

Research on Tianjin Port to Serve Tianjin City's Integration into "The Belt and Road" Construction

Lin Zheng^a, Ran Zhou^b, Lequn Zhu^c

Tianjin Research Institute for Water Transport Engineering, Ministry of Transport (TIWTE)
Tianjin, China

^azhenglin9648@163.com, ^bchinaphoebe@126.com, ^czhulequn@hotmail

Abstract. Guided by better supporting Tianjin Port to serve Tianjin's integration into "The Belt and Road" construction, this paper combs the development status of Tianjin Port under the framework of "The Belt and Road" cooperation, analyzes the existing problems and gaps in sea routes, port competition and logistics services, and puts forward specific countermeasures and suggestions from the perspectives of land-sea network, trade ecology, shipping services, humanities and science, with a view to promoting Tianjin's high-quality integration into "The Belt and Road" construction.

Keywords: Tianjin Port. "The Belt and Road", Port hub. Shipping services.

1. Introduction

It is an important strategic choice for Tianjin to deeply integrate into the construction of "The Belt and Road" and actively play the role of an important city node. As the golden fulcrum of "The Belt and Road", Tianjin Port is the core strategic resource to serve Tianjin's integration into "The Belt and Road". The Opinions on Accelerating the Construction of Tianjin North International Shipping Hub clearly proposes that Tianjin Port should be built as an important fulcrum to serve "The Belt and Road". How to maximize the advantages of Tianjin Port as a core hub connecting land and sea, and enlarge the regional effect driven by radiation is an important proposition to promote Tianjin's high-quality integration into "The Belt and Road" construction.

2. The Development Status of Tianjin Port serves Tianjin's integration into "The Belt and Road"

In serving the construction of 21st Century Maritime Silk Road, Tianjin Port is the main window for the interconnection between Tianjin and the countries along "The Belt and Road". In terms of transportation scale, flight density, transportation organization capacity and international accessibility, Tianjin Port ranks in the forefront of China's coastal areas. By the end of 2020, Tianjin Port has opened more than 40 21st Century Maritime Silk Road container liner routes, reaching more than 40 ports such as Singapore and Turkey, and the cargo along the ports has accounted for nearly 50% of the annual container throughput.

In terms of serving the construction of the Silk Road Economic Belt, Tianjin Port is the only port that connects the Siberian Passage, the New Asia-Europe Continental Bridge Passage and the Central Asia-West Asia Passage at the same time, and the annual land bridge train traffic keeps the leading level of coastal ports. In addition, the total number of inland dry ports in Tianjin Port has reached 50, and more than 100 inland logistics marketing outlets have been established, and the logistics node layout along the Silk Road Economic Belt has been continuously optimized.

3. The Existing Problems of Tianjin Port serves Tianjin's integration into "The Belt and Road"

3.1 The lack of leading edge in the sea route affects the direct connection between Tianjin and the ports along "The Belt and Road"

Geographically, Tianjin Port is located at the westernmost end of the Bohai Rim, which is characterized by far sea and near land. Compared with Hong Kong, Shanghai and other ports, the density of international trunk liner flights is at a lower level. On the whole, the outbound route network of Tianjin Port is weak and the organization effect is not good. There is still a big gap between the route competitiveness and the international hub port. It has not formed a high-density, wide-coverage, convenient and efficient shipping network with the countries and regions along "The Belt and Road", and failed to give full play to the linkage amplification effect, which has affected the connection between Tianjin and the ports along "The Belt and Road" to a certain extent.

3.2 Port homogenization competition severely restricts the overall efficiency of participating in the construction of "The Belt and Road"

The Bohai Bay Port Group to which Tianjin Port belongs includes more than 60 ports such as Tangshan, Yantai, Dalian, etc. These ports are close to Tianjin Port and all belong to the central position of Northeast Asia Economic Zone, and the functional orientation between adjacent ports is similar to the main business points [1]. In the process of participating in the construction of "The Belt and Road", the neighboring ports have formed a direct competitive relationship with Tianjin Port. In order to pursue their own interests, all ports will reduce their costs one after another, and vicious low-price competition occurs from time to time. As a result, Tianjin Port's dominant position in the Bohai Bay port group is not prominent enough, and its core position is not effectively reflected, which also restricts the overall efficiency of participating in the construction of "The Belt and Road".

