Informatization Development, Structural Evolution and Competitiveness Enhancement of Commerce Logistics

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ABSTRACT
The commerce logistics has performed outstandingly in the prevention and control of major emergencies, but it has also exposed problems such as insufficient emergency response capabilities, incomplete information systems, and unreasonable structures. These problems have seriously affected the high-quality development of China's commerce logistics industry. This research builds a regression model based on panel data from 31 provincial regions across the country from 2001 to 2017, and explores the impact of the development of informatization, industrial structure evolution, and the interaction of the two on the improvement of industrial competitiveness in each region's commerce logistics industry.

Keywords: *Commerce logistics, Informatization, Industrial structure, Competitiveness.*

1. INTRODUCTION

In recent years, various major emergencies have occurred frequently in various parts of the world. As a basic industry, commerce logistics has played a very important role in combating the epidemic, protecting production, facilitating circulation and promoting sales. According to the latest statistics, the total national social logistics in 2019 was 298 trillion yuan, of which the total annual import and export cargo logistics was 4.6 trillion dollars, and the total logistics of unit and residents' goods was 1.25 trillion dollars. The demand for consumption-related logistics remained stable rapid growth [1].This research will empirically analyze whether the development of informatization of the domestic commercial logistics industry has a positive effect on its structural optimization based on the data of 31 province-level regions across the country from 2001 to 2017, and whether both of them can further promote the competitiveness of the commercial logistics industry? And considering the issue of regional differences to divide the research objects into regions, and further discover the relationship between the development level and structural changes of the commerce logistics industry in each region and the impact of the two on the competitiveness of the commerce logistics industry, with a view to extracting from the empirical results valuable research conclusions provide reference and suggestions for the high-quality development for the commerce logistics industry of China.

2. LITERATURE REVIEW

This research combed CNKI's existing literature on logistics industry competitiveness, informatization level and industrial structure, and found that:

The main aspects of the research on logistics competitiveness is following: In terms of research methods, such as Zhao L Q and Guo Y X (2011), Li Y M, Liu M Z, and Guo L L(2015), Mothilal S, Gunasekaran A, Nachiappan S, etc. (2012) [2-4]. In terms of research objects, such as Alarc N R, Anoen J P, Lozano A, etc. (2012), Li P, Peng H P (2018) and Zhu F Y, Tan B H, Wang T T (2019), Yu J L, Yang S G, and Gan C (2019) [5-8]. In terms of research perspectives, Zhu F Y, Tan B H, and Wang T T (2019) all evaluated their regional logistics competitiveness from the perspective of niche; Xue C G, Qian L L(2019) evaluated the competitiveness of logistics enterprises from the perspective of efficiency and cross-border e-commerce [7- 9].

There are many research results on informatization at home and abroad. In terms of the macroscopic role of informatization, such as Helpman E(1998), Kim M S and Park Y(2009), Jorgenson D W(1999), Oliner S D(2000), Chu S Y(2013)and Choi C, Yi M H(2018)[10-15]. In terms of informatization measurement, such as Guo M D (2019)[16]. In terms of the interaction between information and logistics, such as Prajogoa D, and Olhagerb J(2012), Gan W H, Zhu Y W and Zhang T T(2012), Choy K L, Gunasekaran A and Lam H Y(2014), Alam T and Rababah B(2019)[17-20].

Combing the research results of the logistics industry structure, it is found that the adjustment and upgrading of the industrial structure has always been the focus of scholars' research. Regarding the relationship between industrial structure and economic growth, such as Cortuk O and Singh N(2011), Havlik P(2015), Michaels G, Rauch F and Redding S J(2012), Tang J R and Wang X X (2016), Liu J, Tu J (2017), Che M H and Deng X L (2019), Lei S P, Ma H(2012)[21-27].

After reviewing the literature, it is found that most of the existing relevant research results are focus on informatization, industrial structure and competitiveness of the logistics industry, and very few studies have taken the commerce logistics industry as the research object. This research has set the time and space span to 31 provincial-level regions of the country since joining the WTO in 2001, the informationization of the commercial logistics industry has effect on/affects the industrial structure optimization and the competitiveness of the commercial logistics industry. It has theoretical and practical significance for enriching the research perspective in this field and enhancing the competitiveness of the commercial logistics industry in the actual development.

