

Study on Countermeasures to Optimize Logistics Supervision of Port Cities

-- Taking Manzhouli City as An Example

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Abstract: Combining the actual situation in the post-epidemic era and special policies such as "Class B and B management", this paper studies the achievements and deficiencies of port city logistics supervision with Manzhouli City as an example, and puts forward corresponding solutions. Manzhouli Port combined with the "14th Five-Year Plan" Port Development Plan of Inner Mongolia Autonomous Region, is committed to building a safe, efficient, green and intelligent modern port.

Keywords: Logistics supervision, Port city, Manzhouli.

1. The Importance of Manzhouli Logistics Transportation Status

Located in the center of Northeast Asia economic circle, Manzhouli is the strategic node of the first Eurasian land bridge and the most important and fastest international gateway. Known as the "window of East Asia", Manzhouli is the largest land port in China and undertakes more than 65% of the land transportation tasks of Sino-Russian trade. Manzhouli is backed by the three provinces of Northeast China and connected with the Bohai Sea, with a vast economic hinterland. Connecting the Trans-Siberian Railway in Russia to Rotterdam in the Netherlands, the route is the most populous and resource-rich area in Russia, and the economic and geographical conditions are very advantageous. With the deepening of China-Russia-Mongolia cooperation and exchanges and the accelerated implementation of the national strategy of revitalizing the Northeast and developing the west, Manzhouli has become the strategic fulcrum of regional economic cooperation in Northeast Asia. Relying on its geographical advantages as a port hub, Manzhouli has given full play to its role as an important node of the "Belt and Road" initiative. Through a series of measures such as supporting the "rapid customs clearance" business of railways, supporting the reform of railway reloading operations, and expanding the "train + mail" mode, Manzhouli has helped the high-quality development of China-Europe railway trains and ensured the stability of the international logistics supply chain. According to statistics, in the first half of 2023, the Manzhouli entry-exit border checkpoint inspected a total of 2,326 China-Europe freight trains, an increase of 10.7% year-on-year. In the first four months of this year, imports and exports through Manzhouli port to countries along the "Belt and Road" were 51.44 billion yuan, an increase of 48% year-on-year. Among them, the export was 35.23 billion yuan, up 60.3% year on year; Imports reached 16.21 billion yuan, up 26.9% year on year. At present, the number of China-Europe train routes passing through the Manzhouli port has increased to 57, connecting more than 10 European countries.

2. The Necessity of Supervision of China's Logistics Industry

Supervision plays a very important role in ensuring the healthy and sustainable development of the logistics industry. At present, the development of China's logistics industry is in a period of rapid development, but there are still many problems behind the thriving, such as endangering public safety, damage to people's property and so on. Behind these problems, difficult supervision and inefficient punishment are undoubtedly the "invisible drivers" of logistics hazards. If we do not strengthen the supervision of logistics, it will have an adverse impact on the healthy development of China's logistics industry, and is not conducive to safeguarding the legitimate rights and interests of consumers. Specifically, the lack of supervision in the logistics industry will first endanger public safety. Logistics is the bridge connecting production and consumption, once there is a problem in a certain link, it may cause serious harm to public safety. Logistics is connected with industry and economy, but also connected with the consumption and life of thousands of households, any link of negligence, may have an impact on the normal life of the people, which puts forward higher requirements for the supervision of China's logistics industry. Secondly, the lack of supervision will also cause the leakage of consumer information. Although the privacy sheet is adopted in the transportation process of goods nowadays, such a system cannot prevent the disclosure of consumers' personal information, because according to the requirements of laws and regulations, consumers need to adopt the real-name system when transporting goods, so express companies have a lot of personal information, and internal employees sometimes take advantage of their positions for the purpose of seeking illegal interests. Selling consumers' personal information. In addition, inadequate supervision can also pose a threat to property security. At present, there are two potential ways to harm property in the express industry: first, violent sorting, staff lack of literacy but not effective supervision, in order to save time and effort to use non-standard working methods such as throwing and dumping, resulting in damage to logistics items, resulting in property losses. Violent sorting has even become an open secret in the express delivery

industry, and it will not be restrained in front of consumers. Second, the staff of the express company has the category of goods delivered by the customer, and some staff use the convenience of their positions to automatically find high-value packages for personal gain, resulting in the phenomenon of self-theft.

China's current logistics supervision mode is roughly divided into two categories, namely mixed management mode and industry association supervision mode. The logistics industry involves transportation, economic and trade, foreign economic and trade, urban management, public security, taxation, customs, commodity inspection and quarantine and other departments, and the management functions and scope of powers and responsibilities of these departments are quite different. In the process of implementing supervision of the logistics industry, due to the system and mechanism of management, many difficulties in the development of the logistics industry [1]. Industry association supervision model has not been widely used in logistics industry. At present, there are two forms of industry association supervision mode in the logistics industry, the first is the self-organized management association supervision mode within the industry, and the second is the supervision mode organized by the government and responsible for partial management.