3.3 The imperfection of modern logistics and shipping service system affects the improvement of service quality

Although the port logistics industry of Tianjin Port has formed a certain scale of development, its business mainly focuses on the links with low value-added capabilities such as port loading and unloading, and has not yet formed an intensive modern port logistics industry cluster [2]. In terms of shipping services, compared with international shipping centers such as Singapore and Shanghai, the whole shipping industry chain of Tianjin Port is not perfect, the number of shipping service enterprises such as shipping agency enterprises is only about one third of that of Shanghai, and the driving force and resource radiation capacity of shipping service industry are not strong enough, which brings certain negative effects to the improvement of trade service quality between Tianjin and "The Belt and Road".

4. Countermeasures and Suggestions for Tianjin Port to Serve Tianjin and Integrate into "The Belt and Road"

4.1 Expand the two-way radiation network between land and sea and improve the energy level of Tianjin's outward connection

Expand the radiation network of sea routes to serve the construction of the 21st Century Maritime Silk Road. Strengthen the co-construction and cooperation with the port logistics network along the route, joined large enterprises such as COSCO Shipping and China Merchants to participate in the investment and operation of terminal logistics projects along the route, and promoted the regional headquarters of the top ten liner companies in the world to settle in Tianjin.

Seize the opportunity of building the Ice Silk Road, strengthen cooperation with Russian ports, actively carry out special research on navigation, and promote Tianjin Port to become an important Arctic waterway port. Focusing on container liners, we will actively expand far and near ocean routes and encrypt flight density, and promote the formation of a regional container transportation pattern with Tianjin Port as the core in the Bohai Rim region, and form a maritime route network covering “The Belt and Road” and reaching the whole world with global influence and attraction.

Expand the land-based logistics radiation network to serve the construction of the Silk Road Economic Belt. Explore the establishment of overseas dry ports in Central Asia and other regions, and continuously optimize the layout of logistics hubs along the dry ports [3]. Guided by rapidly improving the influence of hinterland brands and port logistics service capabilities, we will carry out value-added supporting services such as goods processing and assembly, distribution and distribution, bonded warehousing, etc., and promote the transformation of dry ports to container logistics service marketing networks. Build a cross-border multimodal transport channel and two-way logistics platform with Tianjin Port as the core, relying on inland ports in the hinterland, stations and parks in countries along the route such as Mongolia and Russia, which will radiate Xiongan new area and the main hinterland around Beijing-Tianjin-Hebei internally and countries along the Silk Road Economic Belt externally.

4.2 Innovate the construction of logistics carriers and serve Tianjin to participate in “The Belt and Road” trading system

Continue to optimize the port business environment, promote the establishment of overseas port cooperation offices in Tianjin Port by countries along “The Belt and Road”, attract overseas countries to set up overseas warehouses in Tianjin Port, and actively expand the linkage between Tianjin port navigation business and overseas parks and overseas warehouses along “The Belt and Road”. Make full use of policies such as cross-border e-commerce, bonded and tax-free consumption, optimize integrated logistics services such as customs clearance, quarantine and cold chain of related products, build a service platform for distribution of imported goods, an international procurement and distribution center for fresh food, and a northern international cold chain logistics distribution center, build a new trade ecology with comprehensive port services as the core, and provide better services for the trade cooperation of “The Belt and Road”.

4.3 Service Beijing-Tianjin-Hebei is built by a trade port and promotes the coordinated development of regional ports under “The Belt and Road” initiative

Find out the position in exploring the construction of Beijing-Tianjin-Hebei free trade port, create a more open and innovative policy environment and institutional environment, continuously improve supporting functions, accelerate the integration of Tianjin-Hebei port resources, and carry out more efficient and coordinated project cooperation in containers, port logistics, commodity car ro-ro, cruise ships and other sectors. Strengthen the strategic partnership with capital as the link in the Tianjin-Hebei port group, and jointly promote the construction of a free trade port with higher open level, better business environment and stronger radiation effect.

Formulate regional port development plan and jointly build Greater Bay Area around Bohai Sea. Promote higher authorities to formulate port development plans in the Bohai Rim region, consolidate the status of Tianjin Port as a regional central port, and promote the construction of a world-class port group with reasonable layout and misplaced development. Through investment, franchising, mergers and acquisitions, export management, etc., we will strengthen capital and business cooperation with overseas ports of the Maritime Silk Road, and help Tianjin integrate into the construction of “The Belt and Road” in a wider field and at a deeper level.

