

Analysis of XI-xian Air Logistics Development on Perspective of One Belt and One Road

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Abstract: Airport logistics is an important part of modern logistics system with safety, convenient and quality services in accordance with the basic requirement of modern logistics service. Under the development of modern world economy, airport logistics is become the world recognized important modern economic development of high-end industries. At present, many enterprises have fully realized that airport logistics concept are playing a significant role in enhancing competitiveness of airport, and they have began to construct vital nodes according to the modern logistics requirements at the beginning of construction design to the airport. This paper focuses on the airport logistics of Xi-Xian New Area from the relevant concepts of airport logistics, and analyses Xi -Xian new area airport logistics development current situation on the perspectives of the one belt one road directive and the problems in the construction and development, then finds out the cause of these problems, and finally puts forward the countermeasures and suggestions to Xi Xian airport logistics.

1. Introduction

Air port logistics is a logistics service system that relies on air cargo, and uses advanced high-tech and various modes of transportation and resources to provide customers with chain services such as handling, transportation, loading and unloading, circulation processing, packaging, warehousing, value-added services, import and export trade, customs inspection, etc. In recent years, China's economy has been growing and aviation logistics has been developing rapidly. China has gradually become as world manufacturing center, air transportation is required by high efficiency and high value products such as instruments, electronic and fresh products. The policies of "Western development" and "the guanzhong - tianshui city economic zone" the establishment and the "silk road economic belt" concept, make the west salty international airport seize this historic opportunity to realize "China center portal airport" and "modern integrated through center" policy. In recent years, a great progress has been made in airport logistics.

2. Overview of related theories

2.1. The connotation of "One Belt and One Road "

"Silk Road Economic Belt" and "Twenty-first Century maritime Silk Road" are known as "One Belt and One Road". It uses the collaboration platform constructed by China and other related national based on the traditional silk road, to expand business cooperation with other countries, co-founded the economic integration, political cooperation, cultural connotation. At present, China's economy is highly related with the world economy,to constitute a new pattern of all-round opening up. Our country to promote the "The Belt and Road construction is not only the expansion and strengthening of opening up demand, is also stepping up the Asia Europe and the world and non cooperation needs.

2.2. Definition of Airport Logistics

Airport Logistics is the logistics activity held at the airport, only with the limitation of the site. After the establishment of bonded warehouses, bonded zones and export processing zones, the

domestic airport has gradually begun to develop Airport logistics. Airport Logistics has become an important part of modern logistics because of its safety, fast and excellent service and the standard of contemporary logistics service. Compared with other contemporary logistics and transportation, airport logistics starts late, but develops very rapidly, and now many enterprises management are very optimistic about it, mainly because of the characteristics of airport logistics bright.

3. Development status of Xi-Xian airport logistics

3.1. Overview of Xi-Xian Airport

Xi-Xian airport sites in the northwest of Xianyang, and with the border respectively to Jinghe, blessing silver high-speed, Qin and Han Dynasties and boundary Maoling, it is an important expanding area of Xi'an future development. The area covers 3 towns, with a total area of 144.18 square kilometers, of which 36 square kilometres are used for urban construction.

3.1.1. development history

In October of 2014, the General Administration of customs and the State Administration of Taxation jointly issued official documents to allow establishing the Xi-Xian airport bonded logistics center. This is the approved fifth special customs supervision zones, and it is the only one in the service of international airport logistics hub for special customs supervision area in Shaanxi Province, and it also shows the closer target to founding the Silk Road air starting point

3.1.2. Aviation facilities

Although Shaanxi is inland, Xian Xianyang Airport has now opened 243 routes to the 129 international cities, and has built a network covering the entire northwest region and important domestic cities. In November 11, 2016, in order to further strengthen the strategic cooperation, the main work of Xi'an Xianyang Airport is to open international cargo airline, aviation logistics company repeatedly visited the postal aviation to promote the rapid development of air cargo industry. 737-300F type all cargo aircraft of Post air can Load bearing 11 tons import and export cargo, four flights in the route a week, the airport daily cargo are about 25 tons. Through the successful maiden flight, the airport has increased to 8 overall cargo routes, 9 all cargo aircraft flights. The airport Metro air logistics hub network has expanded greatly and covered a wider area.

3.1.3. Operation status

In May 21, 2015, Xi-Xian airport signed a framework cooperation agreement with Alibaba group and Donghua software to create China's first "cross-border electricity supplier park and cloud airport". At the same time, Xi'an airport signed agreement with Hainan to open the airlines in Sydney, Rome and other overseas cities, and many other key projects such as Italy-Chinese aviation Valley, China Foreign Trade Transportation Corporation airport transportation center Settled in Xi-Xian Airport in synchronization.