As far as logistics is concerned, due to its comprehensive, open and international characteristics, it includes seven links such as transportation, warehousing, loading and unloading, packaging, distribution, circulation and processing, and information, involving many enterprises engaged in logistics such as road, railway, aviation, and sea transportation. What rules should be followed when these enterprises are established and engaged in logistics service activities? How to prevent disputes, eliminate disputes, if there is a dispute how to deal with, etc., these need logistics law and legal professionals to solve. The provision of logistics infrastructure needs government supervision. In China, as in other countries, governments at all levels are the only or main construction investors and operators of logistics infrastructure such as railways, airports, highways, ports, postal services and logistics parks, which have the attributes of quasi-public goods. At present, a large number of logistics infrastructure in China is generally operated and managed by a entrusted management agency, which is an absolute monopoly, which results in the lack of cost constraints on the use of logistics infrastructure pricing, repeated charges, and can not reflect its quasi-public goods attributes. The negative externalities of logistics industry development need government supervision. While serving the economy and society, the development of the logistics industry will also bring negative impacts on the society and the public. The negative externalities of the development of the logistics industry are mainly manifested in logistics activities such as cargo transportation, warehousing and packaging, which lead to increased environmental noise, deteriorating air quality and increasing security risks to varying degrees, thus affecting the welfare of the public [2]. In addition, unreasonable freight routes will lead to roundabout transportation of goods and waste of public transportation resources. In view of the negative externalities of these road logistics activities, government departments must adopt regulatory measures such as controlling vehicle exhaust emissions, forcing fuel standards and limiting transport routes to control the negative externalities of road logistics development and reduce the negative impact of the development of this industry on

environmental resources. The information asymmetry in logistics field needs government supervision. The logistics process involves a series of behaviors such as entrustment and entrustment, agent and agent. The transaction and settlement subjects of the logistics process often involve various participants. The asymmetric and untimely information in the process makes it difficult to monitor and correct the occurrence of behaviors such as delayed delivery and wrong delivery in a timely manner, which damages the interests of customers and restricts the development of the logistics industry. In recent years, with the rapid development of information technology, the technology has allowed the government to force various logistics enterprises to establish an information disclosure system for the supervision and dynamic coordination of the flow of goods in all aspects of transportation and warehousing, open relevant information to customers and government regulatory departments, and meet the regulatory needs of third parties such as the government, so as to overcome various logistics service problems caused by information asymmetry as much as possible.

3. Problems Existing in Port City Logistics Supervision

3.1. Logistics supervision business infrastructure construction can not meet the demand

At present, the infrastructure of port cities has not matched with the actual logistics needs, and there is insufficient material flow and carrying capacity. When the epidemic came at the end of 2020, most port cities did not have relevant facilities and methods to reduce the risk of the epidemic, resulting in a large number of port cities reducing related trade and even shutting down during the epidemic. The logistics industry efficiency of port cities is low, and the level of economic and trade cooperation is relatively backward. It is necessary to learn from the logistics development mode of coastal developed port cities to build an efficient characteristic logistics industry suitable for border port cities, so as to drive the economic development of cities [3]. As the port city infrastructure does not meet the existing logistics needs and the development level of intelligent logistics is low, the port system construction, which plays a great role in port logistics supervision, will play its due role.

3.2. Logistics supervision capacity needs to be improved

If the regulatory authorities can not effectively supervise the logistics industry, it will aggravate the emergence of illegal phenomena such as smuggling. To prevent and combat criminals using border logistics channels to engage in various illegal and criminal activities, logistics supervision is the most important defense line. With the gradual opening of the policy during the epidemic period, the port freight volume has surged, but the existing logistics supervision operation mode is not compatible with it. The management mechanism of the logistics industry and the standardization and professional construction of safety management need to be improved, and the various regulatory departments have carried out few activities such as safety inspection of the logistics industry within the city. There is a lack of efforts to urge enterprises to implement the security management system of delivery logistics, and the monitoring and early warning of the

operation conditions of various outlets in the city need to be strengthened, and the working pattern of joint management and comprehensive management needs to be further consolidated [4].

3.3. The port logistics supervision information platform is not perfect

With the continuous development of China's foreign trade, Manzhouli's logistics information system has become increasingly large, but its processing capacity of logistics information has not been improved correspondingly, and it also hinders the overall planning and application of logistics supervision information at Manzhouli port [5]. The imperfect logistics supervision information platform is bound to affect the safety and efficiency of logistics, and will gradually be at a disadvantage in the trade competition with other ports, which will affect the future development of Manzhouli Port. In addition, in the construction and improvement of the logistics supervision information platform of Manzhouli Port, there are still insufficient funds. In the process of development of port logistics, it is necessary to make full use of the Internet of Things for analysis and obtain the required data and information, so as to ensure the efficient implementation of supervision. However, in the actual development, there are some problems in the acquisition of information, which will make the regulatory departments unable to provide effective guidance for further collaborative supervision.