3. VARIABLE SELECTION AND DATA SOURCES

3.1. Variable Selection

3.1.1. Logistics Information Level

The level of informatization can be seen that the level of informatization cannot be measured only from a single aspect of input or output, but should be combined with the input of people, money, materials, etc., and the actual output and gross production value. To make calculations, the research refers to the information transmission, software and information technology service industry investment, the number of post and warehousing employees, and the number of mobile phone users selected when Guo M D and Li H(2019)[16]. measured the level of logistics informatization about part of provinces in China. As input variables, total postal business volume, freight volume and telecom business revenue as output variables, under the premise of considering the integrity and reliability of the data, the fixed asset investment in the information transmission computer service and software industry, the length of long-distance optical cable lines and the number of mobile phone users in the end of the year are selected as input indicators. The total postal business, the total telecommunications business and the Internet The penetration rate is used as an output indicator, and DEAP2.1 software is used to measure the level of logistics informatization in various provinces of China.

3.1.2. Logistics Industry Structure

Regarding the measurement of industrial structure, most scholars choose to use the ratio of the added value of the researched industry to GDP to express it. Lin X M, Cao Z L (2019)[28] When measuring the industrial structure, the service industry's value-added ratio in GDP and the tertiary industry's value-added in GDP ratio are used to express the service industry structure Liang W and Sun H (2019) [29] selected the proportion of logistics output value of each region in GDP to measure the status of the logistics industry structure. Since the research mainly discusses the changes in the structure of the commerce logistics industry of 31 provincial-level regions in China, the ratio about the added value of the wholesale, retail, accommodation and catering, transportation, warehousing and postal industries to regional GDP, which are closely related to the commerce logistics industry, is selected As a measure of the industrial structure of commerce logistics.

3.1.3. Logistics Competitiveness

Scholars generally use factor analysis, fuzzy comprehensive evaluation, cluster analysis, regression analysis to measure industrial competitiveness. Jiang M L, Shu H, and Lin X W (2015)[30] used the Porter Diamond Model to construct a regional logistics competitiveness evaluation system, and used factor analysis to make an empirical comparative analysis of the regional logistics competitiveness about the six provinces in central and other provinces in China;Yu J L, Yang S G and Gan C(2019)[8] used factor analysis, cluster analysis and other methods to evaluate the internal competitiveness and time-space differences of logistics industry in China. This research refers to the factor analysis method to perform factor analysis on the competitiveness data of 31 regions in 2001-2018, and extracts a common factor whose cumulative contribution rate reaches 79.6%, and standardizes the data to obtain the competitiveness measurement index of the commerce logistics industry.

3.1.4. Control Variables

The results of existing research about development of the logistics industry, most scholars use data to prove that factors such as the level of regional economic development, government behavior, talents, and environmental conditions have a certain impact on the development of the logistics industry. Tang J R and Wang X X (2016)[24] selected indicators such as the total output value of the logistics industry, gross national product and fixed asset investment to study the competitiveness of the logistics industry in eastern region.Therefore, this study finally selected the regional gross product (GDP), household consumption level (TRS) and government expenditure (GR) as the control variables to study the competitiveness of the commercial logistics industry in various regions.

3.2. Data Sources

This study selected the 2002-2018 "China Statistical Yearbook", "China Logistics Statistical Yearbook", "Country Names Economic and Social Development Statistical Bulletin" and 31 China's 2001-2017 statistical yearbooks. The data related to the informatization level, structural changes and competitiveness of the commerce logistics industry in the province-level regions are imputed by the mean method if there are individual data missing.

4. MODEL CONSTRUCTION AND EMPIRICAL ANALYSIS

4.1. Model Construction

In this study, the level of information and the structure of commercial logistics industry in each region are used explanatory variables, and the competitiveness of commercial logistics industry is the main explanatory variable to construct the following econometric model to systematically test 31 provincial-level regions across the country from 2001 to 2017. The informatization of the commerce logistics industry has influence on structural changes, in the same time, informatization and structural changes also impress competitiveness.

$$TIC_{it} = \alpha_0 + \alpha_1 TIN_{it} + \alpha_2 TIS_{it} + \alpha_3 TIN_{it} \times TIS_{it} + \alpha_4 \ln GDP_{it} + \alpha_5 \ln TRS_{it} + \alpha_6 \ln GR_{it} + \varepsilon_{it}$$

(1)

Then I represents the province-level regions, T represents the year, εit represents the random disturbance term, and IN represents the logarithmic processing of the data; TICit represents the competitiveness of the commerce logistics industry in each province-level region, and TINit represents the commerce logistics industry in the province-level regions Informatization level, TISit represents the structure of the commerce logistics industry in each province-level region, TINit×TISit represents the interactive item between the level of informatization and the industrial structure, lnGDPit represents the GDP of each province-level region, lNTRSit represents the consumption level of residents in each provincial-level region, lnGEit Indicates the government's fiscal expenditure of each province.