3.2. Overview of airport logistics facilities in Xi-an airport

3.2.1. Storage facilities

The total investment of Xi -Xian airport logistics park is about RMB 260 million, and it is planned to be a logistics headquarters, office facilities, storage facilities and corresponding hardware facilities with an area of about 47000 square meters. Three warehouses have been built to be science and Technology Green Park, which equipped with high standards of solar power generation systems and security systems, their technical indicators are in the domestic advanced level. Shaanxi Xi-Xian bonded logistics center project with 124 thousand square meters has been fully carried out, and the multi-Storage warehouse construction area is about 84860 square meters; 3 storey warehouse area of 35534 square meters with one floor; and the bonded warehouse area is of 3800 square meters

3.2.2. Derivative facilities

The derivative function of air transport refers to the extension of processing of air cargo, and it is also the value-added service of air logistics. This means that the airport logistics park needs to provide the production and processing of simple functions to meet the diverse needs of customers; in addition, in order to encourage the exchange of products and circulation, parks usually have commercial functions; there are bonded logistics and non bonded logistics according to whether the goods need clearance. As a result, the functional modules of air cargo usually include production processing zones, bonded logistics zones and trade zones.

3.2.3. Airport transportation derivative function

The derivative function of airport transportation refers to indirectly or directly engaged in air transportation services, such as aircraft maintenance, aviation food processing, and supporting services for people engaged in aviation transportation. Therefore, its functional modules are generally equipped with production and processing zones, trade and business zones, aircraft maintenance bases, living supporting areas, etc..

3.3. Logistics operation in Xi'an airport

.Xi-xian airport have bonded logistics, bonded goods exhibition, entrepot trade and other functions, which enjoys the customs territory, bonded import, export tax rebates and other preferential policies; relying on the geographical advantage of Metro Airport and aviation port function, with the form of international aviation logistics, Xi-xian airport provides Various services such as international aviation material batch distribution business, cross-border business aviation logistics, cold chain supply and Off air bonded logistics service for small volume, light weight, fast changes in the market and value-added products.

3.4. The shortage of Xi Xian Airport Logistics under One Belt and One Road

3.5. insufficient transportation capacity

Domestic air transport capacity can not meet the transport needs of the market. Compared with other airport logistics, Xi-xian airport logistics started late, the aviation carrying capacity only accounted for the overall carrying capacity of China's airlines 2%, because the transport power is weak, less hardware facilities and transport aircraft, the staff skills is relatively backward.

3.6. unstable transportation capacity of cargo flights

At present, the freight transport model mainly depends on passenger and cargo transport machines, and there are many factors affecting the carrying capacity of flights, such as the rated carrying capacity, the number of passengers and so on. In addition, affected by external factors, the original routes will be forced to be interrupted due to international political and economic factors, which will make international freight transportation difficult.

3.7. Airport Logistics Informatization backward

Airport logistics, as an emerging industry, lacks mature construction experience. Currently logistics enterprises, settled in Xi-xian airport, is relatively small, the unsound logistics network caused the enterprise information timeliness, which can not be fully shared and led to the comprehensive service function of airport logistics, especially the information service function is difficult to play.

3.8. Insufficient interaction of air-ground

Effective support for the development of aviation logistics cannot do without ground transportation and service network, but because of the compartmentalization and business ownership, ground transportation, service network, aviation hub of Xi Xian airport lack of coordination, Xi-xian airport cannot be carried out effectively and the benign interaction insufficient, which reduces the accuracy and safety of air logistics, weakens aviation logistics and

transport speed, good maneuvering performance and other advantages, and finally restricts the aviation logistics services to improve and expand the scope of services.

4. The Countermeasures of airport logistics development under the West Ham Belt and Road Initiative "perspective

4.1. Strengthening policy support

At present, the development of logistics in Xi Xian airport is still in the initial stage, the government should give strong support in the industry, land, tax incentives, simplify customs clearance of airport logistics,to create a good atmosphere for the development of airport logistics, and support airport logistics development. In addition, due to the imperfect policy and theory of airport logistics, the government should focus on hardware and software facilities to future development and adaptability by setting strict standards, and it also should carry out investment strictly to guarantee the smooth development of the airport logistics.

4.2. Making a reasonable flight schedule

At present, Xian Xianyang Airport's main demand is air express transportation. With the rapid economic development, the rapid growth of international air express service will become an important factor in promoting the rapid growth of Xi-Xian Airport logistics. It can develop tight flight plans by increasing the number of cargo flights to meet the demand by considering various factors Comprehensively.

4.3. Perfecting Airport Logistics Network

This section must be in one column. It is difficult to form a wide range of aviation logistics network because of small size of freight enterprises in Xi-xian airport. The difference between the mode of transport area leads to the accessibility of goods in different ares, so it is necessary to increase the airport logistics network construction investment, by setting the air agent reasonably, and strengthening the enterprise land short barge transport companies, warehousing companies and other cooperation, further improve the construction of air port information platform.

4.4. Building a three dimensional airport logistics system

On the basis of enhancing the strength of its own hardware, the airport should also make full use of social network resources and create a large traffic pattern with the airport as the center. This is the basic condition for the development of airport logistics. The development and supply of airport logistics can not be accomplished solely by one's own efforts. A mature and successful logistics system must be combined with other means of transportation. Therefore, we should step up the convergence between airports and other logistics and transport networks and provincial and municipal logistics parks, and complete the integration of various means of transportation with all the forces. On the other hand, to further integrate the limited logistics resources, make full use of the highway, railway, waterway transport logistics in the rapid distribution, point distribution and other advantages, and in three ways, for the convenience of customers, efficient logistics services.

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