4.4 Gather high-end shipping elements to create a new pattern of Tianjin's "The Belt and Road" shipping service

In order to further enhance the influence of Tianjin shipping in "The Belt and Road" initiative, taking the experience of building shipping exchanges at home and abroad as reference, and combining with Tianjin's reality, the shipping transaction policy system is constructed in stages, and the construction of Tianjin shipping exchange is gradually explored. We will develop and improve logistics value-added services such as cross-border logistics bonded, processing, exhibition and sales, cross-border e-commerce, foster and expand high-end shipping support services such as integrated shipping services, shipping logistics information, shipping finance and shipping consulting, actively study and demonstrate the feasibility of new businesses such as tax refund at the port of departure, coastal piggyback, international transit and assembly, whole ship reloading, and non-vessel carriers, innovate the development model of internet plus Finance Shipping Logistics, and build a modern shipping logistics network financial platform. Develop shipping industry fund, ship financing, special shipping insurance, etc. [5], and form a multi-level integrated shipping service cluster and a new shipping service pattern facing the world, radiating regions and supporting cities in supporting Tianjin's integration into "The Belt and Road" construction.

4.5 Strengthen the diversified development of cruise tourism and culture and technology, and promote Tianjin to become a new platform for marine science and technology culture communication in "The Belt and Road" port

Attract world-renowned cruise companies to set up regional headquarters in Tianjin Port, promote them to set Tianjin cruise home port as the departure port, and actively develop cruise routes along the 21 ST Century Maritime Silk Road. Explore and open up tourism modes such as multi-point calling and destination-free high seas tour, and optimize the combination of tourism routes. Focus on the characteristics of port cultural tourism, create tourism products featuring canal culture and Haihe River culture, continuously enrich the onshore tourism routes suitable for cruise travel, and provide better service for tourists from countries along "The Belt and Road".

In addition, taking the opportunity of co-constructing "The Belt and Road", Tianjin's marine science and technology resources will be coordinated, cooperation with the Tianjin Research Institute for Water Transport Engineering, M.O.T, the National Ocean Information Center, the National Ocean Technology Center and other sea-related units and institutions will be broadened, and a collaborative innovation platform for marine science and technology based on Tianjin Port will be explored, focusing on joint research in the fields of marine engineering equipment manufacturing, marine environmental monitoring and offshore platform technology. Accelerate the output of leading and revolutionary scientific and technological achievements, and expand cooperation with marine science and technology along "The Belt and Road", promote the output of related technologies and standards, and enhance the radiation power of marine science and technology innovation in "The Belt and Road" of Tianjin.

5. Conclusions

In order to promote Tianjin's integration into "The Belt and Road" construction under the new pattern, we must give full play to the engine effect of Tianjin Port as the core strategic resource, and form joint efforts from multiple dimensions such as land and sea radiation network expansion, logistics carrier construction, coordinated development of port groups, agglomeration of high-end shipping elements, and integration of cruise tourism science and technology, so as to solve the existing problems and deficiencies in current service and support, constantly improve the construction of northern international shipping hub and help Tianjin better integrate into "The Belt and Road" construction.

Acknowledgments

This work was financially supported by “Joint research on international green port hub and key supporting system of multimodal transport” (National Key R&D Program of China (2016YFE0204800)), “Research on Tianjin Port to serve Tianjin’s integration into “The Belt and Road” construction”(“The Belt and Road” Construction project of Tianjin), “Research on port node cities promoting the joint construction of the "the Belt and Road"(Basic scientific research business expenses of central public welfare scientific research institutionsTKS20220404)

References

- [1] Liu J, Zhao L. Analysis of Tianjin Port Logistics Development under “The Belt and Road” Strategy [J]. Logistics Technology, 2015, 34(13):29-31.
- [2] Zhou Y. Strive to build a world-class hub port and actively serve the economic and social development of Binhai New Area [J]. Industrial Innovation Research, 2019(08):4-7.
- [3] Lv x. Transformation and development of Tianjin port under “The Belt and Road” strategy [J]. Economic and Trade Practice, 2018(09):100+102.
- [4] Feng L, Wu L. Index Evaluation and Countermeasures for Coordinated Development of Tianjin Port and City [J]. International Economic Cooperation, 2019(02):134-142.
- [5] He M. Development countermeasures of Tianjin port shipping extension service industry [J]. Transportation Enterprise Management, 2016, 31 (04):19-21.