4.2.Empirical Analysis

4.2.1. Descriptive Statistical Analysis

Table 1. Descriptive statistical analysis of samples

Variable	Mean	Std Dve	Min	Max
TIC	0.9901	0.3828	0.5201	3.0038
TIN	0.7900	0.2919	0.3892	1.0000
TIS	0.1075	0.0221	0.0632	0.1779
TIN×TIS	0.7700	0.1052	0.4167	0.9333
lnGDP	8.9433	1.2035	4.9356	11.4043
lnTRS	9.0647	0.7260	7.5689	10.8896
lnGE	7.3075	1.0771	4.3687	9.6183

In Table 1: Mean represents the average value, which is used for the analysis of the central tendency of the sample; Std Dev represents the standard deviation, which is used for the analysis of the dispersion degree of the sample;and Min and Max are the minimum and maximum values of the sample, respectively.

4.2.2. Stationarity Test

In order to improve the objectivity of the model and the persuasiveness of the regression results, this study selects LLCand Fisher-ADF methods to test the stationarity of each research variable in order to improve the persuasiveness of the panel unit root test results.

Table 2. Panel unit root test

Variable	LLC test		Fisher-ADF test		Station arity
	Statistics	P value	Statistics	P value	
TIC	-1.7623	0.0390	66.9124	0.2519	unstable
dTIC	-17.7345	0.0000	291.382	0.0000	stable
TIN	-25.0641	0.0000	42.7494	0.9550	unstable
dTIN	-71.0735	0.0000	495.115	0.0000	stable
TIS	-0.1770	0.4298	28.9839	0.9998	unstable
dTIS	-13.8796	0.0000	211.741	0.0000	stable
TIN×TIS	-4.4047	0.0000	34.1367	0.0252	stable
lnGDP	0.0025	0.5010	46.3959	0.9012	unstable
dlnGDP	-42.7946	0.0000	494.588	0.0000	stable
lnTRS	-36.6712	0.0000	53.7944	0.7005	unstable
dlnTRS	-60.0448	0.0000	515.880	0.0000	stable

lnGE	-8.0217	0.0000	38.6844	0.9853	unstable
dlnGE	-42.9452	0.0000	491.908	0.0000	stable

It can be seen the test results of the original data TIC, TIN, TIS, lnGDP, lnTRS, and lnGE in Table 2 are all non-stationary series. On this basis, the first-order difference data dTIC, dTIN, dTIS of the non-stationary series, dlnGDP, dlnTRS and dlnGE are tested for unit roots. From the stationarity results, the data after the difference passes the test, indicating that the first-order difference data of each variable has a stationary series. The selected variables all meet the stationarity requirements, and regression model analysis can be performed.

4.2.3. Model Regression form Selection

Before analyzing the panel data, F test and Hausman test must be performed to select a suitable model. Firstly, F-test is used to determine whether the sample is suitable for mixed-effects model or fixed-effects model. The null hypothesis of F-test is to use the mixed-effects model. When the P value is less than 0.05, the null hypothesis is rejected and the fixed-effects model is used. Otherwise, the mixed-effects model is used. Then use the Hausman test to determine which fixed effect or random effect is more suitable for the sample in this study. The null hypothesis of the Hausman test is to use the random effects model. When the P value is less than 0.05, the null hypothesis is rejected and the fixed effects model is used. Otherwise, random effects are used effect model. The following is the model selection calculation result of sample data:

Table 3. Model selection results

Variable	Mixed effects model	Fixed effects model	Random effects model
TIN	0.0044	-0.0379	0.0350
TIS	-0.0100	0.0309	-0.0129
TIN×TIS	0.0031	0.0505	0.0159
lnGDP	0.0007	-0.0121	0.0004
lnTRS	0.0063	0.1089	0.0055
lnGE	-0.2950	-0.0277	-0.4473
cons	-0.0510	0.2572	-0.0486
F test	Prob>F=0.0000		
Hausman test	Prob>chi=0.0000		

The P values of the F test and Hausman test results are both less than 0.05, which means that the use of fixed effects in the sample data is better than mixed effects and random effects. Therefore, the sample of this study is more suitable for fixed effects models.