3.4. There is a relative shortage of professionals in port logistics supervision

Manzhouli City is located in the northern edge of Inner Mongolia, with extreme climate, inconvenient transportation, low level of modernization, and weak attraction for talents across the country, few professionals are willing to develop here. The number of local colleges and universities in Manzhouli is scarce, the ability of personnel training is weak, and the logistics supervision professionals are scarce, and such talents are indispensable resources for building a modern logistics supervision system. Therefore, the shortage of logistics supervision professionals is an obstacle to building a high-quality logistics supervision team in Manzhouli. At the same time, the operation of collaborative supervision is also inseparable from high-quality talents. There are still some problems in communication and communication between departments. First, the lack of a certain communication mechanism makes the communication between different departments very difficult, and even causes some mistakes in the work. Second, the personal quality of the internal staff of the enterprise is still insufficient, which makes the communication quality between departments low, affecting the quality of logistics supervision.

4. Countermeasures and Suggestions for Port City Logistics Supervision

4.1. Improve the construction of logistics infrastructure

Whether the logistics park can play a greater role in logistics transportation is largely affected by the infrastructure and equipment, transportation network, information communication, the size and number of logistics enterprises in the logistics park. In the course of Sino-Russian trade,

China and Russia have cooperated in railway, road, air and sea transportation, and built a number of cross-border logistics centers to facilitate the transportation of goods. With the increase of logistics demand of Sino-Russian trade, the infrastructure of logistics park also needs to be improved more comprehensively, such as widening roads, replacing equipment, increasing import and export channels, and rationally arranging the transportation network of logistics park [6]. Today, China and Russia are actively promoting the "Orient Express" project, by linking the China-Europe Express train with Russia's railway network, to build a freight corridor across the Eurasian continent. At the same time, China and Russia have also actively carried out cooperation in cross-border road, air and sea transportation, which has promoted the interconnection of logistics infrastructure.

4.2. Constantly improve logistics supervision capabilities

The strengthening of logistics supervision capacity needs to be carried out jointly by multiple subjects, speeding up the construction of logistics monitoring system, strengthening the actual supervision of customs, and ensuring that the actual supervision is in place has become the top priority of customs work, and its importance, necessity and urgency have been recognized by all the cadres and staff of customs. In accordance with the changes in the social situation and the adjustment of national guidelines and policies, we will flexibly use regulatory means and methods. Law enforcement departments strengthen law enforcement, carry out special rectification actions in the logistics industry, smooth the channels for the masses to report, have "zero tolerance" for illegal business activities of logistics enterprises and express outlets, and increase the exposure of express enterprises that do not fulfill the main responsibility of safety and whose illegal behaviors are repeatedly prohibited [7]. At the same time, enterprises can rely on the unique advantages of ports, seize opportunities, and realize the effective connection of port to port into door to door. Port facilities, technology and management will be effectively connected, the construction of China-Mongolian-Russia international logistics center, improve the competitiveness of port logistics. Contact with transportation departments and industry associations regularly to conduct self-supervision within the industry.

4.3. Build a sound logistics supervision information platform

Building a perfect logistics supervision information platform not only helps to improve the transportation capacity and security of ports, but also has great significance for the construction process of port logistics supervision modernization. Through the modern logistics supervision information platform, staff can complete more and more accurate supervision work in less time, which will greatly improve Manzhouli's advantage in port trade competition in the post-epidemic era [8]. At the same time, in the construction of a more perfect logistics supervision information platform, the government should increase the investment in its capital, and if necessary, it should hire more professional talents to help it complete the construction of information platform. Research on the establishment of a unified and standardized information sharing platform for the supply chain of imported goods, including all relevant enterprises in the supply chain and upstream and downstream enterprises, including the source of goods, transportation

methods, node reloading, warehousing and related staff information into the information platform. Using advanced technologies such as "blockchain" and "operation management platform", we will build a traceability system for the whole process of the supply chain with traceable sources, traceable destinations and accountable responsibilities, improve the information sharing mechanism, and provide a comprehensive and seamless tracking and supervision system for the whole process of the supply chain such as cargo warehousing and transportation.

4.4. Strengthen the training and introduction of logistics supervision professionals

In view of the shortage of talents, the Manzhouli municipal government should guide colleges and universities to add logistics supervision majors and introduce relevant teachers. Carry out on-the-job training for the port employees, improve their modern logistics supervision technology, and innovate working methods to meet the current work needs. At the same time, the government should formulate the corresponding talent introduction policy, specifically, it can attract talents through some housing subsidies, allowances and benefits, and enrich the local logistics supervision human resources. At the same time, when introducing talents, enterprises should strengthen the formulation of information technology ability standards according to the specific needs of enterprises, so as to select the technical personnel needed by enterprises, carry out specific training on the original basis, give play to the spirit of unity, and focus on the coordination of departments [9]. At the same time, enterprises should cooperate with colleges and universities in a timely manner to provide them with a certain internship platform, so as to find talents more suitable for the development of enterprises in the recruitment of colleges and universities, constantly reserve talents for the development of enterprises, and provide a certain talent power for the future progress of enterprises.

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