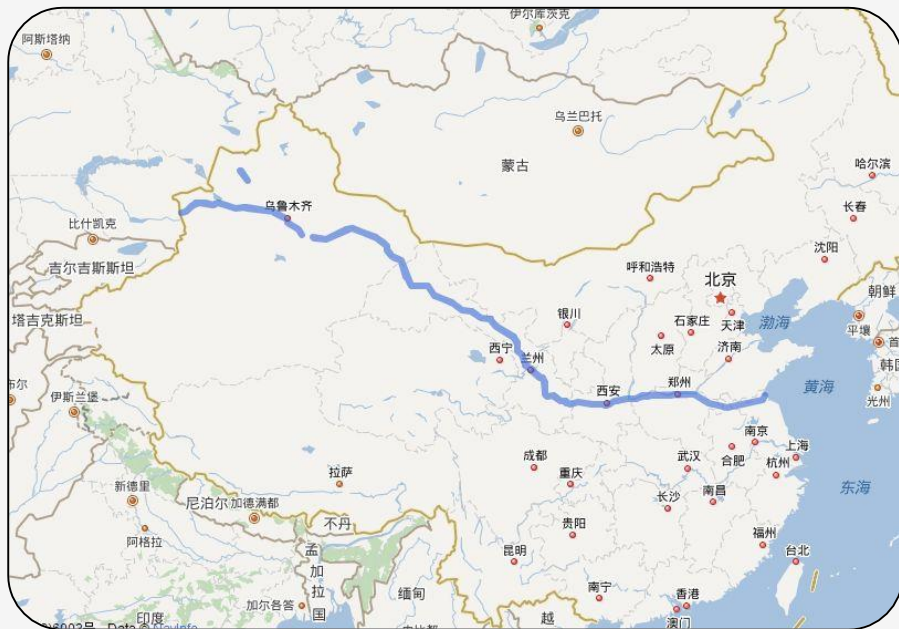
功能(functions):



- ◆ 它是支撑中国丝绸之路经济带、“双向开放”战略的重要运输通道
- ◆ 承担着中国西部地区与东中部地区间长距离物资交换的功能
- ◆ 承担着中欧集装箱跨境运输的功能

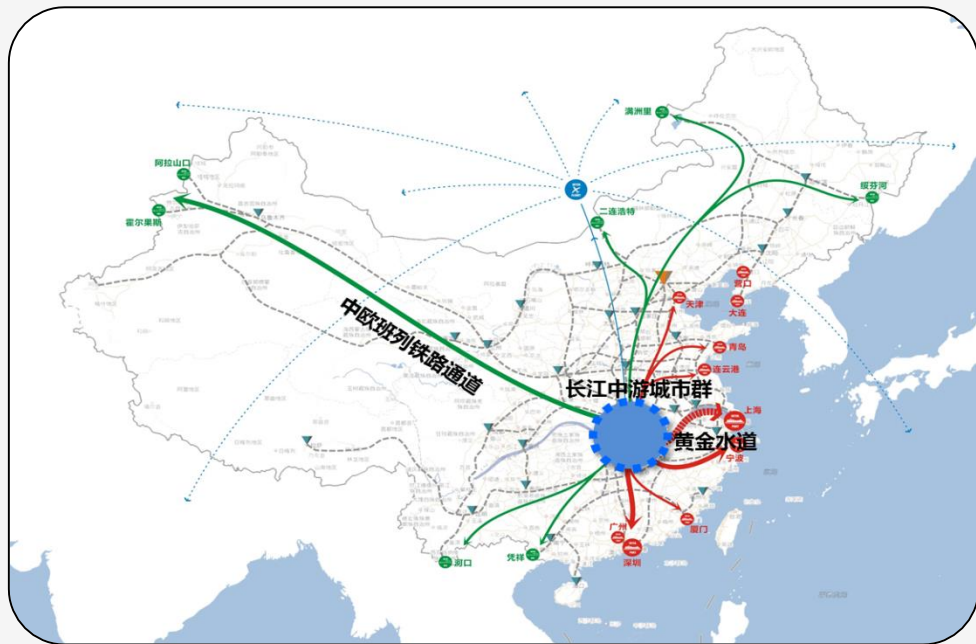
- ◆ It is an important transportation corridor to support these strategies of Chinese Silk Road Economic Belt and “two-way opening up”.
- ◆ It bears the function of long-distance material exchange between western China and Eastern and Middle China.
- ◆ It bears the function of cross-border container transportation for China-Europe Trains.

流量 (Volume): 公路-Highway



- ◆ 连霍高速 (G30) 货车换算当量交通量大于15000AADT的里程达**960公里**，约占连霍高速4248公里全程的**22%**。
- ◆ 高流量区段主要集中在**开封-西安-宝鸡段、天水-兰州段、酒泉段、乌鲁木齐段**。
- ◆ 高速公路中流量较高的区段较为分散，该通道大部分是承担沿线城市过境货物运输功能。
- ◆ The mileage (traffic volume>15000 AADT) of Lianhuo highway (G30) is 960 kilometers, which accounts for 22%.
- ◆ The high-flow sections are mainly located in Kaifeng- Xi'an-Baoji section, Tianshui-Lanzhou section, Jiuquan section and Urumqi section.
- ◆ Most of this corridor is to undertake the transit transport function.

流量 (Volume): 铁路-Railway



- ◆ **陇海铁路**货流密度大于55000千吨公里/年的线路里程为**1680公里**，约占陇海线总里程的**93.6%**。货流密度高区段集中在线路西段；
- ◆ **兰新铁路**货流密度大于55000千吨公里/年的线路里程为**1459公里**，约占全线总里程的**61.8%**，其中武威至红树旗区段货流密度超过80000千吨公里/年；
- ◆ **Longhai Railway:** The mileage (freight density > 55 million tons kilometers/year) is 1680 km, which accounts for about 93.6%. The high freight density sections concentrated in the West line;
- ◆ **Lanxin Railway:** The mileage (freight density > 55 million tons km/year) is 1459 km, which accounts for about 61.8%. The freight density of Wuwei-Hongshuqi section is greater than 80 million tons km/year.

流量 (Volume): 港口-Ports



- ◆ **连云港**：2017年1-8月份，连云港累计完成集装箱铁水联运量21.88万标箱，同比增长84.8%，其中发送量14.53万标箱、到达量7.53万标箱，同比分别增长104.9%、54.7%。
- ◆ **Lianyungang**：From January to August, 2017, the accumulated railway-waterway combined transportation volume of container in Lianyungang was 217.8 thousand TEUs, and the year-on-year increase was 84.8%. Among them, the send volume was 145.3 thousand TEUs and the arrival was 75.3 thousand TEUs which respectively increased for 104.9% and 54.7%.



小结： Summary

A

- 中国具备形成物流大通道的基础条件。
- China has the basic conditions for the formation of logistics corridors.

B

- 物流大通道建设的重点是：
 1. 完善和优化基础设施布局;
 2. 提高既有基础设施的使用效率;
- The Key points of logistics corridors 'construction:
 1. To improve and optimize the layout of infrastructure;
 2. To improve the efficiency of the existing infrastructure;



谢谢
Thanks!

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