In summary, the regression equation obtained in this study is following:

$$TIC_{it} = 0.257 - 0.038TIN_{it} + 0.031TIS_{it} + 0.051TIN_{it} \times TIS_{it} - 0.012 \ln GDP_{it} + 0.109 \ln TRS_{it} - 0.028 \ln GR_{it} \quad (2)$$

4.2.4. Regression Analysis

In this study, the sample was divided into six regions: East China, North China, Central South, Northwest, Northeast and Southwest according to the "conventional classification" of the National Bureau of Statistics. East China includes Shanghai, Jiangsu, Zhejiang, Anhui, Fujian, Jiangxi and Shandong; North China includes Beijing, Tianjin, Hebei, Shanxi and Inner Mongolia; Central and South includes Henan, Hubei, Hunan, Guangdong, Guangxi and Hainan;and Northwest includes Shanxi, Gansu, Qinghai, Ningxia and Xinjiang;the Northeast includes Liaoning, Jilin and Heilongjiang;and the Southwest includes Chongqing, Sichuan, Guizhou, Yunnan and Tibet. Perform full sample and six regional sample regression on the sample, and the regression results are shown in the Table 4.

Table 4. Regression results

Variable	Full sample			Sub-sample			
	Nation wide	East China	North China	Central South	North west	North east	South west
TIN	0.0379 *	0.0211 **	0.0136	0.0166 *	0.0465	0.0296 **	0.0437 **
TIS	0.0309 **	0.0219 *	0.0276 **	0.0621 ***	0.0078 **	0.0614 **	0.0043
TIN×TIS	0.0505 ***	0.0228 ***	0.0064 *	0.0179 **	0.0026 *	0.0244 **	0.0130 *
lnGDP	0.0121 *	0.0427 **	0.0176 *	0.0344 **	0.0083	0.0239 *	0.0062 *
lnTRS	0.1089 **	0.0538 **	0.0472 *	0.0977 **	0.0213 **	0.0311 **	0.0288 *
lnGE	0.0277 **	0.0423 **	0.0164 *	0.0318 **	0.0203	0.0048 *	0.0322 *
cons	0.2572 ***	0.1062 ***	0.1011 **	0.4301 ***	0.0731 *	0.0968 **	0.0652 *

Note: "***", "**", "*"represents a significance level of 1%, 5%, and 10%, respectively.

It can be seen from the regression results of the full sample that each explanatory variable has a significant impact on the explained variable. The rest of the control variables have a significant impact on the explained variable except for government expenditure (GE), and the goodness of fit of the full sample model R2 is 66.96%, It shows that the fixed effects model can better explain the influence about the informationization level of the commerce logistics industry and the evolution of the industrial structure on industrial competitiveness.

4.2.4.1. From the Perspective of the Informatization

It is effective on industrial competitiveness is not consistent in the national and regional samples. The possible reason is that the level of informatization development in various regions is different. Largely, it also plays a different role in the competitiveness in commerce and logistics industry. From the regression

results of the national sample, the coefficient of influence of the industrial informatization on industrial competitiveness is -0.0379, and it is significant at the 10% confidence level, indicating that the overall informatization level of the domestic commerce logistics industry has not reached the level that can promote its industry. The degree of competitiveness requires the construction of information infrastructure and the introduction of advanced information technology to promote the domestic information. From the regression results of the regional samples, except for the insignificant influence of the industrial informatization level of North China and Northwest China on industrial competitiveness, the industrial informatization level of East China (0.0211) and Central South (0.0166) showed significant effects on industrial competitiveness. The positive impact indicates that informatization of the commerce logistics industry in these two regions is relatively high, which can effectively promoted industrial competitiveness, while the level of industrial informatization in the Northeast (-0.0296) and Southwest (-0.0437) has an impact on industrial competitiveness. The significant negative impact indicates that the informatization level of the commerce logistics industry in the two regions is relatively low, and it has not reached the level of informatization required for improving industrial competitiveness.

4.2.4.2. From the Perspective of Industrial Structure

The impact of changes in the commercial logistics industry structure on industrial competitiveness is not consistent in the national and regional samples. The main reason is that the changes in industrial structure of each region are different, and the effect of logistics industry competitiveness is also different. From the regression results of the national sample, the coefficient about impact of industrial structure changes on industrial competitiveness is 0.0309, and it is significant at the 5% confidence level, indicating that changes in the overall domestic commerce logistics industry structure can promote industrial competitiveness. From the results of regional sample regression, except for the insignificant impact of changes in the commerce logistics industry structure in Northwest China, East China (0.0219), Central South (0.0621) and Northeast China (0.0614) is significantly positive, indicating that the structure of the commerce logistics industry in these three regions are gradually optimized and can promote the continuous improvement of their industrial competitiveness. However, the impact of changes in the commerce logistics industry structure in North China (-0.0276) and Northwest China (-0.0078) on industrial competitiveness is significantly negative, indicating that the structure of the commerce logistics industry is not reasonable enough and cannot promote the competitiveness of the region ' s commerce and logistics industry, but will hinder its further development.

4.2.4.3. From the Perspective of the Interaction items between the Informatization Level and the Industrial Structure

The impact of the interaction items between the informatization level and the industrial structure of the commerce logistics industry on the industrial competitiveness is not consistent in the national and regional samples. The possible reasons are that differently regional informatization levels and changes in industrial structure have different effects on the competitiveness of the regional commercial logistics industry. From the regression results of the national sample, the coefficient of the interaction between the information level and the industrial structure on the industrial competitiveness is 0.0505, and it is significant at the 1% confidence level, it shows that the overall improvement of the level of informatization of the domestic commerce logistics industry can promote the optimization of its industrial structure, and to a certain extent, promote the improvement of its industrial competitiveness. From the regression results of regional samples, the information level of the commerce logistics industry and the interaction items of the industrial structure in each region have a significant impact on industrial competitiveness. Among them, the results shows that East China (0.0228), Central South (0.0179), Northwest China (0.0026) and Northeast China (0.0224). The interaction terms of the informatization level and industrial structure of the commerce logistics industry in these four regions all have a significant positive impact on industrial competitiveness, indicating that changes in the level of informatization and industrial structure in these regions have promoting effect on industrial competitiveness. And the interaction terms of the informationization level and industrial structure of the commerce logistics industry in North China (-0.0064) and Southwest China (-0.0130) have a significant negative impact on industrial competitiveness, indicating that the information in these regions Changes in the level of industrialization and industrial structure can hinder industrial competitiveness.

4.2.4.4. From the Perspective of the GDP of each Region

Except for the Northwest Region (-0.0083) GDP growth has an insignificant impact on the competitiveness of the commerce logistics industry, the national sample and the other five regions all show a significant impact. From the regression results of the national sample, the coefficient of GDP's influence on the competitiveness of the commerce logistics industry is -0.0121, and it is significant at the 10% confidence

level. From the regression results of the regional samples, the GDP growth levels of East China (0.0427), North China (0.0176) and Central South (0.0334) have a positive effect on the competitiveness of the commercial logistics industry, indicating that the GDP of these two regions has gradually begun high-quality growth has begun to positively promote the competitiveness of the commerce logistics industry, while the GDP growth levels of the three regions of Northeast China (-0.0239) and Southwest China (-0.0062) have obvious negative obstacles to the competitiveness of the commerce logistics industry. The possible reason is that the GDP growth of these two regions is still an extensive growth mode, the internal structure is unreasonable, the efficiency is low, and it cannot to provide strong support for the competitiveness of the region's commerce logistics industry.

4.2.4.5. From the Perspective of Residents' Consumption Levels In Various Regions

The influence of residents' consumption levels on the competitiveness of the commerce logistics industry has the same effect in the national and regional samples, and both are significant positive effects. From the regression results of the national sample, the coefficient of the influence of household consumption on the competitiveness is 0.1089, and it is significant at the 5% confidence level, indicating that the overall domestic consumption level of residents has a significant role in promoting the competitiveness of the commerce logistics industry. From the results of regional sample regression, the consumption level of residents in Central South (0.0977), East China (0.0538), North China (0.0472), Northeast China (0.0311), Southwest China (0.0288) and Northwest China (0.0213) has an effect on commerce and trade. The positive promotion of the competitiveness has gradually diminished. It can be seen that the consumption level of residents in the more developed areas is relatively high, which can promote the development of the regional commerce logistics industry and enhance its competitiveness.

4.2.4.6. From the Perspective of Government Expenditures

The impact of government expenditures on the competitiveness shows different directions in the national and regional samples. The possible reason is that government policies of different regions are different, and the corresponding government expenditures also have certain gaps. The effect of the competitiveness is also different. From the regression results of the national sample, the overall impact coefficient of government expenditure on the competitiveness is 0.0277, and it is significant at the 5% confidence level, indicating that the overall domestic government expenditure can obviously improve the competitiveness of the commercial logistics industry. From the results of regional sample regression, the conditions of each region are different. Among them, East China (0.0423), North China (0.0164), and Central South (0.0318) have positive influence coefficients. Government expenditures have obviously positive effect on the competitiveness of the commercial logistics industry. The influence coefficient of the northeast region (-0.0048) and the southwest region (-0.0322) is negative, and government expenditures have a hindering effect on improving the competitiveness of the commerce logistics industry. The possible reason is that the key development industries of different regions are different. Government policies and corresponding expenditures are also quite different.

5. MODEL CONSTRUCTION AND EMPIRICAL ANALYSIS

5.1. Conclusion

a) There are obviously regional differences in the optimization of industrial structure due to the informatization of the commerce logistics industry. The informatization level of the commerce logistics industry in most regions has a significant role in promoting the optimization of industrial structure. Except the industrial informatization level in North China and Southwest China has an inverse relationship to the optimization of industrial structure, and the influencing effect in Southwest China is relatively more significant.

b) There are obvious regional differences in the effect about informatization level of trade logistics industry on its competitiveness. From the empirical results, the national sample and some regional samples show a significant negative impact. It may because that the fact of information production mentioned in the information paradox requires investment, but the input may not necessarily be rewarded.

c) There are obvious regional differences in the effect of the commercial logistics industry structure on competitiveness. The empirical results show that the direction of action of the samples from North China and Northwest China is a significant negative effect.

d) There are obvious regional differences in the effect of economic growth on the competitiveness of the commerce logistics industry. The empirical results show that economic growth in most regions has a significant role in promoting the competitiveness of the commerce logistics industry, just the economic growth in the Northeast and Southwest regions has a negative impact on the competitiveness of the commerce logistics industry.

e) The improvement of residents' consumption level can obviously promote the competitiveness of the commerce logistics industry. Since the commerce

logistics industry is a logistics service industry closely related to people's livelihoods such as wholesale, retail, accommodation, and catering, the improvement of resident consumption level indicates that the public's consumption power is constantly improving, the scale of consumption is constantly expanding, the consumption structure is constantly upgraded, and the requirements for material life is also getting higher and higher, and the demand for products is also increasing, laying the material foundation for the expansion of the commerce logistics service market. The increase of residents' consumption power can drive the development of commodity consumption and related industries and trade industries, and it has a more important role in promoting the competitiveness.

f) There are obvious regional differences in the effect of government investment on the competitiveness of the commerce logistics industry. Government expenditures represent the strength of local governments' support for the development of various industries in their regions. In theory, it should increase year by year. However, because of the differences in key industries in various regions, local governments have different support methods for the development of various industries.

5.2. Experience and inspiration

a) Attach importance to the construction of logistics digital information platform and improve logistics emergency response capabilities. The government takes the lead to integrate resources from all parties, introduce international advanced digital information management technology and experience, strengthen information security protection management, and encourage universities to train information operation and management talents to reduce the negative impact of informatization paradox and improve logistics emergency capabilities, thereby improving the quality and efficiency of logistics industry development.

b) Deepen the supply-side structural reform of rural logistics, and strengthen the ability to support poverty alleviation. If the logistics industry help to alleviate poverty, it must build a number of rural logistics service brands nationwide based on the characteristics of rural economic development and actual logistics needs in various regions, play the leading role of the brand to create a rural logistics service system, and send out regional unique agricultural products as special products, products from other regions are shipped in to form a sustainable industrial chain, promote economic development in poor areas, and provide logistics assistance for the fight against poverty.

c) Accelerate the upgrading and optimization of the industrial structure, and promote the continuous industrial competitiveness. Commerce logistics industry should grasp the opportunity of high-quality development and transformation of economy at this stage, rely on government guidance and support to optimize and upgrade the industrial structure, adapting to the current digital development model and ensure the continuous improvement of industrial competitiveness.

d) Emphasize the cooperation between the government and enterprises, and adopt corresponding development strategies based on the actual development of each region. Relevant government departments should formulate development plans based on the actual needs of local commerce logistics development, attach importance to the implementation of various policies, optimize the industrial development environment, provide innovative channels and funds, and promote the sustainable development of the regional commerce logistics industry.

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